City of Colton
General Plan Update
Environmental Impact Report

State Clearinghouse Number 2012031037
May 2013

Vol. II

Hogle-Ireland
Planning & Development Consulting

City of Colton
General Plan Update:
Land Use, Housing, and Mobility Elements

Environmental Impact Report

Prepared For:
City of Colton
659 N. La Cadena Drive
Colton, CA 92324
Contact:
Mark Tomich, Director of Development Services

Prepared By:
Hogle-Ireland, Inc.
630 N. Rosemead Boulevard, #150
Pasadena, CA 91107
Contact:
Laura Stetson, AICP, Senior Vice President
626.356.4460

May 2013

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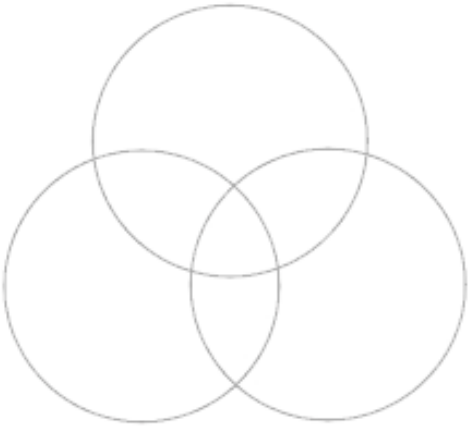

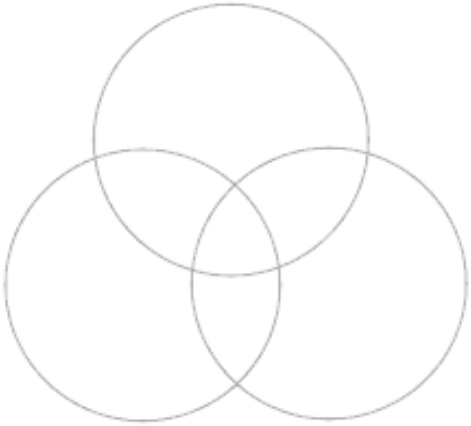

Appendix A NOP and Scoping Materials

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NOTICE OF PREPARATION

City of Colton
Development Services Department

TO:

FROM: City of Colton
Development Services Department
659 N. La Cadena Drive
Colton, CA 92324

Date: March 8, 2012

SUBJECT: Notice of Preparation of Draft Environmental Impact Report
General Plan Update: Land Use, Mobility, and Housing Elements

Pursuant to the California Environmental Quality Act (CEQA), the City of Colton, as the Lead Agency, will prepare an Environmental Impact Report (EIR) for an update of the General Plan Land Use, Mobility (Circulation), and Housing Elements. Your agency may need to use the EIR prepared by the City when considering permits or other approvals associated with the project. We need to know the views of your agency as to the scope and content of the environmental information which is relevant to any concerns related to the project or your agency's statutory responsibilities in connection with the proposed project.

The project description and location are provided in the attached exhibits. No Initial Study has been prepared for the project; the City has determined that a comprehensive EIR is clearly required for the project (CEQA Guidelines, Section 15063[a]) because the project has the potential to result in significant environmental effects. The EIR will examine the following topics identified in the CEQA Environmental Checklist (CEQA Guidelines, Appendix G):

- Aesthetics
- Agriculture / Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology / Soils
- Greenhouse Gas Emissions
- Hazards / Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation / Traffic
- Utilities / Service Systems

Please send your written response as soon as possible but no later than **April 9, 2012 at 6:00 p.m.,** thirty (30) days from the receipt of this notice. Please send response to Mark Tomich, Development Services Director at City of Colton, Development Services, 659 N. La Cadena Drive, Colton, California 92324 or mtomich@ci.colton.ca.us. Please be sure to include the name of a designated contact person in your agency. Please contact the Colton Development Services Department at (909) 370-5079; planning@ci.colton.ca.us if you any questions.

In accordance with Section 15082(c)(1) of the State CEQA Guidelines, the City has scheduled a scoping meeting to discuss the General Plan EIR to be held on **Thursday, March 22, 2012** at **6:00 P.M.** in Hutton Center, 660 N. Colton Avenue, Colton, California 92324.

Signature

3-8-12
Date

ATTACHMENTS

Exhibit A: Project Description
Exhibit B: Project Location Map
Exhibit C: Draft Land Use Plan

Exhibit A: Project Description

The project consists of the adoption and implementation of updated Land Use, Mobility, and Housing Elements of the City of Colton General Plan. The Environmental Impact Report (EIR) prepared for the project will also analyze anticipated subsequent amendments to Title 18 (Zoning) of the Colton Municipal Code that may be required to implement the updated General Plan elements. The updated Land Use Element establishes overall development capacity for the City and surrounding areas, and serves as a policy guide for determining the appropriate physical development and character of the City. The updated Mobility Element provides for a circulation system in balance with the Land Use Plan, and addresses City goals to provide "complete streets" consistent with State law. The Housing Element has been updated to address the 2008-2014 planning period for jurisdictions within the Southern California Association of Governments (SCAG) region.

The updated elements and the General Plan as a whole apply to all properties within the City of Colton and its sphere of influence.

At this time, no changes are proposed to the remaining General Plan elements: Noise, Open Space and Conservation, Safety, Model Air Quality, and Cultural Resources Preservation.

Regional Setting

The City of Colton is located in the in the extensively developed west valley region of San Bernardino County. It is surrounded by the cities of Rialto, Grand Terrace, Loma Linda, San Bernardino, and Riverside. The Santa Ana River runs through north to south through Colton. Interstate 10 traverses the City east-west, and Interstate 215 runs north-south along the eastern edge. Two intercontinental rail lines bisect the City, with one paralleling I-10 and the second stretching south to north through the historic city center.

Planning Area

The project planning area consists of all properties within the corporate boundaries of the City of Colton and its sphere of influence. The City's incorporated boundaries total 16.1 square miles, and the sphere of influence encompasses 2.7 square miles. The regional and local context of the planning area is identified on Exhibit B: Project Location Map.

Project Characteristics

The following paragraphs summarize the scope of the draft elements.

Land Use Element

The focus of the updated Land Use Element is to provide opportunities for a diversity of residential, commercial, industrial, public, and open space uses in Colton, and to ensure compatibility where land uses interface. The City looks to revitalize aging neighborhoods, enhance economic development potential, and re-create Colton's historical downtown area as a mixed-use district.

Toward these ends, land use policy and the Land Use Plan establishes the following land use designations:

- Very Low Density Residential (0.1 to 2.0 units/acre)
- Low Density Residential (2.1 to 8.0 units/acre)
- Medium Density Residential (8.1 to 16.0 units/acre)
- High Density Residential (16.1 to 22.0 units/acre)
- Residential Overlay (up to 30.0 units/acre)
- Neighborhood Commercial (0.5 maximum floor-area ratio)
- General Commercial (1.0 maximum floor-area ratio)
- Mixed-Use Neighborhood (2.0-8.0 units/acre; maximum 1.0 floor-area ratio)
- Mixed-Use Downtown (2.0-30.0 units/acre; maximum 2.0 floor-area ratio)
- Industrial Park (0.5 maximum floor-area ratio)
- Light Industrial (0.5 maximum floor-area ratio)
- Heavy Industrial (0.5 maximum floor-area ratio)
- Public/Institution (0.5 to 2.0 floor-area ratio)
- Railroad/Utility/ROW
- Open Space-Recreation
- Open Space-Resource

The Cooley Ranch Planned Community, Agua Mansa Industrial Corridor Specific Plan, and the Santa Ana River Redevelopment Project Specific Plan are proposed to be rescinded, and standard General Plan land use designations will be applied to these properties.

Over time, the distribution of uses within the community will change as vacant properties develop and application of land use policy will facilitate evolution toward the mix of uses the City envisions. Table 1 summarizes the level of development (dwelling units, population, and non-residential square feet) expected through the 2030 planning horizon year. The table provides a comparison of the existing developed conditions (Existing Land Use) and the build-out assumptions of the proposed Land Use Element update (Proposed Land Use).

Table 1
Existing Developed and Proposed Build-Out Summary

	Dwelling Units			Population			Non-Residential Square Feet		
	City	Sphere	Total	City	Sphere	Total	City	Sphere	Total
Existing Land Use	16,349	1,355	17,704	51,797	4,293	56,091	11,107,700	2,559,100	13,666,800
Proposed Land Use	21,204	1,690	22,894	67,182	5,354	72,536	23,291,600	2,809,300	26,100,900
Change	4,856	335	5,191	15,384	1,061	16,445	12,183,900	250,200	12,434,100
Percent Change	29.7%	24.7%	29.3%	29.7%	24.7%	29.3%	109.7%	9.8%	91.0%

In addition to the land changes, the Land Use Element also includes new goals and policies to address sustainability and green building, economic development, residential neighborhood protection and preservation, and mixed-use districts. Goals and policies address specific focus areas: Downtown Colton, La Cadena Drive, Valley Boulevard Corridor, Mount Vernon Avenue Corridor, South Colton, West Valley Specific Plan, and Pellissier Ranch/La Loma Hills area.

Mobility Element

The Mobility Element addresses all modes of circulation on the City's street network and trail system: cars, pedestrians, bicycling, and public transit, and the movement of goods. The element also specifically establishes policies regarding traffic congestion and the protection of residential neighborhoods from vehicular, train, and truck impacts.

The primary modifications proposed in the Mobility Element include:

- Street Classification Map updated to include new street connections, enhanced road widths where needed to support future traffic, bridge improvements, and more complete circulation
- Complete Streets goals and policies
- Neighborhood Traffic Congestion and Safety goals and policies
- Address future transit projects, including Bus Rapid Transit and potential Metrolink station
- Address truck and train traffic impacts
- Additional goals and policies that address transit, walking, and bicycling
- New policies directed to make Downtown Colton more pedestrian friendly

Housing Element

The Housing Element has been comprehensively updated for the 2008-2014 SCAG planning cycle. The City has crafted the Element to focus on this primary community goal: improving the existing housing stock and providing opportunities for development of new quality housing to raise the overall quality of residences throughout Colton. Key components of the Housing Element include:

- Identification of sufficient vacant and underutilized sites to achieve the Regional Housing Needs Allocation (RHNA) of 3,705 units for the planning period
- Policies that address SB 2 regarding transitional and emergency housing
- Programs aimed at providing increased homeownership opportunities
- Programs intended to remove governmental constraints to housing construction
- Programs addressing fair housing law

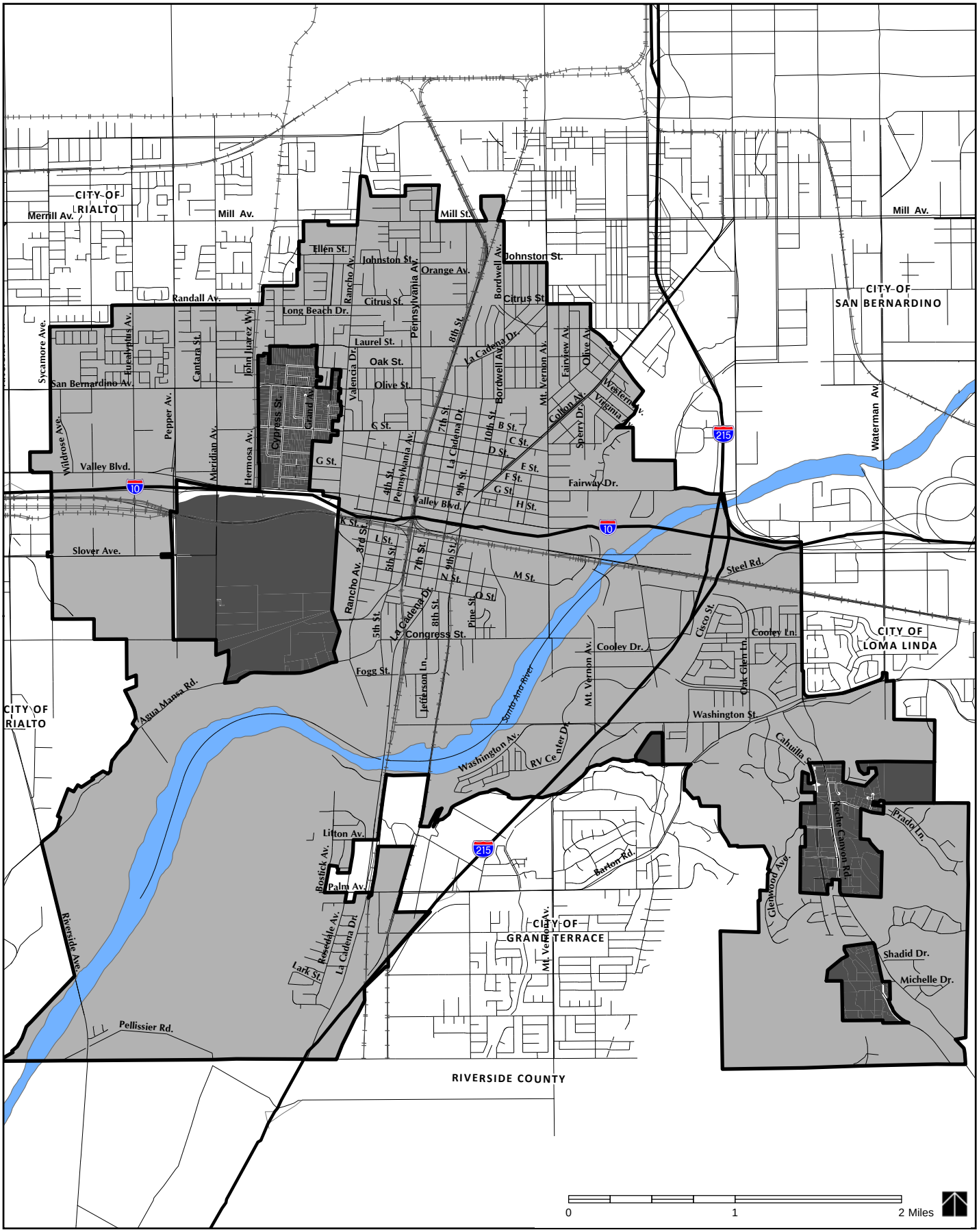
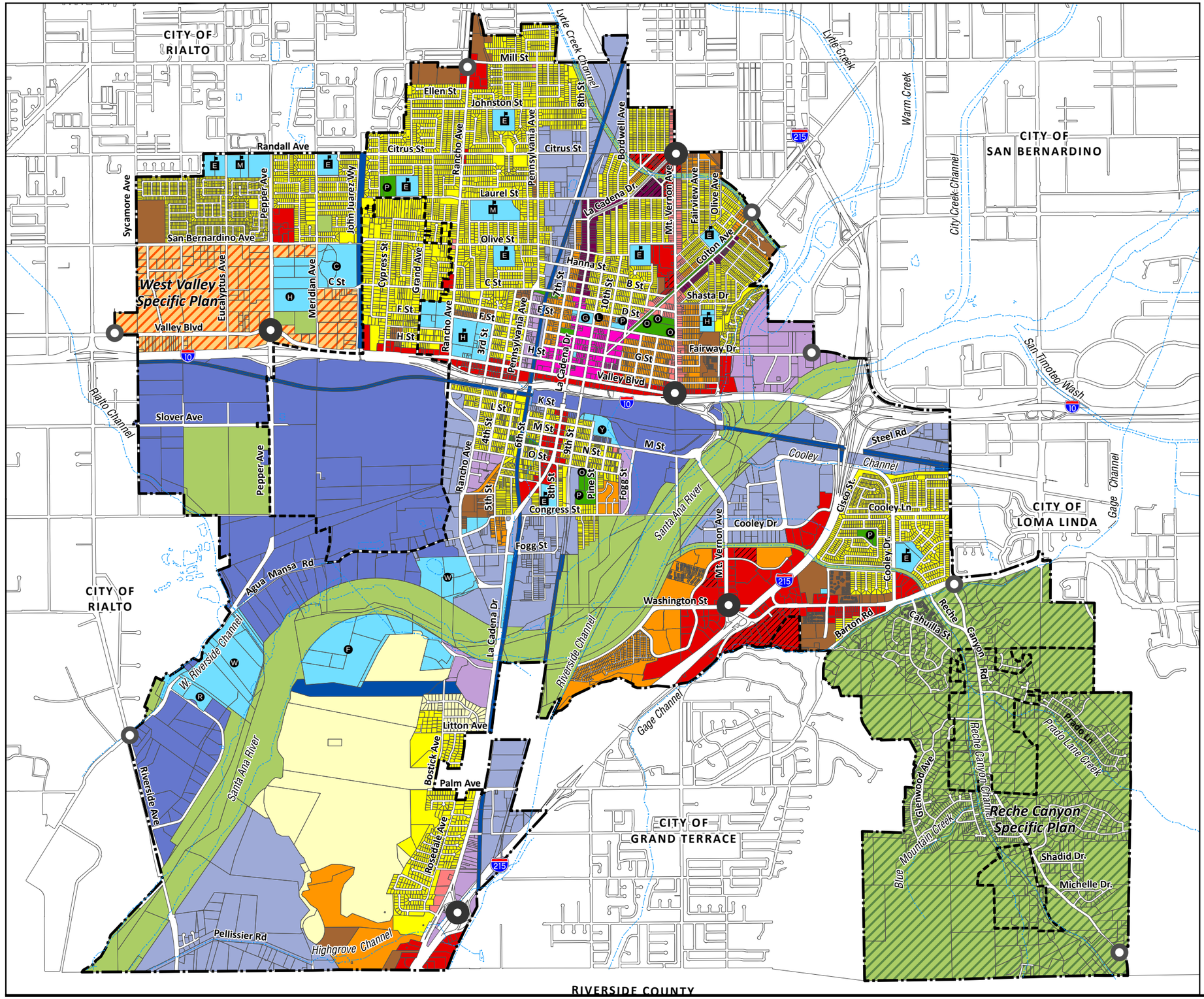


Exhibit B: Planning Area

Notice of Preparation of a Draft EIR
City of Colton General Plan Update
March 6, 2012

Exhibit C: Draft Land Use Plan



Land Use Designations

- Very Low Density Residential (0.1 - 2.0 DU/AC)
- Low Density Residential (2.1-8.0 DU/AC)
- Medium Density Residential (8.1-16.0 DU/AC)
- High Density Residential (16.1-22.0 DU/AC)
- Neighborhood Commercial
- General Commercial
- Industrial Park
- Light Industrial
- Heavy Industrial
- Mixed Use - Downtown (2.0-30.0 DU/AC; 2.0 FAR)
- Mixed Use - Neighborhood (2.0-8.0 DU/AC; 1.0 FAR)
- Open Space - Recreation
- Open Space - Resource
- Public/Institution
- Railroad/Utility Corridor

Specific Plans

- Reche Canyon Specific Plan
- West Valley Specific Plan

Overlay District

- Overlay

Community Gateways

- Major Gateway
- Minor Gateway

Public Facilities/Institutions

- E Elementary School
- M Middle School
- H High School
- C Cemetery
- O Community Center
- G City Hall
- H Hospital (Private)
- L Library
- F Landfill
- Y City Maintenance Yard
- P Parks
- R Power Plant
- W Wastewater Facility

Base Map

- City Boundary
- Sphere of Influence
- Watercourse

Date: March 1, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

0 2,000 4,000 6,000 8,000 Feet

Colton General Plan Update: Land Use, Mobility, and Housing Elements

EIR Scoping Meeting
March 22, 2012

Purpose of the Scoping Meeting

To determine the scope and content of the environmental information to be included in the Environmental Impact Report (EIR)

Project Description

- Adoption and implementation of updated Land Use, Mobility, and Housing Elements

- Subsequent amendments to Title 18 (Zoning) of the Colton Municipal Code that may be required to implement the updated General Plan elements

Project Description

Land Use Element

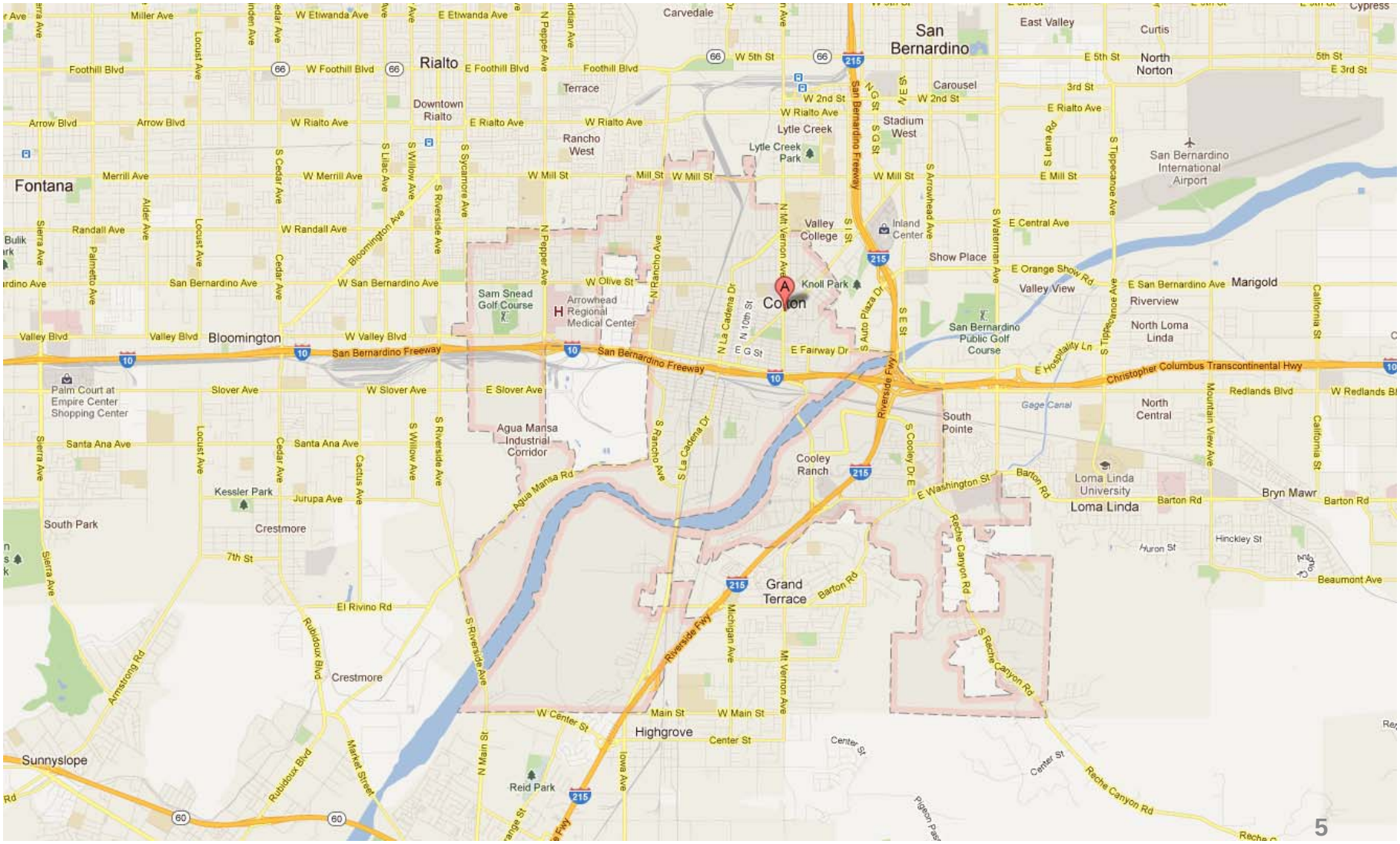
1) establishes overall development capacity for Colton
2) serves as a policy guide for determining the appropriate physical development and character

Mobility Element

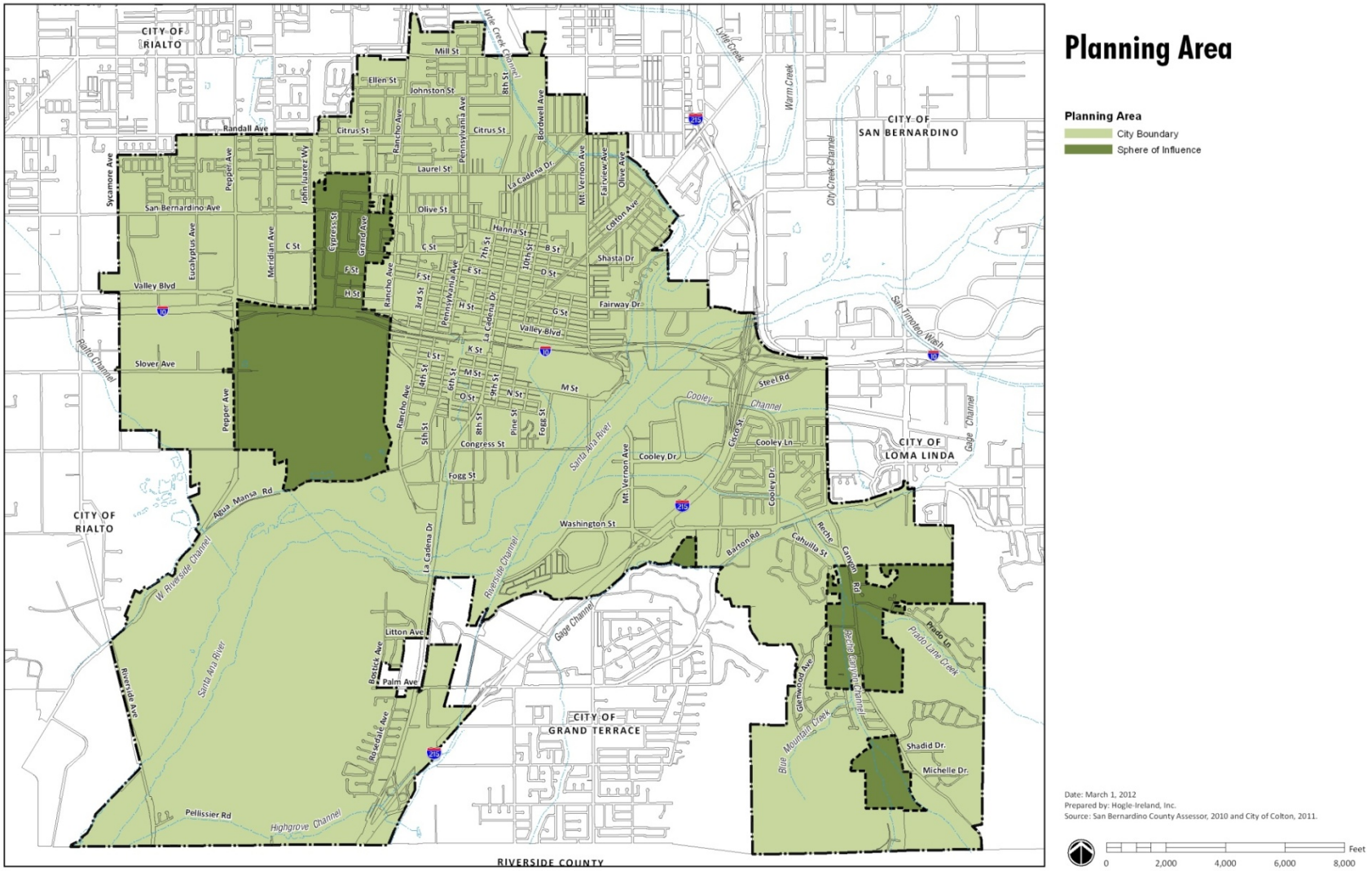
1) provides for a circulation system in balance with the Land Use Plan
2) addresses goals to provide “complete streets”

Housing Element: Identifies programs to meet housing needs for the 2008-2014 planning period

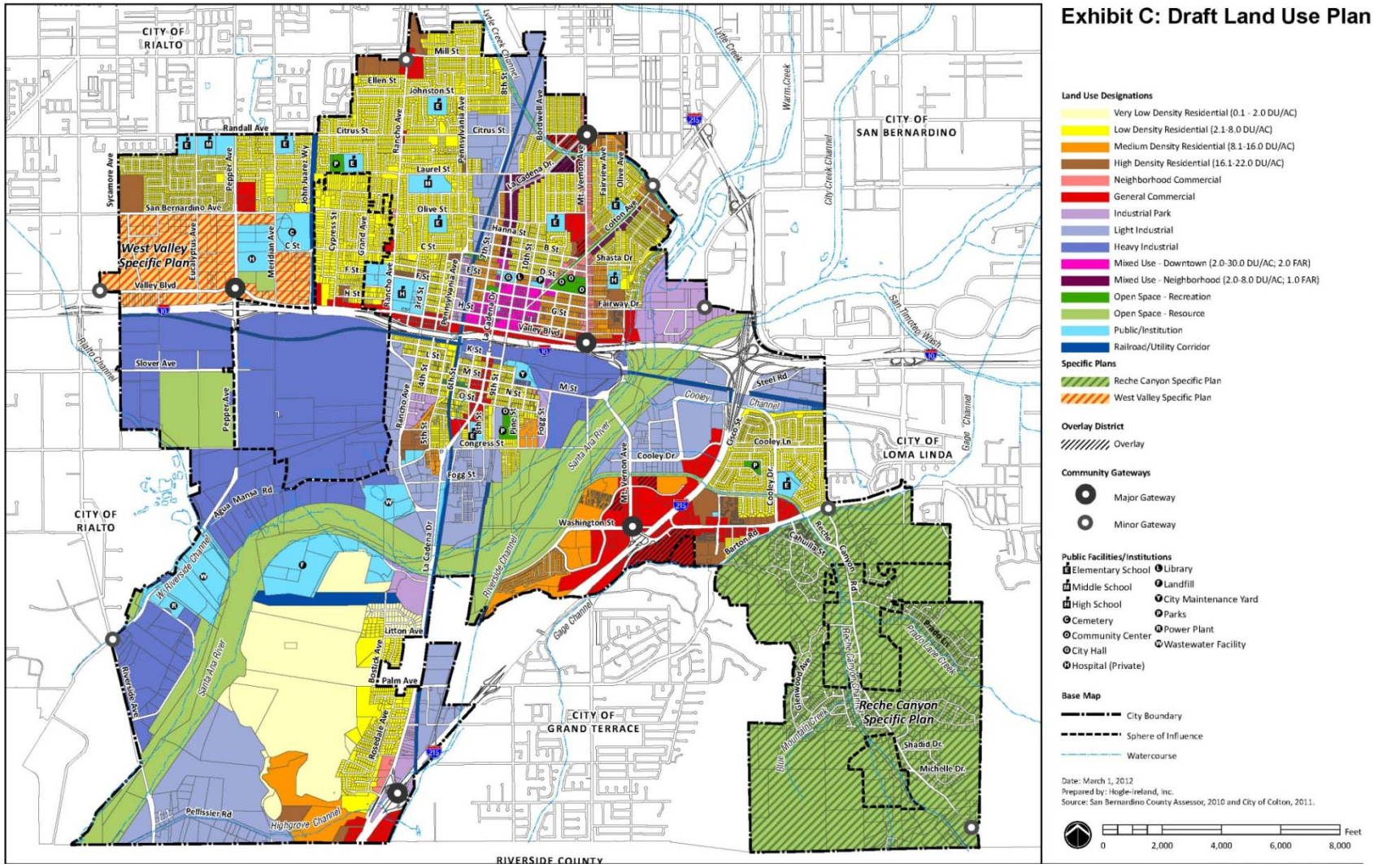
Regional Location


A
Colton
San Bernardino
Rialto
Fontana
Bloomington
Grand Terrace
Highgrove
Loma Linda
Sunnyslope
Crestmore
Carvedale
East Valley
Curtis
North Norton
Carousel
Stadium West
Lytle Creek
Lytle Creek Park
Rancho West
Downtown Rialto
Terrace
Valley College
Inland Center
Show Place
Knoll Park
Sam Snead Golf Course
Arrowhead Regional Medical Center
San Bernardino Public Golf Course
Valley View
Riverview
North Loma Linda
Marigold
South Pointe
North Central
Gage Canal
Agua Mansa Industrial Corridor
Cooley Ranch
Loma Linda University
Bryn Mawr
Kessler Park
South Park
Reid Park
Palm Court at Empire Center Shopping Center
San Bernardino International Airport
Miller Ave
Foothill Blvd
W Foothill Blvd
E Foothill Blvd
W Etiwanda Ave
E Etiwanda Ave
Arrow Blvd
W Rialto Ave
E Rialto Ave
Merrill Ave
W Merrill Ave
Randall Ave
W Randall Ave
San Bernardino Ave
W San Bernardino Ave
Valley Blvd
W Valley Blvd
Slover Ave
W Slover Ave
E Slover Ave
Santa Ana Ave
Jurupa Ave
7th St
El Rivino Rd
W Mill St
E Mill St
W Olive St
E Fairway Dr
E Central Ave
E Orange Show Rd
E San Bernardino Ave
W 5th St
E 5th St
W 2nd St
E 2nd St
3rd St
E 3rd St
5th St
W Redlands Blvd
Redlands Blvd
Barton Rd
Hinckley St
Huron St
Beaumont Ave
W Main St
Main St
Center St
W Center St
San Bernardino Freeway
Riverside Fwy
Christopher Columbus Transcontinental Hwy
Agua Mansa Rd
Reche Canyon Rd
E Washington St
Mt Vernon Ave
Michigan Ave
Rubidoux Blvd
Armstrong Rd
Market Street
Cactus Ave
Locust Ave
Cedar Ave
Bloomington Ave
Sierra Ave
Alder Ave
Palmetto Ave
Lilac Ave
Willow Ave
Sycamore Ave
Riverside Ave
Pepper Ave
Rancho Ave
La Cadena Dr
Auto Plaza Dr
Waterman Ave
Arrowhead Ave
Tippecanoe Ave
Lena Rd
Mountain View Ave
California St
Cooley Dr E
N Mt Vernon Ave
N 10th St
E G St
E I St
E E St
N G St
S G St
N Main St
Iowa Ave
Pigeon Pass
Reche Canyon Rd
Center St
Barton Rd
Michigan Ave
Riverside Fwy
Rubidoux Blvd
Market Street
Armstrong Rd
Agua Mansa Rd
Jurupa Ave
Santa Ana Ave
Slover Ave
Valley Blvd
Foothill Blvd
Miller Ave
Arrow Blvd
Merrill Ave
Randall Ave
San Bernardino Ave
Bloomington Ave
Cedar Ave
Locust

Planning Area



Draft Land Use Plan



Project Description

Existing and Proposed Levels of Development

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Percent Change	29.7%	24.7%	29.3%	29.7%	24.7%	29.3%	109.7%	9.8%	91.0%

- The Proposed Land Use represents the General Plan Buildout
- General Plan Horizon Year is 2035

Purpose of the EIR

- Public disclosure of the environmental consequences of a proposed project or plan
- Identify mitigation measures and examine alternatives to reduce or avoid potentially significant impacts
- Planning tool to assist City decision-makers in evaluating benefits/disadvantages of a proposed project or plan

EIR Process and Schedule

Milestones	Projected Completion Dates
Scoping Process	Ending April 9, 2012
Draft EIR Distributed for Public Review & Comment (45 days)	Early May 2012
End of Draft EIR Public Review Period	June 2012
Responses to Comments on DEIR	July 2012
Final EIR, Mitigation Monitoring Program, Findings, Statement of Overriding Considerations	August 2012
Public Hearings/Final Certification	August 2012

Topics Addressed in the EIR

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Geology/Soils
- Greenhouse Gases
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

Topics Addressed in the EIR

- Cumulative and Growth Inducing Impacts
- Alternatives to the Project
- Irreversible Long-term Environmental Changes

Focus of Requested Comments on Scope of the EIR

- **Aesthetics:** Downtown Colton, Neighborhoods
- **Biological Resources:** Delhi Sands flower-loving fly; Wooly Star; La Loma Hills/Pellissier Ranch area
- **Hazards and Hazardous Materials:** Industrial uses; Active earthquake faults
- **Land Use/Planning:** West Valley Specific Plan; New Mixed-Use areas

Focus of Requested Comments on Scope of the EIR

- **Housing / Population:** Increase in housing and population

- **Public Services, Utilities / Service Systems:** Water; Wastewater; Electric Utility

- **Transportation / Traffic:** Automobile and truck traffic; train impacts; new street improvements; Railroad grade separations

Colton General Plan Update: Land Use, Mobility, and Housing Elements

EIR Scoping Meeting
March 22, 2012

Date: March 26, 2012

To: Mark Tomich, Development Services Director
Jay Jarrin, Senior Planner

From: Laura Stetson and Jose M. Rodriguez

Subject: March 22, 2012 General Plan Update EIR Scoping Meeting Summary

Meeting Location: Lawrence Hutton Center, 660 N. Colton Avenue, Colton, CA 92324
Meeting Date and Time: March 22, 2012, 6:00 P.M.

Colton Staff Participants: Jay Jarrin, Senior Planner; Charity B. Schiller, Attorney
Consultant Participants: Laura Stetson, Jose M. Rodriguez
Public Participants: City of Colton Councilman Alex Perez; Mario Suarez, City of San Bernardino; John Anaya Sr.

The purpose of the scoping meeting was to determine the scope and content of the environmental information to be included in the Environmental Impact Report (EIR). Laura Stetson of Hogle-Ireland, Inc. gave a presentation on the General Plan Update: Land Use, Housing, and Mobility Elements. Her presentation included a project description, schedule of the EIR, and topics that are to be analyzed in the EIR. The following were the comments provided by the public,

John Anaya Sr.

- Mr. Anaya Sr. was concerned about vehicle congestion and air pollution issues associated with the I-10 freeway and Rancho Avenue interchange ramps, particularly during evening and morning peak-hour traffic.
- Mr. Anaya Sr. was concerned with the change in taste of Colton's tap water. Over the past 10 years, he indicated that tap water had degraded and tasted differently. He wanted to know if there were any regulations to protect the water supply system in the City of Colton.
- Mr. Anaya Sr. identified air quality issues for bicyclists on the Colton Avenue bike path. He was concerned about vehicle exhaust as an issue for bicyclists.
- Mr. Anaya Sr. was concerned about smells and air quality issues affecting residential neighborhoods from industrial uses in the vicinity of Pennsylvania Avenue and Mill Street.

City of Colton Councilman Alex Perez

- Councilman Perez mentioned the Burlington Northern Santa Fe (BNSF) and Laurel Street railroad grade separation project and wanted to know the impacts on the Miller's Honey business.

Mario Suarez (City of San Bernardino)

- Mr. Suarez had no comment on the Notice of Preparation but was looking forward to reviewing the General Plan Update EIR.

Appendix B NOP Distribution List and Comment Letters

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California Natural Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

Kinder Morgan
1100 Town and Country Road
Orange, CA 92868

Metrolink
One Gateway Plaza, 12th Floor
Los Angeles, CA 90012

SANBAG
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

San Bernardino County
County Geologist
385 N. Arrowhead Avenue
San Bernardino, CA 92415

City of San Bernardino Municipal Water Department
300 N. D Street, 5th Floor
San Bernardino, CA 92418

City of San Bernardino
Planning Division
300 N. D Street
San Bernardino, CA 92418

City of Loma Linda
Planning Division
25541 Barton Road
Loma Linda, CA 92354

County of Riverside
Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

City of Riverside Public Utilities
Water and Power Engineering Services
3901 Orange Street
Riverside, CA 92501

Riverside County Flood Control District
1995 Market Street
Riverside, CA 92501

Colton Area Museum
380 N. La Cadena Drive
Colton, CA 92324

San Bernardino MSC
1900 W. Redlands Blvd.
San Bernardino, CA 92403-9334

Metropolitan Water District of Southern California
Infrastructure and Facilities Division
700 North Alameda Street
Los Angeles, CA 90012

San Bernardino County
Solid Waste Management Division
222 W. Hospitality Lane, 2nd Floor
San Bernardino, CA 92415

Endangered Habitats League
8424 Santa Monica Blvd., #A592
Los Angeles, CA 90069

Burlington Northern Santa Fe Railroad
740 East Carnegie Drive
San Bernardino, CA 92408

CA Dept of Fish & Game
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764

California Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

CalTrans, District 8
Planning Division
464 W. 4th Street
San Bernardino, CA

City of Grand Terrace
Community and Economic Development
22795 Barton Road
Grand Terrace, CA 92313

City of Rialto
Planning Division
150 S. Palm Avenue
Rialto, CA 92376

City of Riverside
Planning Division
3900 Main Street, 3rd Floor
Riverside CA 92522

Colton Disposal
2059 E Steel Road
Colton, CA 92324

Colton Joint Unified School District
Darryl Taylor
Director of Facilities Planning & Construction
1212 Valencia Drive
Colton, CA 92324

County of San Bernardino
Land Use Services - Planning
385 N. Arrowhead Avenue
San Bernardino, CA 92415

Department of Water Resources
Division of Engineering/Real Estate Branch
1416 9th Street
Sacramento, California 95814

Governor's Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Rialto Unified School District
Facilities Planning
625 West Rialto Avenue
Rialto, CA 92376

Riverside-Corona Resource Conservation District
4500 Glenwood Drive, Building A
Riverside, CA 92501

San Bernardino City Unified School District
Facilities/Operations Division
777 North F Street
San Bernardino, CA 92410

San Bernardino County Fire Department
Hazardous Materials Division
620 South “E” Street
San Bernardino, CA 92415

SBC/AT&T
3939 E Coronado Street, 2nd Floor
Anaheim, CA 92807

Department of Housing & Urban Dev.
611 West Sixth Street, Suite 801
Los Angeles, CA 90017

West Valley Water District
855 W. Baseline Road
Rialto, CA 92377

Riverside Highland Water Company
12374 Michigan Street
Grand Terrace, CA 92313

City of Colton Main Library
656 9th Street
Colton, CA 92324

Southern California Edison
Real Estate Operations
14803 Chestnut Street
Westminister, CA 92683

Time Warner Cable
1500 South Auto Center Drive
Ontario, CA 91761

Omnitrans
1700 W Fifth St
San Bernardino, CA 92411

San Bernardino County LAFCO
215 N. D Street, Suite 204
San Bernardino, CA 92415

SCAG (San Bernardino County Office)
1170 W. 3rd Street
San Bernardino, CA 92410

San Bernardino County Flood Control
Planning Division
825 East Third Street
San Bernardino, CA 92415

San Bernardino County Recorder-Clerk
222 West Hospitality Lane, 1st Floor
San Bernardino, CA 92415

Santa Ana Regional Water Quality Control Board
3737 Main Street, Suite 500
Riverside, CA 92501

South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar CA 91765

Southern California Edison
14799 Chestnut Street
Westminster, CA 92683

Southern California Edison Co.
Land Rights Section, Room 515
P.O. Box 410
Long Beach, CA 90801

Southern California Gas Company
570 4th Street
San Bernardino, CA 92408

Union Pacific Railroad
19100 Slover
Bloomington, CA 92316

United States Army Corps of Engineers
915 Wilshire Boulevard, Suite 1101
Los Angeles, CA 90017

U.S. Fish and Wildlife Service
Palm Springs Office
777 E. Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

City of Moreno Valley
Planning Department
Moreno Valley City Hall
14177 Frederick Street
Moreno Valley, CA 92552

City of Redlands
Development Services Department
35 Cajon Street
Redlands, CA 92373

City of Fontana
Planning Division
8353 Sierra Ave.
Fontana, CA 92335

County of Riverside
Planning Department
County Administration Center
4080 Lemon St.
Riverside, California 92501

City of Jurupa Valley
8304 Limonite Avenue, Suite "M"
Jurupa Valley, CA 92509

Community Development
Department
Planning Division

April 9, 2012

Mark Tomich, Development Services Director
City of Colton Development Services Department
659 N. La Cadena Drive
Colton, CA 92324

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the City of Colton General Plan Update: Land Use, Mobility and Housing Elements.

Dear Mr. Tomich:

Thank you for the opportunity to comment on the forthcoming preparation of a Draft Environmental Impact Report for the City of Colton General Plan Update.

As you are aware, the northernmost boundary of the City of Riverside abuts the southernmost boundary of the City of Colton, with Riverside Avenue/Main Street being a common arterial between the cities. As indicated in the Power Point "Summary of Circulation and Land Use Changes" provided by City of Colton staff, the southern portions of Colton closest to the City of Riverside involve significant changes in land use. In particular, the City of Riverside staff notes that changes to Area 7, Agua Mansa Area, involve rescinding the existing specific plan and new land uses reflecting the City of Colton's desire to promote the area for intense industrial uses. From the information that has been provided it is unclear exactly how the land use in this area will change. As such, more specific information is needed to understand the changes in land use in this area including quantifying the acreage of areas where land use will change (e.g. how much industrial land exists as currently planned and how much will be added). In addition, impacts to the City of Riverside need to be fully evaluated and addressed in the DEIR as indicated below.

Specifically, the DEIR needs to address any changes to the Zoning or General Plan land use designations that would allow for increased density within the southern portion of the City, resulting in direct, indirect or cumulative impacts to the City of Riverside in terms of aesthetics, air quality, traffic, etc. The DEIR also needs to include a traffic analysis that details the impacts this project would have on City of Riverside streets as well as identify and assess viable mitigation measures acceptable to the City of Riverside. At minimum the traffic study needs to focus attention on the potential impact to Riverside Avenue/Main Street.

Furthermore, the City of Riverside's Public Works staff requests a meeting with City of Colton staff and the prospective environmental and traffic consultants prior to commencing the traffic study to discuss and ensure that all traffic impacts are properly analyzed and, if necessary, mitigated.

The City of Riverside wishes you the best on the adoption and implementation of the City of Colton General Plan Update and looks forward to reviewing future materials related to the project. Should you have any additional questions regarding this letter or to schedule a meeting with staff, please contact Doug Darnell, Senior Planner at (951) 826-5219 or ddarnell@riversideca.gov.

Sincerely,

Steve Hayes, AICP
Interim City Planner

c: Ronald Loveridge, Mayor
Riverside City Council Members
Scott Barber, City Manager
Deanna Lorson, Assistant City Manager
Kristi Smith, Supervising Deputy City Attorney
Tom Boyd, Deputy Public Works Director/City Engineer

State of California

California Natural Resources Agency

Memorandum

Date: April 9, 2012

RECEIVED
APR 2 2012
CITY OF COLTON
COMMUNITY DEVELOPMENT

To: City of Colton, Development Services Department
Attn: Mark Tomich
659 N. Cadena Drive
Colton, California 92324

From: Leroy Ellinghouse, Chief
SWP Encroachments Section
Division of Operations and Maintenance
Department of Water Resources

Subject: S.B. 2161 Review of 36-SB-129, Notice of Preparation for Draft Environmental Impact Report for General Plan Update, Development Services Department, City of Colton, Southern Field Division, San Bernardino County

Dear Mr. Tomich:

The City of Colton will prepare a Draft Environmental Impact Report (EIR) for an update to the General Plan Land Use, Mobility, and Housing Elements. The City proposes to designate the lands along Department of Water Resources (DWR) Right-of-Way (ROW) as commercial and industrial land uses. DWR's Santa Ana Pipeline alignment is generally located in N. State Street in the City of Colton.

Any development that affects DWR ROW will require an Encroachment Permit from DWR prior to the start of construction. Information on obtaining an encroachment permit from DWR can be viewed at:

http://www.water.ca.gov/engineering/Services/Real_Estate/Encroach_Rel/

Please provide DWR with a copy of any subsequent environmental documentation when it becomes available for public review. Any future correspondence relating to this project should be sent to:

Leroy Ellinghouse, Chief
SWP Encroachments Section
Division of Operations and Maintenance
Department of Water Resources
1416 Ninth Street, Room 641-1
Sacramento, California 95814

SURNAME DWR 155 (Rev 7/11)				
	3-28-12	M Anderson 3-28-12		

In addition, please continue to keep DWR informed of any future actions with respect to the City of Colton, General Plan Land Use updates.

If you have any questions, please contact Leroy Ellinghouse, Chief of the SWP Encroachments Section, at (916) 659-7168 or Mike Anderson at (916) 653-6664.

Sincerely,

Leroy Ellinghouse, Chief
State Water Project Encroachment Section
Division of Operations and Maintenance

The Blue Mountain City
Grand Terrace
CALIFORNIA

Community and Economic Development Department

RECEIVED
APR 10
CITY OF COLTON
COMMUNITY DEVELOPMENT

April 3, 2012

Mr. Mark Tomich
Development Services Director
City of Colton
659 N. La Cadena Drive
Colton, CA 92324

Re: Notice of Preparation of a Draft Environmental Impact Report (EIR)
General Plan Update: Land Use, Mobility and Housing Elements

Dear Mr. Tomich:

The City of Grand Terrace appreciates the opportunity to comment on the Notice of Preparation for the above-referenced General Plan Update. Our comments relate to traffic impacts, land use compatibility, hydrology/drainage and cumulative projects.

Traffic

We request that the EIR analyze potential traffic impacts to roadways within the City of Grand Terrace. It is expected that given the proximity of our city boundaries future development and build-out of the City of Colton will generate traffic onto Grand Terrace roadways. As such, the EIR and EIR traffic study must evaluate those roadways within the City of Grand Terrace that are close to future development within Colton.

Land Use

Given that the City of Colton is directly contiguous to our northern, western and eastern boundaries, we request that the EIR and Land Use Element consider land use compatibility with those contiguous land uses located in the City of Grand Terrace.

Hydrology/Drainage

The changes in the General Plan Update could result in alteration of drainage patterns and potential increase in impervious surfaces. Due to the proximity of the our respective City boundaries, the EIR should include study of Grand Terrace's watershed that are close to future development within the City of Colton; especially those areas adjacent to Interstate 215, Barton Road and Mount Vernon Avenue.

Cumulative Projects

In order to adequately evaluate cumulative projects located in the City of Grand Terrace, please contact us so we may provide information for those cumulative projects that should be included in the EIR.

Thank you, again, for the opportunity to respond to the NOP. Please provide the City of Grand Terrace with two copies of the Draft EIR upon completion.

In the interim, should you have any questions please feel free to contact Senior Planner Sandra Molina or me at 909 430-2247.

Sincerely,

Joyce Powers

JOYCE POWERS
Community and Economic
Development Director

OMNITRANS

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COMMUNITY DEVELOPMENT

April 5, 2012

Mr. Mark Tomich
Development Services Director
659 La Cadena Dr.
Colton, CA 92324

Subject: Comments regarding General Plan Update

Dear Mr. Tomich,

Thank you for providing Omnitrans, the public transportation provider for the San Bernardino Valley, the opportunity to offer the following comments with respect to the City of Colton's General Plan Update (GPU). Omnitrans has several strong routes that serve the City of Colton (routes 1, 19, and 22), and the land uses shown in the proposed land use map will help to support our goal as an agency to continue to provide high-quality transit service in the City of Colton.

Additionally, we would recommend land use policies that support connectivity of various modes of transportation, including bus, walking, cycling and per your city's future transit goals, bus rapid transit and Metrolink. Based on Colton's goals for circulation and our research regarding the policies of neighboring cities, some example(s) of policies that the Mobility Element of the GP could adopt are:

MEP 1.1: Continue to consult with regional transit operators to maintain and improve the coverage and frequency of transit service in the City.

MEP 1.2: Consult with Omnitrans to establish and maintain transit hubs at key locations throughout city, both existing and planned.

MEP 1.3: In addition to requiring private development to provide transit amenities, consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.

MEP1.4: Continue to develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.

MEP 1.5: Continue to require that the siting and architectural design of new development promotes safety, pedestrian-friendly design, and access to transit facilities.

MEP 1.6: Enhance pedestrian and bicycle access to local and regional transit, including facilitating connections to transit.

MEP 1.8: Continue to require that new development participates in the cost of transportation mitigation and improvements necessitated by new development, including non-automobile solutions.

MEP 1.9: Require that new and substantially renovated office, retail, industrial, and multi-family developments implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.

MEP 1.10: We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

MEP 1.11: Transit-Oriented Development. We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use.

Sources: City of Rancho Cucamonga- General Plan
City of Ontario-General Plan

Omnitrans always looks forward to assisting our member cities in providing their residents with active transportation options. We look forward to working with Colton to help accomplish your City's goals for mobility and quality of life. If you would like to meet with us or would like any additional information, feel free to contact me at (909) 379-7256 or anna.rahtz@omnitrans.org.

Respectfully,

Anna Rahtz

Anna Rahtz
Planning Projects Manager

AR:ns

RIALTO UNIFIED SCHOOL DISTRICT

HAROLD L. CEBRUN, SR., PH.D.
Superintendent

182 East Walnut Avenue, Rialto, California 92376-3598 www.rialto.k12.ca.us Telephone (909) 820-7700 Fax (909) 873-2489

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CASEY CRIDELICH
Assistant Superintendent
Business Services

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April 3 2012

City of Colton
Development Services Dept.
659 N La Cadena Drive
Colton Ca 92324

RE: **Notice of Preparation / DEIR**

Dear Sirs

Thank you for the opportunity to review. Please note that the northwest portion of Colton City encompasses the southeast portion of the Rialto Unified School District. [Please see attached map] This portion of the boundary includes (2) elementary schools and (1) middle school. RUSD would need to be informed of all notifications regarding this project.

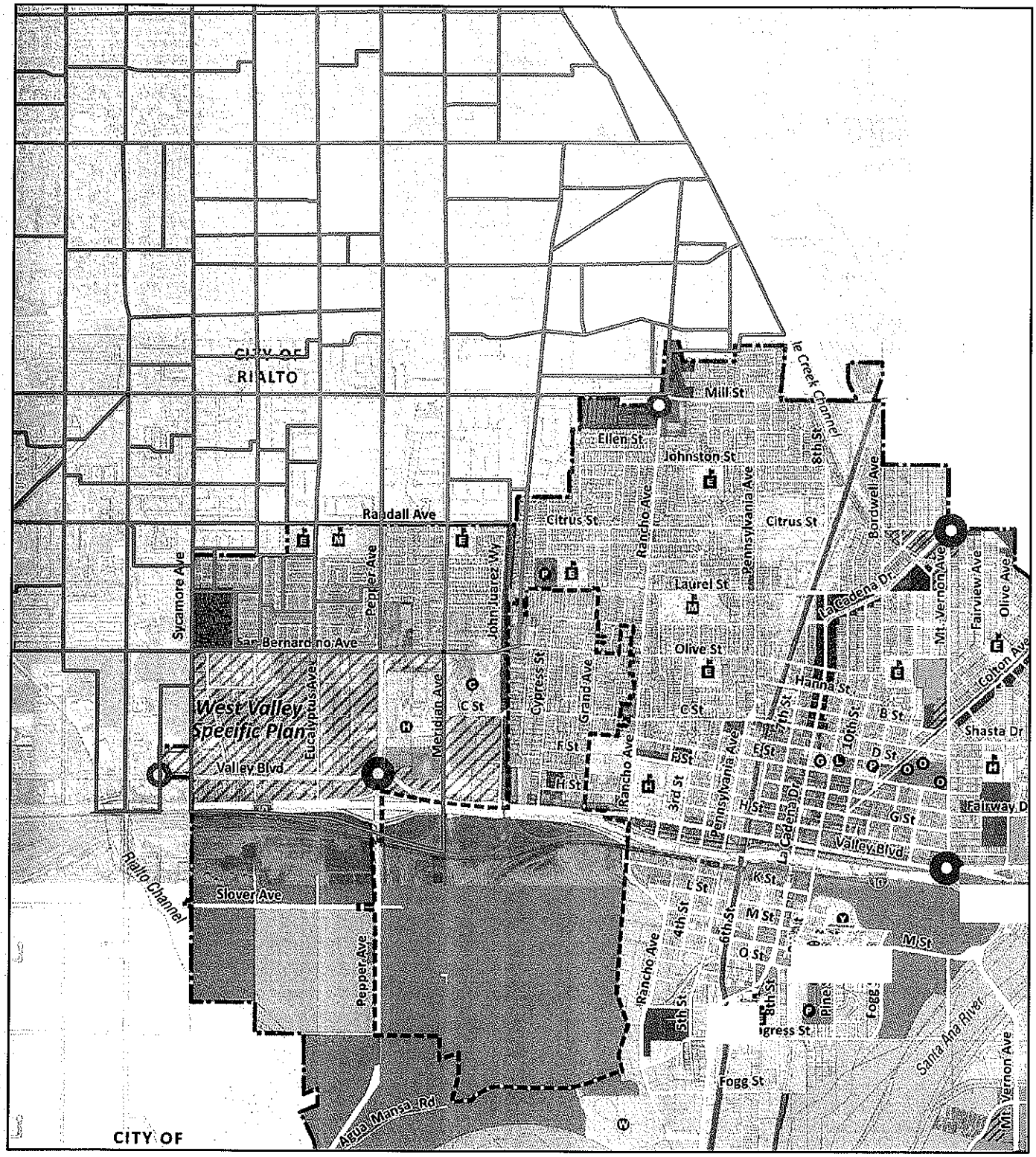
Although a small portion of the described 'Sphere of Influence' lies within the RUSD attendance boundary, we would like Colton City to be aware of any impact these land uses would impose on RUSD.

If you have any questions, please call me at 909.421.7555.

Sincerely,

George Palma
Facilities Planning
625 W Rialto Ave
Rialto Ca 92376

RIALTO UNIFIED SCHOOL DISTRICT



PREPARED BY: Facilities Planning-GP

RUSD BOUNDARY

0 0.5 1 2 3 4 Miles

DEPARTMENT OF PUBLIC WORKS

FLOOD CONTROL • LAND DEVELOPMENT & CONSTRUCTION • OPERATIONS
SOLID WASTE MANAGEMENT • SURVEYOR • TRANSPORTATION

COUNTY OF SAN BERNARDINO

825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130

GRANVILLE M. "BOW" BOWMAN, P.E., P.L.S.
Director of Public Works

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COMMUNITY DEVELOPMENT

March 14, 2012

File: 10(ENV)-4.01

Mr. Mark Tomich
City of Colton
659 N. LaCadena Drive
Colton, CA 92324

RE: NOTICE OF PREPARTATION OF DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR GENERAL PLAN UPDATE: LAND USE, MOBILITY, AND HOUSING ELEMENTS

Dear Mr. Tomich:

Thank you for providing the San Bernardino County Department of Public Works (Department) the opportunity to comment on the above-referenced project.

Following Department review of the subject document, it is requested that a copy of the DEIR and any technical studies and/or reports be submitted to this Department for further review when available. At that time, the Department will comment on the proposed project and its possible impacts on existing and/or future San Bernardino County Flood Control District facilities or County roads.

If you have any questions, please contact John Schatz at 909-387-8109.

Sincerely,

JOHN SCHATZ, AICP
Supervising Planner
Environmental Management Division

JS:EH:mb/CEQA Request DEIR Colton.doc

GREGORY C. DEVEREAUX
Chief Executive Officer

Board of Supervisors
BRAD MITZELFELT ..... First District
JANICE RUTHERFORD ..... Second District
JOSIE GONZALES ..... Fifth District
NEIL DERRY ..... Third District
GARY C. OVITT ..... Fourth District

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

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COMMUNITY DEVELOPMENT

March 30, 2012

Mark Tomich, Development Services Director
City of Colton
Development Services
659 N. La Cadena Drive
Colton, CA 92324

Notice of Preparation of a CEQA Document for the
General Plan Update: Land Use, Mobility, and Housing Element Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as URBEMIS 2007 or the recently released CalEEMod. These models are available on the SCAQMD Website at: http://www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
SBC120309-05
Control Number

Appendix C Air Quality and Climate Change Assessment

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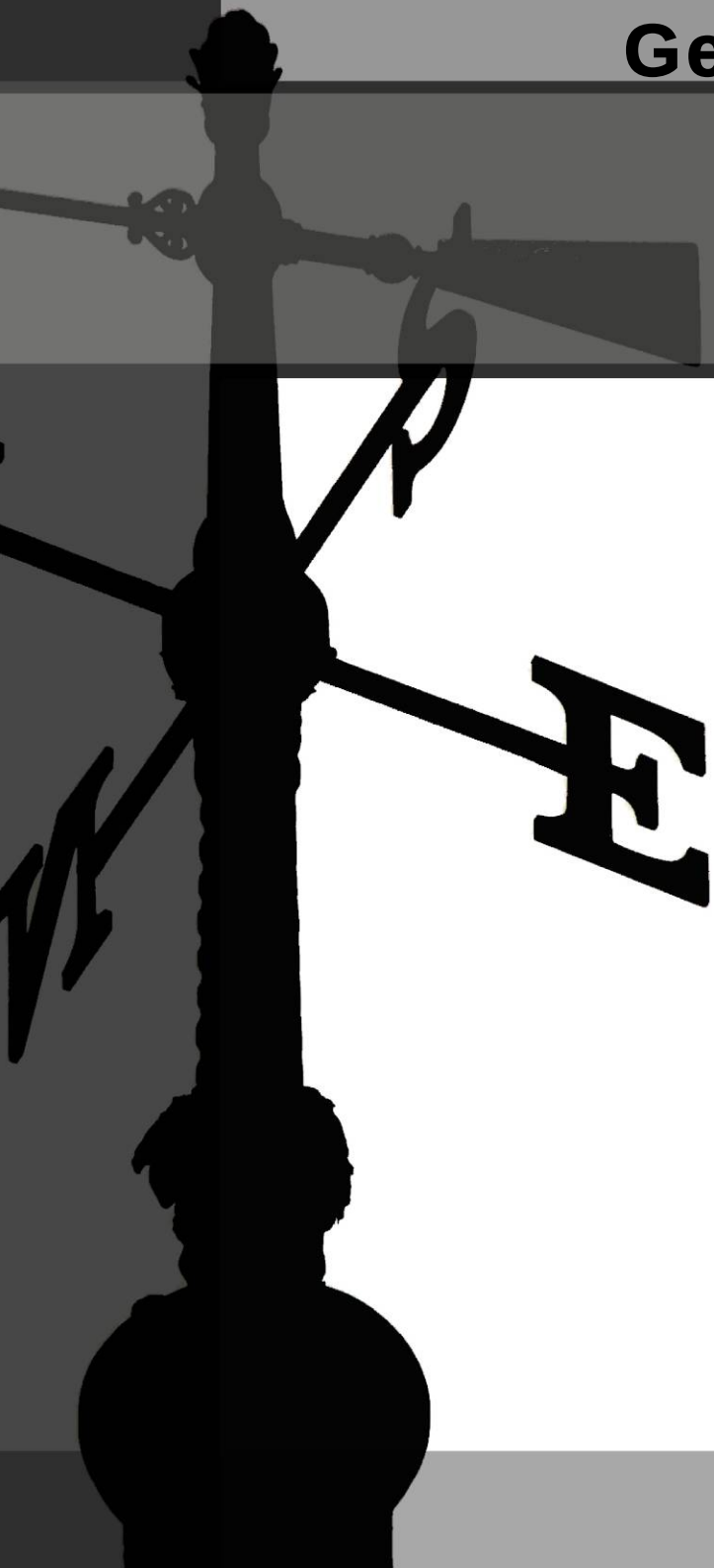

Colton General Plan Update

Air Quality & Climate Change Assessment

December 2012 (2262)

Prepared for:

City of Colton
650 N La Cadena Drive
Colton, California 92324

Prepared by:

Hogle-Ireland
1500 Iowa Avenue, Suite 110
Riverside, California 92507

This document is formatted for double-sided printing to conserve natural resources.

Colton General Plan Update

Air Quality & Climate Change Assessment

December 2012

City of Colton

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Appendices

Appendix A Air Quality Modeling Assumptions
Appendix B CalEEMod Output

1 Executive Summary

Operation-related emissions of criteria pollutants were analyzed for the proposed Colton General Plan. This report also analyzes the project's consistency with the South Coast Air Quality Management District (SCAQMD) 2007 Air Quality Management Plan (AQMP) and proposed 2012 AQMP for the South Coast Air Basin and portion of the South Coast Air Basin within the SCAQMD's jurisdiction. Modeling of pollutant emissions utilizes the California Emissions Estimator Model (CalEEMod) v 2011.1.1. The results of this report find that the proposed General Plan may conflict with the adopted 2007 AQMP based on the varied land use plan proposed by the General Plan, which could result in short-term impacts caused by violations of ambient air quality standards. The report also finds that the proposed General Plan may conflict with the proposed 2012 AQMP based on inconsistencies with long-term projected population growth and population capacity of the General Plan. Thus, the proposed General Plan may result in both short- and long-term air quality impacts based on inconsistencies with these plans. The project-level thresholds established by SCAQMD for volume and receptor-specific criteria pollutant and toxic air contaminant emissions will be implemented on an individual development project basis as required by the proposed General Plan policies and programs and the California Environmental Quality Act.

Additionally, this report analyzes operation-related emissions of greenhouse gases from the proposed Colton General Plan. This analysis utilizes guidance provided in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper and the *Quantifying Greenhouse Gas Mitigation Measures* handbook. Modeling of greenhouse gas emissions utilizes the California Emissions Estimator Model (CalEEMod) v 2011.1.1. The results of this report finds that the proposed General Plan may conflict with existing greenhouse gas reduction plans based on inconsistencies with long-term projected population growth and population capacity of the proposed General Plan. Any threshold established by the SCAQMD and used by the City for greenhouse gas emissions will be implemented on an individual development project basis as required by the proposed General Plan and the California Environmental Quality Act.

1.1 Project Description

The project includes the adoption of a an update to the City of Colton General Plan, including the Land Use, Mobility (Circulation), and Housing Elements. The General Plan serves as the blueprint for the City's future growth and development. As such, these elements of the General Plan must contain policies and programs that will provide City staff and discretionary bodies with a foundation for decisions related to land use, development, traffic management, and housing. The updated General Plan establishes an overall development capacity and serves as a policy guide for determining the appropriate physical development and character of the entire planning area.

1.2 Air Quality

Due to the variation in proposed land uses between the existing General Plan land use plan that the 2007 AQMP is partially based on and the proposed General Plan, the potential development associated with implementation of the proposed General Plan may not be consistent with the 2007 AQMP growth projections. Therefore, the proposed

General Plan land use plan may result in potentially substantial short-term impacts resulting from violations of ambient air quality standards due to construction and operation of development as guided by the proposed General Plan. The proposed General Plan has incorporated policies and programs to incrementally address short-term construction and operational air quality impacts. However, the potential still remains for substantial impacts to occur in the short-term.

When the 2012 AQMP is adopted, the proposed General Plan may be found consistent with the 2012 AQMP if it is found consistent with the growth projections utilized in the AQMP. The 2012 AQMP's long-term emissions inventory is based on the growth and land use projections included in Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The proposed General Plan is inconsistent with the long-term population growth forecasts, but is consistent with the long-term employment growth forecasts of the SCS/RTP. Therefore, the proposed General Plan is inconsistent with both the growth projections of the RTP/SCS and 2012 AQMP. However, the proposed General Plan would directly support the implementation of both the RTP/SCS and AQMP, pursuant to the policies and programs included in the proposed General Plan. Although, the potential conflict with these plans remains.

Potential impacts related to violation of criteria pollutant air quality standards will be significant and unavoidable in the short-term until standards are met at the regional level. Exposure to toxic air contaminants, carbon monoxide hotspots, and odors will be addressed on an individual project basis pursuant to proposed General Plan polices and programs, CEQA, and SCAQMD regulations; therefore impacts will not be substantial for these air quality issues.

1.3 Climate Change

The project may result in a substantial increase in greenhouse gas emissions as a result of the proposed General Plan's inconsistency with the California Air Resources Board Scoping Plan and SCAG's RTP/SCS. These plans are projected to achieve the required greenhouse gas emission reductions; however, with the proposed General Plan's inconsistency with the growth projections of the RTP/SCS, the potential exists for it to conflict with the implementation of both plans. Specific policies and programs within the General Plan directly support the implementation of these plans as well as policy direction within them to seek non-interference for these plans to achieve their goals. Nevertheless, the potential still remains for the General Plan to conflict with the plans. Individual development projects that will implement the proposed General Plan will be analyzed for greenhouse gas emissions/climate change impacts pursuant to proposed General Plan policies and the California Environmental Quality Act to further ensure that the City is consistent with these plans in the short-term; however, long-term impacts still remain potentially substantial.

1.4 Mitigation Measures

No mitigation is proposed for the General Plan. Policies and programs of the proposed General Plan and existing regulations as previously listed will result in potentially substantial short- and long-term impacts to air quality and long-term impacts to climate change. Pursuant to proposed General Plan policies, CEQA, and SCAQMD regulations,

individual development projects will be subject to air quality analyses to determine potential impacts and mitigation measures to comply with the applicable AQMP and maximum daily emission thresholds.

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2 Introduction

This report analyzes operation-related emissions of criteria air pollutants, toxic air contaminants, and greenhouse gas emissions from the proposed City of Colton General Plan Update. The updated General Plan establishes an overall development capacity and serves as a policy guide for determining the appropriate physical development and character of the entire planning area. The General Plan update is intended to achieve the land use, circulation, and housing goals of the City that reflect the community's current values for growth over the long-term.

The air quality analysis provided herein utilizes guidance provided in the South Coast Air Quality Management District (SCAQMD) 1993 *California Environmental Quality Act (CEQA) Air Quality Handbook* as amended and supplemented (http://www.aqmd.gov/ceqa/hdbk.html) as well as the SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Modeling of emissions utilizes California Emissions Estimator Model (CalEEMod) v 2011.1.1

The climate change analysis provided herein utilizes guidance provided in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper and the *Quantifying Greenhouse Gas Mitigation Measures* handbook. Modeling of greenhouse gas emissions utilizes the California Emissions Estimator Model (CalEEMod) v 2011.1.1 as well.

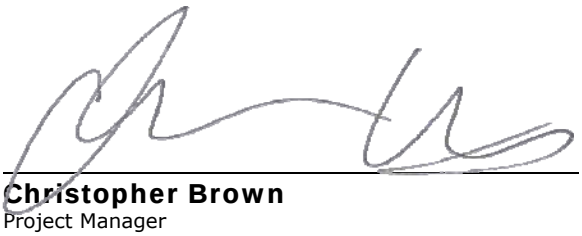
As a General Plan Update, project specific characteristics for development are not available. Therefore, the analysis has been supplemented by model defaults or other standardized sources of comparable data. Consistent with the traffic study prepared for the General Plan Update, modeling of emissions assumes a *worst-case* scenario of complete buildout of the General Plan land use designations to ensure a conservative estimate of emissions. However, based on anticipated population and employment growth projections by the Southern California Association of Governments (SCAG), actual growth over the 20 to 30 year lifespan of the General Plan will differ slightly compared to the complete buildout of the General Plan. Anticipated population growth per SCAG by 2035 for the current incorporated boundaries of 71,700 is anticipated to exceed the Proposed General Plan Buildout capacity of 67,182 by approximately 7 percent. However, the Proposed General Plan Buildout would provide approximately 1 percent greater capacity at 29,874 than is anticipated for employment growth by 2035 by SCAG at 29,600.

This report has been prepared for use by the Lead Agency to assess potential project-related air quality impacts in compliance with the State CEQA Statues and Guidelines, particularly in respect to the air quality issues identified in Appendix G of the State CEQA Guidelines. This report does not make determinations of significance pursuant to CEQA. This report provides data and analysis for review and consideration by the Lead Agency that is responsible for making determinations of significance pursuant to CEQA.

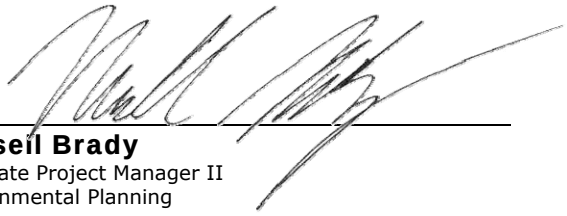
This document has been reviewed in accordance with the *Table 7-2, Checklist for an Air Quality Analysis Section* of the SCAQMD Air Quality Handbook for quality control purposes.

This report was prepared by Nelson Miller (Vice President), Russell Brady (Associate Project Manager II), and Christopher Brown (Project Manager) of Hogle-Ireland, Inc. under contract by the City of Colton.

Nelson Miller
Vice President



Christopher Brown
Project Manager
Environmental Planning



Russell Brady
Associate Project Manager II
Environmental Planning

3 Environmental Setting

3.1 Climate

The project encompasses the entire planning area for the city of Colton, which includes both incorporated and designated sphere-of-influence areas within unincorporated areas of San Bernardino County. The City of Colton and the broader Inland Empire are defined by a semi-arid, Mediterranean climate with mild winters and warm summers. Annual rainfall averages 15.32 inches with the rainy season occurring during the winter.[1] The coolest month of the year is January with an average monthly low of 44.0° Fahrenheit (F). The warmest month is July with an average monthly high of 95.0° F. The annual average maximum temperature is 79.4° F and the annual average minimum temperature is 52.3° F. Colton is located at an elevation of approximately 1,000 feet above mean sea level (AMSL).

3.2 Regional Air Quality

The City is located within the South Coast Air Basin (Basin).[2] The Basin includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The Basin is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east that trap ambient air and pollutants within the Los Angeles and Inland Empires valleys below. The Basin is managed by the South Coast Air Quality Management District (SCAQMD). Pursuant to the California Clean Air Act (CCAA), SCAQMD is responsible for bringing air quality within the Basin into conformity with federal and state air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with federal, state, and local agencies to reduce pollutant emissions from stationary, mobile, and indirect pollutant sources through the development of rules and regulations.

Both California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as *criteria pollutants*). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM^{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM^{2.5}$), and lead (Pb). The State has also established AAQS for the additional pollutants of visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the State and Federal standards differ, State AAQS are more stringent than Federal AAQS. Federal and State standards are shown in Table 1 (Ambient Air Quality Standards). A brief description of each criteria pollutant is provided below.

Ozone. Ozone is a pungent, colorless, and highly reactive gas that forms from the atmospheric reaction of organic gases with nitrogen oxides in the presence of sunlight. Ozone is most commonly associated with smog. Ozone precursors such as reactive organic gases (ROG) and oxides of nitrogen (NO_X) are released from mobile and stationary sources. Ozone is a respiratory irritant and can cause cardiovascular diseases, eye irritation, and impaired cardiopulmonary function. Ozone cause also damage building materials and plant leafs.

Carbon Monoxide. Carbon monoxide is primarily emitted from vehicles due to the incomplete combustion of fuels. Carbon monoxide has wide ranging impacts on human health because is combines with hemoglobin in the body and reduces the amount of oxygen transported in the bloodstream. Carbon monoxide can result in reduced tolerance for exercise, impairment of mental function, impairment of fetal development, headaches, nausea, and death at high levels of exposure.

Nitrogen Dioxide. Nitrogen dioxide and other oxides of nitrogen (NO_X) contribute to the formation of smog and results in the brownish haze associated with it. They are primarily emitted from motor vehicle exhaust but can be omitted from other high-temperature stationary sources. Nitrogen oxides can aggravate respiratory illnesses, reduce visibility, impair plant growth, and form acid rain.

Particulate Matter. Particulate matter is a complex mixture of small-suspended particles and liquid droplets in the air. Particulate matter between ten microns and 2.5 microns is known as PM^{10}, also known as coarse or inhalable particulate matter. PM^{10} is emitted from diverse sources including road dust, diesel soot, combustion products, abrasion of tires and brakes, construction operations, and windstorms. PM^{10} can also be formed secondarily in the atmosphere when NO_2 and SO_2 react with ammonia. Particulate matter less than 2.5 microns in size are called $PM^{2.5}$ or fine particulate matter. $PM^{2.5}$ is primarily emitted from point sources such as power plants, industrial facilities, automobiles, wood-burning fireplaces, and construction sites. Particulate matter is deposited in the lungs and cause permanent lung damage, potentially resulting in lung disease and respiratory symptoms like asthma and bronchitis. Particulate matter has also been linked to cardiovascular problems such as arrhythmia and heart attacks. Particulate matter can also interfere with the body's ability to clear the respiratory tract and can act as a carrier of absorbed toxic substances. Particulate matter causes welfare issues because it scatters light and reduces visibility, causes environmental damage such as increasing the acidity of lakes and streams, and can stain and damage stone, such as that applied in statues and monuments.

Sulfur Dioxide. Sulfur dioxide and other oxides of sulfur (SO_X) are reactive gasses emitted from the burning of fossil fuels, primarily from power plants and other industrial facilities. [3] Other less impacting sources include metal extraction activities, locomotives, large ships, and off-road equipment. Human health impacts associated with SO_X emissions include bronchoconstriction and increased asthma symptoms.

Lead. Lead is primarily emitted from metal processing facilities (i.e. secondary lead smelters) and other sources such as manufacturers of batteries, paints, ink, ceramics, and ammunition. Historically, automobiles were the primary sources before lead was phased out of gasoline. The health effects of exposure to lead include gastrointestinal disturbances, anemia, kidney diseases, and potential neuromuscular and neurologic dysfunction. Lead is also classified as a probable human carcinogen.

Table 1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		Federal Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m³)		0.075 ppm (147 µg/m³)		
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		-		
Fine Particulate Matter (PM2.5)	24 Hour	No Separate State Standard		35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	15 µg/m³		
Carbon Monoxide (CO)	8 Hour	9 ppm (10 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m³)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/ m³)		35 ppm (40 mg/m³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/ m³)		-	-	-
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.03 ppm (57 µg/m³)	Gas Phase Chemiluminescence	53 ppb (100 µg/m³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m³)		100 ppb (see footnote 8)	None	
Sulfur Dioxide (SO_2)	24 Hour	0.04 ppm (105 µg/m³)	Ultraviolet Fluorescence	-	-	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1,300 µg/m³)	
	1 Hour	0.25 ppm (655 µg/m³)		75 ppb (196 µg/m³)	-	-
Lead[9]	30 Day Average	1.5 µg/m³	Atomic Absorption	-	-	-
	Calendar Quarter	-		1.5 µg/m³	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Average[10]	-		0.15 µg/m³		
Visibility Reducing Particles	8 Hour	See footnote 12	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[9]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: ARB, February 2012

PPM, parts per million
µg/m3, micrograms per cubic meter

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California

ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that EPA standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.
9. On June 2, 2010, the US EPA established a new 1-hour SO2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations. EPA also proposed a new automated Federal Reference Method (FRM) using ultraviolet technology, but will retain the older pararosaniline methods until the new FRM has adequately permeated State monitoring networks. The EPA also revoked both the existing 24-hour SO2 standard of 0.14 ppm and the annual primary SO2 standard of 0.030 ppm, effective August 23, 2010. The secondary SO2 standard was not revised at that time; however, the secondary standard is undergoing separate review by EPA. Note that the new standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
10. The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
11. National lead standard, rolling 3-month average: final rule signed October 15, 2008.
12. Extinction Coefficient of 0.23 per kilometer visibility of ten miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent.

3.3 Non-Attainment Status

Air pollution levels are measured at monitoring stations located throughout the Basin. Areas that are in nonattainment with respect to criteria pollutants are required to prepare plans and implement measures that will bring the region into attainment. Table 2 (South

Coast Air Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants. The Basin is currently in nonattainment status for ozone (O_3) and fine and inhalable particulate matter ($PM^{2.5}$ and PM^{10}).

Pollution problems in the Basin are caused by emissions within the area and the specific meteorology that promotes pollutant concentrations. Emissions sources vary widely from smaller sources such as individual residential water heaters and short-term grading activities to extensive operational sources including long-term operation of electrical power plants and other intense industrial use. Pollutants in the Basin are blown inward from coastal areas by sea breezes from the Pacific Ocean and are prevented from horizontally dispersing due to the surrounding mountains. This is further complicated by atmospheric temperature inversions that create inversion layers. The inversion layer in Southern California refers to the warm layer of air that lies over the cooler air from the Pacific Ocean. This is strongest in the summer and prevents ozone and other pollutants from dispersing upward. A ground-level surface inversion commonly occurs during winter nights and traps carbon monoxide emitted during the morning rush hour.

Table 2
South Coast Air Basin Attainment Status

Pollutant	Federal	State
O_3 (1-hr)	N/A	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM^{10}	Nonattainment	Nonattainment
$PM^{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	Attainment	Nonattainment
Sources: CARB 2010, USEPA 2010		

3.4 Local Air Quality

The City of Colton is located in the Central San Bernardino Valley air monitoring and source receptor area (SRA 34). Air quality in Area 34 is monitored in San Bernardino at Anderson Elementary School (24302 East 4th Street), approximately seven miles northeast of the project site and in Fontana at 14360 Arrow Boulevard, approximately eight miles northwest of the project site. Air monitoring results for these two areas over the last three years of available data is summarized in Table 3 (2008-2010 Local Air Quality).[4 5 6 7] Note that these stations do not monitor SO_2. Table 4 (2008-2010 Air Quality Standards Exceedance) summarizes the number of days for each monitoring year that air quality standards were exceeded. Based on the 2008-2010 air quality monitoring data, the San Bernardino Valley area experiences ozone pollution and has exceeded the State 8-hr maximum concentration a minimum of 33 days at the Fontana monitoring station and a minimum of 40 days at the San Bernardino monitoring station between 2008 and 2010. This is not necessarily due to local production of ozone, but due to how ozone forms and travels over the Basin. Ozone precursors are emitted primarily in the urban centers of the Basin such as Los Angeles. Ozone does not form immediately but rather forms over the

day. This combined with prevailing winds blowing ozone precursors inland cause the highest concentrations of ozone in the Basin to occur in the San Bernardino valley and mountain regions. The Central San Bernardino Valley area also experiences particulate matter pollution, with up to 19 PM^{10} samples in any year exceeding the State standard.

Table 3
2008-2010 Local Air Quality

Monitoring Station	CO		O_3 (PPM)		NO_2 (PPM)		PM^{10} (µg/m^3)		$PM^{2.5}$ (µg/m^3)		TSP (µg/m^3)		Pb (µg/m^3)		SO_4 (µg/m^3)
	Max 1-hr	Max 8-hr	Max 1-hr	Max 8-hr	Max 1-hr	AAM	Max 24-hr	AAM	Max 24-hr	AAM	Max 24-hr	AAM	Max Month	Max Qtr	Max 24-hr
Fontana (Central Valley 1)															
2010	3	1.4	0.143	0.100	0.07	0.0648	62	33.9	42.6	12.0	142	73.3	--	--	6.3
2009	2	1.5	0.142	0.128	0.11	0.0235	75	40.2	46.4	14.3	185	84.3	--	--	6.7
2008	2	1.9	0.162	0.124	0.10	0.0207	75	40.3	49.0	15.4	139	80.0	--	--	9.5
San Bernardino (Central Valley 2)															
2010	2	1.7	0.129	0.105	0.07	0.0566	63	32.4	39.3	11.1	106	57.7	0.01	0.01	11.4
2009	3	1.9	0.150	0.126	0.08	0.0196	66	41.5	37.9	13.0	125	74.3	0.01	0.00	7.1
2008	2	1.8	0.157	0.122	0.09	0.0217	76	42.7	43.5	13.5	166	83.6	0.02	0.02	8.6

Source: SCAQMD 2008-2010

-- pollutant not monitored
PPM, parts per million
µg/m^3, micrograms per cubic meter
AAM, annual arithmetic mean

Table 4
2008-2010 Air Quality Standards Exceedance

Monitoring Station	O_3 (PPM)			PM^{10} (µg/m^3)		$PM^{2.5}$ (µg/m^3)
	Fed* 8-hr	State 1-hr	State 8-hr	Fed 24-hr	State 24-hr	Fed^ 24-hr
Fontana (Central Valley 1)						
2010	33	28	55	0	9	2
2009	48	45	65	0	13	2
2008	58	55	82	0	14	6
San Bernardino (Central Valley 2)						
2010	40	27	63	0	3	2
2009	62	53	79	0	11	3
2008	62	62	90	2	19	3

Source: SCAQMD 2008-2010

-- pollutant not monitored
* 0.075 ppm
^35 µg/m^3

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3.5 Local Emissions

Based on the existing land uses shown in Exhibit 3 (Existing Land Use Inventory), CalEEMod was utilized to provide a general snapshot of existing emissions generated by the City and its sphere-of-influence. These emissions are shown in Table 5 (Existing Daily Emissions) and Table 6 (Existing Annual Greenhouse Gas Emissions).

Table 5
Existing Daily Emissions (lbs)

Source	ROG	NO_X	CO	SO_2	PM^{10}	$PM^{2.5}$
Summer						
Area Sources	2,958.89	104.76	7,396.78	14.24	944.11	943.89
Energy Demand	29.15	254.99	148.93	1.59	20.14	20.14
Mobile Sources	3,682.07	9,861.45	35,902.80	51.42	5,864.57	554.24
Summer Total	**6,670.11**	**10,221.20**	**43,448.51**	**67.25**	**6,828.82**	**1,518.27**
Winter						
Area Sources	2,958.89	104.76	7,396.78	14.24	944.11	943.89
Energy Demand	29.15	254.99	148.93	1.59	20.14	20.14
Mobile Sources	3,672.94	10,408.77	33,504.34	46.60	5,869.94	559.61
Winter Total	**6,660.98**	**10,768.52**	**41,050.05**	**62.43**	**6,834.19**	**1,523.64**

Table 6
Existing Annual Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL
Area	13,161.91	6.24	0.26	13,373.67
Energy	149,016.06	5.37	2.62	149,940.43
Mobile	656,175.10	35.97	0.00	656,930.39
Waste	73,641.40	4,352.08	0.00	165,035.12
Water	194,809.27	1,535.35	41.19	239,820.57
Total	**1,086,803.74**	**5,935.01**	**44.07**	**1,225,100.18**

3.6 Sensitive Receptors

Some populations are more susceptible to the effects of air pollution than the population at large; these populations are defined as sensitive receptors. Sensitive receptors include children, the elderly, the sick, and the athletic. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Pollutants of particular concern when relating to sensitive receptors include carbon monoxide, toxic air contaminants, and odors. The City currently accommodates numerous sensitive land uses, in particular residences, schools, health

care facilities, and playgrounds, as well as others. These are primarily concentrated in the area of the City north of I-10 with some such uses existing in clusters south of I-10 located on either side of La Cadena Drive and east of I-215 primarily. These sensitive land uses will continue to exist and new sensitive land uses will be developed pursuant to the policies of the General Plan.

3.7 Toxic Emission Sources

According to the EPA, nine (9) identified operating toxic air emitters exist within the City's boundaries or sphere-of-influence as listed in Table 7 (Colton Toxic Air Emitters).[8] Of these, six are generally identified as industrial-or utility-related toxic air emissions. Warehouse and other similar industrial uses exist within the western and southern portion of the city primarily as well as in the City of Rialto to the west, including the Colton Railyard operated by Union Pacific Railroad. These land uses may generate high volumes of truck traffic resulting in diesel-particulate matter emissions, an identified toxic air contaminant.

Table 7
Colton Toxic Air Emitters

Facility Name	Address	General Description
Al'S Garden Art Inc	425 S Rancho	Motion Picture Production
Arrowhead Regional Medical Center	400 North Pepper	General Medical & Surgical
Calnev Pipe Line Company Colton Terminal	2051 E Slover Ave	Petroleum Bulk Stations
Calportland Co Colton Plant	695 S Rancho Ave	Cement, Hydraulic
Ei Colton, Llc	2040 Agua Mansa Rd	Electric Services
Gatx - Colton, Ca Tank Car Facility	20878 Slover Ave	Motor Vehicle Parts & ACC
Pureenergy Operating Services Llc	559 Pepper Ave	Electric Services
Purenergy Operating Services,Llc-Century	661 S Cooley Dr	Electric Services
San Bernardino Co- Solid Waste Mgmt	850 Tropica Ranch Rd	Refuse Systems

3.8 Local Transportation

The City's regional access is served by Interstate 10 (I-10), which traverses the western central portion of the planning area in an east-west direction, and Interstate 215 (I-215) along the eastern portion of the planning area in a north-south direction. Colton's roadway network is generally based on a grid system, with major roadways located half-mile to one-mile apart providing access to most portions of the City. Currently, the intersection of Wildrose Avenue and San Bernardino Avenue operates at LOS E during the evening peak hours.[9] No other intersection analyzed by the traffic study operates at LOS E or F during the morning or evening peak hours.

3.9 Odors

According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The only identified potential odor generating land uses within the planning area are the Colton Wastewater Reclamation Facility (1201 S Rancho Avenue) and Colton Wastewater Treatment Facility (1990 Agua Mansa Road). In addition, three (3) crematoriums currently operate within the city as do numerous light and heavy industrial uses that have the potential for substantial odor generation.

3.10 Climate Change

3.10.1 Defining Climate Change

Climate change is the distinct change in measures of climate for a long period of time. Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affects the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term *climate change* is preferred over the term *global warming* because *climate change* conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface. Elements that indicate that climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (F) over the last 100 years
- Changes in precipitation patterns
- Melting ice in the Arctic
- Melting glaciers throughout the world
- Rising ocean temperatures
- Acidification of oceans
- Range shifts in plant and animal species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet approximately 60° F warmer than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

Greenhouse Gases

The greenhouse effect is caused by a variety of *greenhouse gases*. Greenhouse gases (GHGs) occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Since the year 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. The primary GHGs are discussed below.[10]

Carbon Dioxide. CO_2 is emitted and removed from the atmosphere naturally. Animal and plant respiration involves the release of carbon dioxide from animals and its absorption by plants in a continuous cycle. The ocean-atmosphere exchange results in the absorption and release of CO_2 at the sea surface. Carbon dioxide is also released from plants during wildfires. Volcanic eruptions release a small amount of CO_2 from the Earth's crust.

Human activities that affect carbon dioxide in the atmosphere include burning of fossil fuels, industrial processes, and product uses. Combustion of fossil fuels is the largest source of carbon dioxide emissions in the United States, accounting for approximately 85 percent of all equivalent emissions. Because of the fossil fuels used, the largest of these sources are electricity generation and transportation. When fossil fuels are burned, the carbon stored in them is released into the atmosphere entirely as CO_2. Emissions from on-site industrial activities also emit carbon dioxide such as cement, metal, and chemical production and use of petroleum produced in plastics, solvents, and lubricants.

Methane. Methane (CH_4) is emitted from human activities and natural sources. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, soils, and wildfires. Human activities that cause methane releases include fossil fuel production, animal digestive processes from farms, manure management, and waste management. It is estimated that 50 percent of global methane emissions are human generated. Wetlands are the primary producers of methane in the world because the habitat is conducive to bacteria that produce methane during decomposition of organic material. Methane is produced from landfills as solid waste decomposes. Methane is a primary component of natural gas and is emitted during its production, processing, storage, transmission, distribution, and use. Decomposition of organic material in manure stocks or in liquid manure management systems also releases methane. Releases from animal digestive processes at agricultural operations are the primary source of human-related methane emissions.

Nitrous Oxide. Anthropogenic (human) sources of nitrous oxide include agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuels, and production of certain acids. N_2O is produced naturally in soil and water, especially in wet, tropical forests. The primary human-related source of N_2O is agricultural soil management due to use of synthetic nitrogen fertilizers and other techniques to boost nitrogen in soils. Combustion of fossil fuels (mobile and stationary) is the second leading

source of nitrous oxide, although parts of the world where catalytic converters are used (such as California) have significantly lower levels than those areas that do not.

High Global Warming Potential Gases. High global warming potential (GWP) gases (or fluorinated gases) are entirely manmade and are mainly used in industrial processes. HFCs, PFCs, and SF_6 are high GWP gases. These types of gases are used in aluminum production, semiconductor manufacturing, electric power transmission, magnesium production and processing, and in the production of hydrochlorofuorocarbon-22 (HCFC-22). High GWP gases are also used as substitutes for ozone-depleting gases like chlorofluorocarbons (CFCs) and halons. Use of high GWP gases as substitutes for ozone-depleting substances is the primary use of these gases in the United States.

Water Vapor. It should be noted that water vapor is also a significant GHG in the atmosphere; however, concentration of water vapor in the air is primarily dependent on air temperature and cannot be influenced by humans.

GHGs behave differently in the atmosphere and contribute to climate change in different ways. Some gases have more potential to reflect infrared heat back towards the earth while some persist in the atmosphere longer than others. To equalize the contribution of GHGs to climate change, the Intergovernmental Panel on Climate Change (IPCC) devised a weighted metric to compare all greenhouse gases to carbon dioxide.[11] The weighting depends on the lifetime of the gas in the atmosphere and its radiative efficiency. As an example, over a time horizon of 100-years, emissions of nitrous oxide will contribute to climate change 298 times more than the same amount of emissions of carbon dioxide while emissions of HFC-23 would contribute 14,800 times more than the same amount of carbon dioxide. These differences define a gas's GWP. Table 8 (Global Warming Potential of Greenhouse Gases) identifies the lifetime and GWP of select GHGs. The lifetime of the GHG represents how many years the GHG will persist in the atmosphere. The GWP of the GHG represents the GHG's relative potential to induce climate change as compared to carbon dioxide.

Carbon Sequestration

Carbon sequestration is the process by which plants absorb CO_2 from the atmosphere and store it in biomass like leaves and grasses. Agricultural lands, forests, and grasslands can all sequester carbon dioxide, or emit it. The key is to determine if the land use is emitting carbon dioxide faster than it is absorbing it. Young, fast-growing trees are particularly good at absorbing more than they release and are known as a *sink*. Agricultural resources often end up being sources of carbon release because of soil management practices. Deforestation contributes to carbon dioxide emissions by removing trees, or carbon sinks, that would otherwise absorb CO_2. Another form of sequestration is geologic sequestration. This is a manmade process that results in the collection and transport of CO_2 from industrial emitters (i.e. power plants) and injecting it into underground reservoirs.

Table 8
Global Warming Potential (GWP) of Greenhouse Gases (GHG)

GHG	Lifetime (yrs)	GWP
Carbon Dioxide	50-200	1
Methane	12	25
Nitrous Oxide	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC-14	50,000	7,390
PFC-116	10,000	12,200
Sulfur Hexafluoride	3,200	22,800
Source: IPCC 2007		

3.10.2 Climate Change and California

Specific, anticipated impacts to California have been identified in the 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) through extensive modeling efforts.[12] General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevadas
- Some reduction in precipitation is likely by the middle of the century
- Sea-levels will rise up to an estimated 55 inches
- Extreme events such as heat waves, wildfires, droughts, and floods will increase
- Ecological shifts of habitat and animals are already occurring and will continue to occur

It should be noted that changes are based on the results of several models prepared under different climatic scenarios; therefore, discrepancies occur between the projections. The potential impacts of global climate change in California are detailed below.

Public Health and Welfare

Concerns related to public health and climate change includes higher rates of mortality and morbidity, change in prevalence and spread of disease vectors, decreases in food quality and security, reduced water availability, and increased exposure to pesticides. These concerns are all generally related to increase in ambient outdoor air temperature, particularly in summer.

Higher rates of mortality and morbidity could arise from more frequent heat waves at greater intensities. Health impacts associated with extreme heat events include heat stroke, heat exhaustion, and exacerbation of medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Climate change would result in degradation of air quality promoting the formation of ground-level pollutants, particularly ozone. Degradation of air quality would increase the severity of health impacts from criteria and other air pollutants discussed in Section 4.3

(Air Quality). Temperature increases and increases in carbon dioxide are also expected to increase plant production of pollens, spores, and fungus. Pollens and spores could induce or aggravate allergic rhinitis, asthma, and obstructive pulmonary diseases.

Precipitation projections suggest that California will become drier over the next century due to reduced precipitation and increased evaporation from higher temperatures. These conditions could result in increased occurrences of drought. Surface water reductions will increase the need to pump groundwater, reducing supplies and increasing the potential for land subsidence.

Precipitation changes are also suspected to impact the Sierra snowpack (see *Water Management* herein). Earlier snow melts could coincide with the rainy season and could result in failure of the flood control devices in that region. Flooding can cause property damage and loss of life for those affected. Increased wildfires are also of concern as the State *dries* over time. Wildfires can also cause property damage, loss of life, and injuries to citizens and emergency response services.

Sea-level rises would also threaten human health and welfare. Flood risks will be increased in coastal areas due to strengthened storm surges and greater tidal damage that could result in injury and loss of property and life. Gradual rising of the sea will permanently inundate many coastal areas in the state.

Other concerns related to public health are changes in the range, incidence, and spread of infectious, water-borne, and food-borne diseases. Changes in humidity levels, distribution of surface water, and precipitation changes are all likely to shift or increase the preferred range of disease vectors (i.e. mosquitoes). This could expose more people and animals to potential for vector-borne disease.

Biodiversity and Habitat

Changes in temperature will change the livable ranges of plants and animals throughout the state and cause considerable stress on these species. Species will shift their range if appropriate habitat is available and accessible if they cannot adapt to their new climate. If they do not adapt or shift, they face local extirpation or extinction. As the climate changes, community compositions and interactions will be interrupted and changed. These have substantial implications on the ecosystems in the state. Extreme events will lead to tremendous stress and displacement on affected species. This could make it easier for invasive species to enter new areas, due to their ability to more easily adapt. Precipitation changes would alter stream flow patterns and affect fish populations during their life cycle. Sea level rises could impact fragile wetland and other coastal habitat.

Water Management

Although disagreement among scientists on long-term precipitation patterns in the State has occurred, it is generally accepted by scientists that rising temperatures will impact California's water supply due to changes in the Sierra Nevada snowpack. Currently, the State's water infrastructure is designed to both gather and convey water from melting snow and to serve as a flood control device. Snowpack melts gradually through spring warming into early summer, releasing an average of approximately 15 million acre-feet of

water. The State's concern related to climate change is that due to rising temperatures, snowpack melt will begin earlier in the spring and will coincide with the rainy season. The combination of precipitation and snowmelt would overwhelm the current system, requiring tradeoffs between water storage and flood protection to be made. Reduction in reserves from the Sierra Nevada snowpack is troublesome for California and particularly for Southern California. Approximately 75-percent of California's available water supply originates in the northern third of the state while 80 percent of demand occurs in the southern two-thirds. There is also concern is that rising temperatures will result in decreasing volumes from the Colorado River basin. Colorado River water is important to Southern California because it supplies water directly to Metropolitan Water District of Southern California.

Agriculture

California is the most agriculturally productive state in the US resulting in more than 37 billion dollars in revenue in 2008. California is the nation's leading producer of nearly 80 crops and livestock commodities, supplying more than half of the nation's fruit and vegetables and over 90 percent of the nation's production of almonds, apricots, raisin grapes, olives, pistachios, and walnuts. Production of crops is not limited to the Central Valley but also occurs in Southern California. Strawberries and grapes are grown in San Bernardino and Riverside Counties. Orange County and San Diego County also contribute to strawberry production. Cherries are also grown in Los Angeles and Riverside County. Anticipated impacts to agricultural resources are mixed when compared to the potentially increased temperatures, reduced chill hours, and changes in precipitation associated with climate change. For example, wheat, cotton, maize, sunflower, and rice are anticipated to show declining yields as temperatures rise. Conversely, grapes and almonds would benefit from warming temperatures. Anticipated increases in the number and severity in heat waves would have a negative impact on livestock where heat stress would make livestock more vulnerable to disease, infection and mortality. The projected drying trend and changes in precipitation are a threat to agricultural production in California. Reduced water reliability and changes in weather patterns would impact irrigated farmlands and reduce food security. Furthermore, a drying trend would increase wildfire risk. Overall, agriculture in California is anticipated to suffer due to climate change impacts.

Forestry

Increases in wildfires will substantially impact California's forest resources that are prime targets for wildfires. This can increase public safety risks, property damage, emergency response costs, watershed quality, and habitat fragmentation. Climate change is also predicted to affect the behavior or plant species including seed production, seedling establishment, growth, and vigor due to rising temperatures. Precipitation changes will affect forests due to longer dry periods and moisture deficits and drought conditions that limit seedling and sapling growth. Prolonged drought also weakens trees, making them more susceptible to disease and pest invasion.

Transportation and Energy Infrastructure

Higher temperatures will require increased cooling, raising energy production demand. Higher temperatures also decrease the efficiency of distributing electricity and could lead to more power outages during peak demand. Climate changes would impact the

effectiveness of California's transportation infrastructure as extreme weather events damage, destroy, and impair roadways and railways throughout the state causing governmental costs to increase as well as impacts to human life as accidents increase. Other infrastructure costs and potential impacts to life would increase due to the need to upgrade levees and other flood control devices throughout the state. Infrastructure improvement costs related to climate change adaptation are estimated in the tens of billions of dollars.

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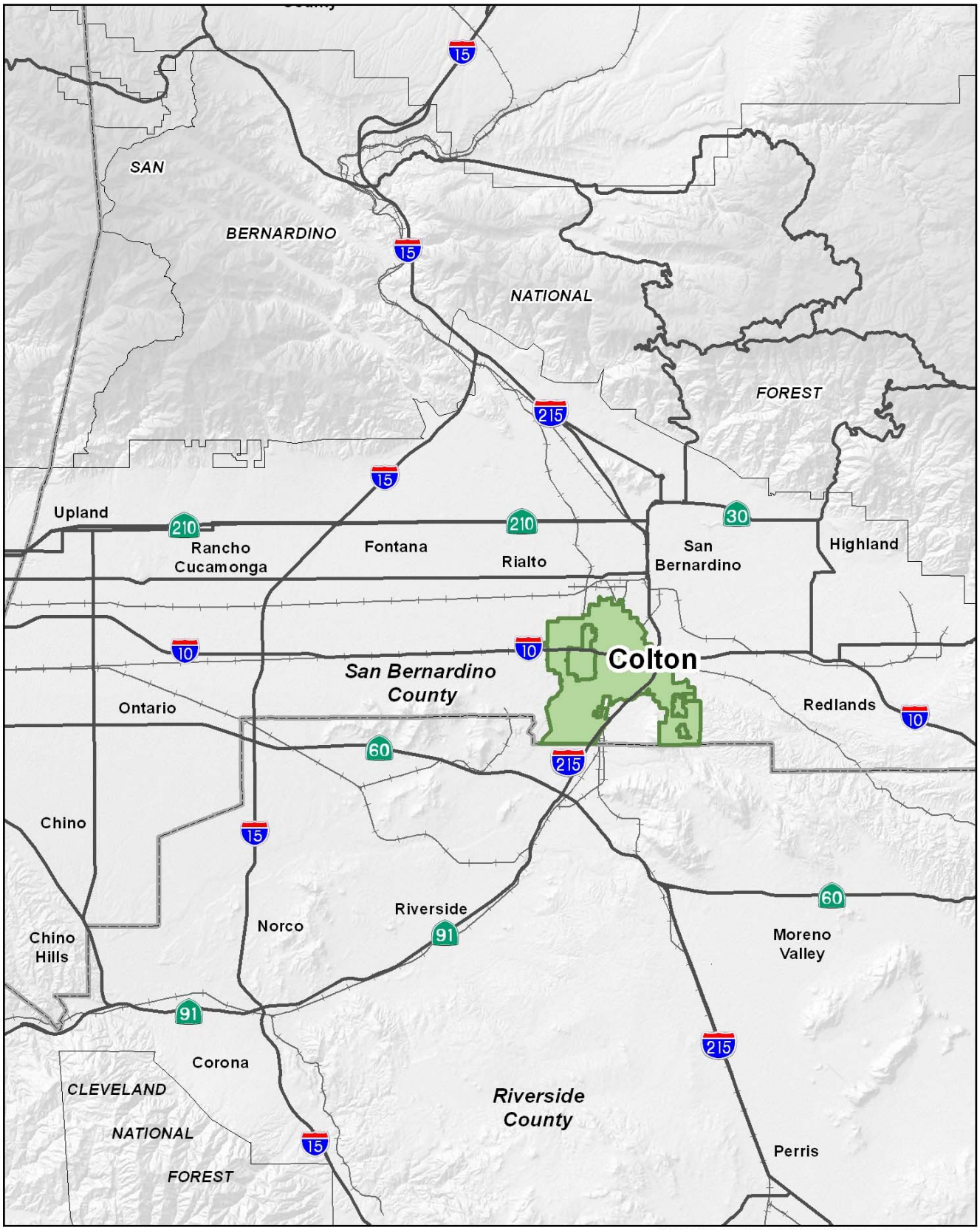

Exhibit 1 Vicinity Map

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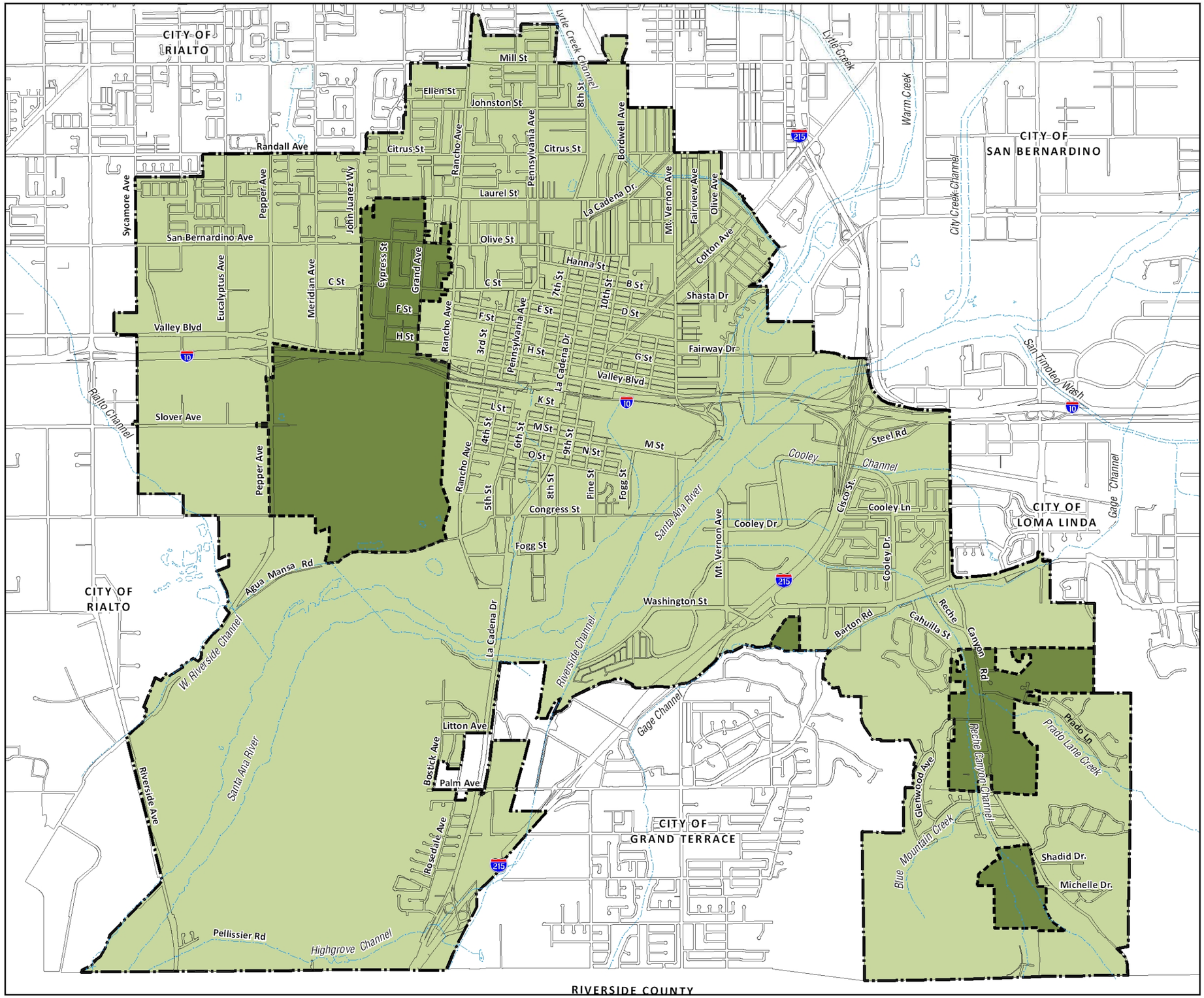
Exhibit 2 Planning Area



Planning Area

- City Boundary
- Sphere of Influence

Date: March 1, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

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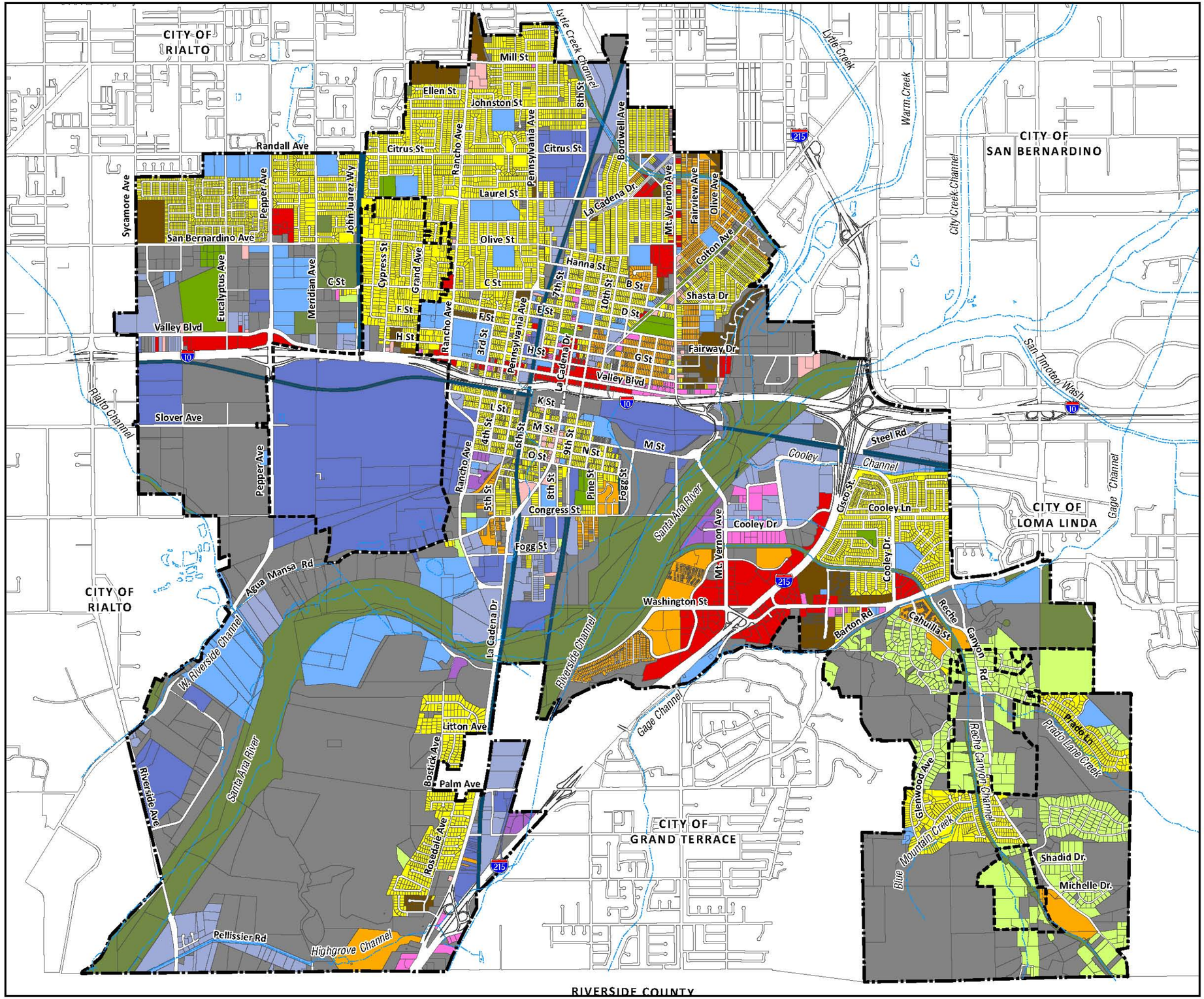
Exhibit 3 Existing Land Use Inventory



Existing Land Use

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Local Commercial
- General Commercial
- Commercial/Office
- Industrial Park
- Light Industrial
- Heavy Industrial
- Open Space-Recreation
- Open Space-Resources
- Public Facility
- Railroad
- Vacant

Base Map

- City Boundary
- Sphere of Influence
- Watercourse

Date: March 1, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

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4 Regulatory Framework

The following summarizes Federal, State, and local regulations related to air quality, pollution control, and greenhouse gas emissions.

4.1 Clean Air Act

The Federal Clean Air Act (CAA) defines the Environmental Protection Agency's (EPA) responsibilities for protecting and improving the United States air quality and ozone layer.[13] Key components of the CAA include reducing ambient concentrations of air pollutants that cause health and aesthetic problems, reducing emission of toxic air pollutants, and stopping production and use of chemicals that destroy the ozone.

Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, Carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop State Implementation Plans (SIPs); comprehensive documents that identify how an area will attain National Ambient Air Quality Standards (NAAQS). Deadlines for attainment were established in the 1990 amendments to the CAA based on the severity of an area's air pollution problem. Failure to meet air quality deadlines can result in sanctions against the State or the EPA taking over enforcement of the CAA in the affected area. SIPs are a compilation of new and previously submitted plans, programs, district rules, and State and Federal regulations. The SCAQMD implements the required provisions of an applicable SIP through its AQMPs and updates. Currently, SCAQMD implements the 8-hr Ozone and $PM^{2.5}$ SIP in the 2007 AQMP and the PM^{10} SIP in the 2003 AQMP. The $PM^{2.5}$ SIP is currently being revised by SCAQMD in response to partial disapproval by the EPA.

4.2 California Clean Air Act

The California Clean Air Act (CCAA) of 1988 was enacted to develop plans and strategies for attaining California Ambient Air Quality Standards (CAAQS). The California Air Resources Board (ARB), which is part of the California Environmental Protection Agency (Cal-EPA), develops statewide air quality regulations, including industry-specific limits on criteria, toxic, and nuisance pollutants. The CCAA is more stringent than Federal law in a number of ways including revised standards for PM^{10} and ozone and State for visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

4.3 Toxic Hotspots

State requirements specifically address air toxics issues through Assembly Bill (AB) 1807 (known as the Tanner Bill) that established the State air toxics program and the Air Toxics Hot Spots Information and Assessment Act (AB 2588). The air quality regulations developed from these bills have been modified recently to incorporate the Federal regulations associated with the Federal Clean Air Act Amendments of 1990. The Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) was enacted in September 1987. Under this bill, stationary sources of emissions are required to report the types and quantities of certain substances that their facilities routinely release into the air.

The SCAQMD is required to prepare an annual report on the status and forecast of air toxic *hotspots* pursuant to Section 44363 of the California Health and Safety Code. SCAQMD monitors facilities that are not exempt from the fee and reporting requirements of AB2588.

Some facilities are covered under *umbrella* permits that address industry-wide categories. SCAQMD has issued general permits for the following seven activities:

- Retail gasoline dispensing
- Perchloroethylene dry cleaning
- Auto body shops
- Fiberglass molding
- Printing
- Metal plating
- Wood striping and finishing

Emissions inventories and risk assessment guidelines have been prepared for the seven industry-wide categories. Approximately 1,400 auto body shops, 3,200 gasoline stations, and 1,400 perchloroethylene dry cleaners within the District are covered under these umbrella permits.

Depending on the severity of the facilities' TAC releases, SCAQMD requires either public notification of toxic hot spots or preparation of a risk reduction plan, as follows:

	Cancer Risk (per million)	Acute Risk	Chronic Risk
Action Risk Level	>= 25	>= 3.0	>= 3.0
Public Notification Level	>= 10	>= 1.0	>= 1.0
Exempt	<1	<0.1	<0.1

4.4 Air Quality Management Plan

The purpose of an Air Quality Management Plan (AQMP) is to bring an air basin into compliance with federal and state air quality standards and is a multi-tiered document that builds on previously adopted AQMPs.[14] The 2003 AQMP was adopted in August 2003 and demonstrated O_3 and PM^{10} for the covered Basins. It also provides the maintenance plans for CO and $NO_{2,}$ which the Basins have been in attainment for since 1997 and 1992, respectively. The 2007 AQMP for the Basins was approved by the SCAQMD Board of Directors in June 2007. The 2007 AQMP builds on the 2003 AQMP and is designed to address the federal 8-hour ozone and $PM^{2.5}$ air quality standards for attainment beyond 2024 for each.

The 2007 AQMP was adopted by the SCAQMD board on June 1, 2007, approved by ARB on September 27, 2007, and submitted to the EPA as part of the 2007 SIP on November 16, 2007. On July 14 2011, the EPA issued a notice of proposed partial approval and partial disapproval of the 2007 South Coast SIP for the 1997 $PM^{2.5}$ Standards and corresponding 2007 State strategy. The EPA proposed to approve the emissions inventories, modeling, control measures and technologies, progress and attainment demonstrations, and transportation emissions budgets of the SIP with an attainment extension to April 5,

2012; however, the EPA identified deficiencies in the SIP's contingency measures and would not accept the assignment of 10 tons per day NO_X emissions reductions to the EPA. SCAQMD prepared revised contingency measures that were approved by the SCAQMD Board on October 7, 2011 and forwarded to ARB for approval and submission to the EPA. The AQMP identifies short- and long-term control measures designed to reduce stationary, area, and mobile source emissions, organized into four primary components:

1. District Stationary and Mobile Source Control Measures
2. Air Resources Board (ARB) State Strategy
3. Supplement to ARB Control Strategy
4. SCAG Regional Transportation Strategy and Control Measures

The 2012 AQMP (anticipated to be adopted in December 2012) also further builds on the 2007 AQMP to address the federal $PM^{2.5}$ air quality standard, which has a deadline for resubmittal to U.S. EPA by December 14, 2012 as well as proactively addressing the federal 8-hour ozone air quality standard to be attained by 2023. Overall, the 2012 AQMP projects a 3 percent reduction in NO_X and 17 percent reduction in $PM^{2.5}$ emissions by 2014 and a 3 percent reduction in NO_X and 1 percent reduction in VOC emissions by 2023 compared to respective 2014 and 2023 projected baselines for each pollutant based on the measures presented below. The AQMP anticipates attainment of the 24 hour $PM^{2.5}$ standard by 2014 and attainment of the 8-hour ozone standard by 2023.

Stationary source control measures in the 2012 AQMP are based on implementation of all feasible control measures through the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero- and near-zero technologies and control methods. These would be applied to both point source (typically facilities permitted by SCAQMD) as well as area sources associated with smaller/non-permitted emissions. Notable $PM^{2.5}$ stationary control measures that will begin implementation in 2013 include further reductions from the Regional Clean Air Incentives Market (RECLAIM) a NO_X and SO_X cap-and-trade program, further reductions from residential and open wood burning, and reductions from under-fired charbroilers. Notable ozone stationary control measures that will begin implementation in 2015 include targeting reducing emissions from coatings and solvents, combustion sources, petroleum operations and fugitive volatile organic compounds (VOCs) as well as incentive and education programs.

Mobile source reduction includes actions seeking further emission reductions from both on-road and off-road mobile sources, such as accelerated penetration of zero- and near-zero emission vehicles and early retirement of older vehicles as well research and development of advanced control technologies from various mobile sources. These measures are designed to achieve attainment for both $PM^{2.5}$ and ozone, however greater reductions in ozone are necessary to achieve attainment, so a more robust program to reduce NO_X emissions that contribute to ozone levels to evaluate, develop, demonstrate, fund, and deploy new technologies is designed to achieve the necessary reductions. NO_X emissions contribute greatly to ozone levels and are the primary target for reduction to achieve ozone attainment.

SCAG's Regional Transportation Strategy and Transportation Control Measures included in SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) are designed to expand infrastructure to limit congestion and expand transportation choices as well as encouraging population and employment growth in high quality transit areas to make transit more feasible. While these measures are primarily intended to affect road congestion and transportation choices, they are also intended to achieve substantial measurable reductions in emissions that are incorporated into the 2012 AQMP.

4.5 SCAQMD Rule Book

In order to control air pollution in the Basins, SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by ARB or the United States Environmental Protection Agency (EPA). Rules that will be applicable during construction of the proposed warehouse include Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent opacity in the air). Rule 403 requires the implementation of Best Available Control Measures (BACM) and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres. Rule 1113 establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.

4.6 Executive Order S-3-05

Executive Order S-3-05 was issued by California Governor Arnold Schwarzenegger and established targets for the reduction of greenhouse gas emission at the milestone years of 2010, 2020, and 2050. Statewide GHG emissions must be reduced to 1990 levels by year 2020 and by 80 percent beyond that by year 2050. The Order requires the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate with other State departments to identify strategies and reduction programs to meet the identified targets. A Climate Action Team (CAT) was created and is headed by the Secretary of CalEPA who reports on the progress of the reduction strategies. The latest CAT *Biennial Report to the Governor and Legislature* was completed in April 2010.[15] CAT also works in 11 subgroups to support development and implementation of the Scoping Plan (see *California Global Warming Solutions Act* herein).

4.7 California Global Warming Solutions Act

The California State Legislature adopted the California Global Warming Solutions Act in 2006 (AB32). AB32 establishes the caps on statewide greenhouse gas emissions proclaimed in Executive Order S-3-05 and establishes a regulatory timeline to meet the reduction targets. The timeline is as follows:

January 1, 2009	Adopt Scoping Plan
January 1, 2010	Early action measures take effect

January 1, 2011	Adopt GHG reduction measures
January 1, 2012	Reduction measures take effect
December 31, 2020	Deadline for 2020 reduction target

As part of AB32, CARB had to determine what 1990 GHG emissions levels were and projected a *business-as-usual* (BAU) estimate for 2020 to determine the amount of GHG emissions that will need to be reduced. BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies. 1990 emissions are estimated at 427 million metric tons of carbon dioxide equivalent (MMTCO2E) while 2020 emissions (without implementation of reduction measures, but including economic downturn, Pavley, and Renewables Portfolio of 12-20%) is estimated at 507 MMTCO2E; therefore, California Statewide GHG emissions must be reduced 80 MMTCO2E by 2020, a reduction of approximately 16 percent.

The California Air Resources Board (ARB) is responsible for implementation of AB32. Nine discrete early action measures and 35 additional measures were adopted in October 2007 and are now enforceable. The discrete early actions include a low carbon fuel standard, landfill methane capture regulations, reductions in HFCs from mobile air conditioning systems, fluorinated gas emissions from semiconductor manufacturing, sulfur hexafluoride from some industrial processes, high GWP gases in consumer products, and emissions from diesel auxiliary engines on ships at California Ports, improved fuel efficiency in heavy-duty diesel vehicles, and new tire pressure regulations. The early action programs form part of California's comprehensive strategy for achieving the GHG reduction targets.

4.8 Sustainable Communities and Climate Protection Act

In January 2009, California Senate Bill (SB) 375 went into effect known as the Sustainable Communities and Climate Protection Act.[16] The objective of SB375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB375 tasks ARB to set greenhouse gas reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy (APS) may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In the Southern California Association of Governments (SCAG) region (in which the project is located), sub-regions can also elect to prepare their own SCS or APS. In August 2010, ARB released the proposed GHG reduction targets for the MPOs to be adopted in September 2010. The proposed reduction targets for the SCAG region were 8-percent by year 2020 and 13-percent by year 2035. The 8-percent year 2020 target was adopted in September 2010 and tentatively adopted the year 2035 until February 2011 to provide additional time for SCAG, ARB, and other stakeholders to account for additional resources

(such as state transportation funds) needed to achieve the proposed targets. In February 2011, the SCAG President affirmed the year 2035 reduction target and SCAG Staff updated ARB on additional funding opportunities. The status of funding was requested to be revisited again in year 2014.

On April 4, 2012, the Regional Council of the SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375. The RTP/SCS contains a host of improvements to the region's multimodal transportation system. These improvements include closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of the transportation system where there is room to grow in order to provide the region with greater mobility. The RTP/SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by the ARB. The SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the RTP/SCS maximizes current voluntary local efforts that support the goals of SB 375. The RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

4.9 Air Resources Board Scoping Plan

The ARB Scoping Plan is the comprehensive plan to reach the GHG reduction targets stipulated in AB32. The key elements of the plan are to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners in the Western Climate Initiative (includes seven states in the United States and four territories in Canada), establish transportation-related targets, and establish fees.[17] The Scoping Plan measures are identified in Table 9 (Scoping Plan Measures). Note that the current early discrete actions are incorporated into these measures. ARB estimates that implementation of these measures will reduce GHG emissions in the state by 136 MMTCO2E by 2020; therefore, implementation of the Scoping Plan will meet the 2020 reduction target of 80 MMTCO2E, which is a reduction of 27 percent compared to the projected business as usual 507 MMTCO2E. Key recommendations of the Scoping Plan to achieve the 2020 target include:

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
2. Achieving a statewide renewable energy mix of 33 percent;
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
4. Establish targets for transportation-related greenhouse gas emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;

5. Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
6. Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long term commitment to AB 32 implementation.

In a report prepared on September 23, 2010, ARB indicates that 40 percent of the reduction measures identified in the Scoping Plan have been secured.[18] ARB recently held the hearing for the cap-and-trade program rulemaking on December 16, 2010. The cap-and-trade program began on January 1, 2012 after ARB completed a series of activities that dealt with the registration process, compliance cycle, and tracking system; however, covered entities will not have an emissions obligation until 2013.[19] ARB recently conducted its first quarterly auction on November 14, 2012 with its next auction scheduled for March 2013. ARB is also currently working on the low carbon fuel standard where public hearings and workshops are currently being conducted. In August 2011, the Scoping plan was reapproved by ARB with the program's environmental documentation.

Table 9
Scoping Plan Measures

Measure	Description
T-1	Pavely I and II – Light Duty Vehicle Greenhouse Gas Standards
T-2	Low Carbon Fuel Standard
T-3	Regional Transportation-Related Greenhouse Gas Targets
T-4	Vehicle Efficiency Measures
T-5	Ship Electrification at Ports
T-6	Good Movement Efficiency Measures
T-7	Heavy-Duty Vehicle Aerodynamic Efficiency
T-8	Medium and Heavy-Duty Vehicle Hybridization
T-9	High Speed Rail
E-1	Energy Efficiency (Electricity Demand Reduction)
E-2	Increase Combined Heat and Power Use
E-3	Renewable Portfolio Standard
E-4	Million Solar Roofs
CR-1	Energy Efficiency (Natural Gas Demand Reduction)
CR-2	Solar Water Heating
GB-1	Green Buildings
W-1	Water Use Efficiency
W-2	Water Recycling
W-3	Water System Energy Efficiency
W-4	Reuse Urban Runoff
W-5	Increase Renewable Energy Production
W-6	Public Good Charge (Water)
I-1	Energy Efficiency for Large Industrial Sources
I-2	Oil and Gas Extraction GHG Reductions
I-3	Oil and Gas Transmission Leak Reductions
I-4	Refinery Flare Recovery Process Improvements
I-5	Removal of Methane Exemption from Existing Refinery Regulations
RW-1	Landfill Methane Control
RW-2	Increase Landfill Methane Capture Efficiency
RW-3	Recycling and Zero Waste
F-1	Sustainable Forest Target
H-1	Motor Vehicle Air Conditioning
H-2	Non-Utilities and Non-Semiconductor SF_6 Limits
H-3	Semiconductor Manufacturing PFC Reductions
H-4	Consumer Products High GWP Limits
H-5	High GWP Mobile Source Reductions
H-6	High GWP Stationary Source Reductions
H-7	High GWP Mitigation Fees
A-1	Large Dairy Methane Capture

4.10 California Green Building Standards

New California Green Building Standards Code (CALGREEN) went into effect on January 1, 2011.[20] The purpose of the new addition to the California Building Code (CBC) is to improve public health, safety, and general welfare by enhancing the design and construction of buildings using concepts to reduce negative impacts or produce positive impacts on the environment. The CALGREEN regulations cover planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality. Many of the new regulations have the effect of reducing greenhouse gas emissions from the operation of new buildings. Table 10 (CALGREEN Requirements) summarizes the previous requirements of the CBC and the new requirements of CALGREEN that went into effect in January 2011. Minor technical revisions and additional requirements have gone into effect July 2012.

Table 10
CALGREEN Requirements

Item		Requirements	
		Previous	CALGREEN
4.1	Stormwater Management	Stormwater management required on projects > than one acre	All projects subject to stormwater management.
	Surface Drainage	Surface water must flow away from building	Drainage patterns must be analyzed
4.2	Energy Efficiency	California Energy Code	Minimum energy efficiency to be established by California Energy Commissions
4.3	Indoor Water Use	HCD maximum flush rates; CEC water use standards for appliances and fixtures	Indoor water use must decrease by at least 20 percent (prescriptive or performance based)
	Multiple Showerheads	Not covered	Multiple showerheads can not exceed combined flow of the code
	Irrigation Controllers	Not covered	Irrigation controllers must be weather or soil moisture based controllers
4.4	Joint Protection	Plumbing and Mechanical Codes	All openings must be sealed with materials that rodents cannot penetrate
	Construction Waste	Local Ordinances	Establishes minimum 50 percent recycling and waste management plan
	Operation	Plumbing Code for gray water systems	Educational materials and manuals must be provided to building occupants and owners to ensure proper equipment operation
4.5	Fireplaces	Local Ordinances	Gas fireplaces must be direct-vent sealed-combustion type; Wood stoves and pellet stoves must meet USEPA Phase II emissions limits
	Mechanical Equipment	Not covered	All ventilation equipment must be sealed from contamination during construction
	VOCs	Local Ordinances	Establishes statewide limits on VOC emissions from adhesives, paints, sealants, and other coatings
	Capillary Break	No prescriptive method of compliance	Establishes minimum requirements for vapor barriers in slab on grade foundations
	Moisture Content	Current mill moisture levels for wall and floor beams is 15-20 percent	Moisture content must be verified prior to enclosure of wall or floor beams
	Whole House Fans	Not covered	Requires insulted louvers and closing mechanism when fan is off
	Bath Exhaust Fans	Not covered	Requires Energy Star compliance and humidistat control
	HVAC Design	Minimal requirements for heat loss, heat gain, and duct systems	Entire system must be designed in respects to the local climate
7	Installer Qualifications	HVAC installers need not be trained	HVAC installers must be trained or certified
	Inspectors	Training only required for structural materials	All inspectors must be trained
Source: HCD 2010			

5 Project Description

5.1 Proposed General Plan

The General Plan serves as the blueprint for the City's future growth and development. As such, the General Plan must contain policies and programs that will provide City staff and discretionary bodies with a foundation for decisions related to land use, development, traffic management, use of resources, and public safety. The Colton General Plan update addresses three (land use, housing, and circulation) of the seven state mandated general plan elements (land use, housing, circulation, safety, open space, conservation, and noise). The updated Land Use Element establishes an overall development capacity for the City and serves as a policy guide for determining the appropriate physical development and character of the approximately 13.9 square miles that make up the City's jurisdiction proper and the additional 1.7 square miles located in the City's Sphere of Influence. The additional development capacity of the proposed Land Use Plan is estimated at approximately 22,800 dwelling units to house about 72,000 residents, and 26.1 million square feet of commercial and industrial space. The General Plan applies to all properties within the City of Colton as well as lands within the City's unincorporated Sphere of Influence. The proposed General Plan update is intended to achieve the land use, circulation, and other goals of the City in order to reflect the community's current values for growth over the long-term.

A number of land use changes are proposed in this update of the Land Use Element. Most significant is the creation of two mixed use designations (Mixed Use – Downtown Colton and Mixed Use – Neighborhood) and the addition of a Residential Overlay.

The Mixed Use – Downtown designation allows for residential development at up to 30 dwelling units per acre and supporting commercial uses with the aim of providing for a downtown district that integrates civic, public, commercial, office, and residential uses. Long-established, low-density residential areas containing homes dating to Colton's early years are encouraged to retain their density and character. The Mixed Use – Neighborhood designation allows for residential development at up to 8 dwelling units per acre and aims to preserve the existing housing stock and character of residential neighborhoods, while creating office or commercial opportunities and encouraging the adaptive reuse of residential structures. The Residential Overlay is designed to encourage higher density residential housing in select Commercial, and Mixed Use – Neighborhood areas by allowing development at up to 30 dwelling units per acre.

Based on existing land use surveys, the Planning Area currently is developed with approximately 17,704 dwelling units and 13,666,800 square feet of commercial and industrial land uses. The remaining development capacity of the 16.1 square mile incorporated City boundary area is estimated at approximately 4,855 dwelling units to house about 15,385 residents, 12,183,900 square feet of commercial and industrial space, and 17,435 jobs (see Table 11, Projected Growth for the City). The remaining development capacity for the City's 1.7 square mile Sphere of Influence (SOI) area is estimated at approximately 335 dwelling units to house about 1,061 residents, 250,200 square feet of commercial and industrial space, and 3,055 jobs (see Table 12, Projected Growth for SOI). The Projected Growth tables note the current built conditions, the

proposed build-out conditions, and projected remaining capacity based on the difference between the proposed land use plan buildout and the existing built conditions for the City and its Sphere of Influence.

Table 11
Remaining Development Capacity for the City

	Existing Conditions (2012)	Proposed General Plan Buildout	Remaining Capacity
Dwelling Units	16,349	21,204	4,855
Population	51,797	67,182	15,385
Commercial and Industrial Space	11,107,700	23,291,600	12,183,900
Employees	17,922	9,738	27,660
Source: City of Colton and General Plan Update GIS data, California Department of Finance, Southern California Association of Governments.			

Table 12
Remaining Development Capacity for SOI

	Existing Conditions (2012)	Proposed General Plan Buildout	Remaining Capacity
Dwelling Units	1,355	1,690	335
Population	4,293	5,354	1,061
Commercial and Industrial Space	2,559,100	2,809,300	250,200
Employees	4,763	356	5,119
Source: City of Colton and General Plan Update GIS data, California Department of Finance, Southern California Association of Governments.			

The General Plan update is intended to achieve the land use, circulation, housing and other goals of the City that reflect the community's current values for growth over the long-term. The analysis included in the traffic study prepared for the General Plan, of which the analysis included in this assessment is partially based, analyzes the complete buildout of the City based on the General Plan Land Use Plan and represents a worst case scenario. Actual development over the 20 to 30 year life of the General Plan may not achieve complete buildout as is detailed in the preceding tables, therefore anticipated air quality and climate change impacts may be less than those anticipated in the following analysis. However, as projected by the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), population growth for the current incorporated boundaries of the City by 2035 is anticipated to exceed the Proposed General Plan Buildout capacity noted in Table 11 by approximately 7 percent. Alternately, the Proposed General Plan Buildout would provide approximately 1 percent greater capacity than is anticipated for employment growth by 2035. The proposed Land Use Map is included as Exhibit 4.

The Circulation Chapter not only addresses roadways but includes pedestrian, bicycling, and public transit, and the movement of goods. It also includes a discussion of congestion and the protection of neighborhoods.

The primary modifications proposed in the Circulation Element are as follows:

- Street Classification Map updated (See Exhibit 5) to upgrade and downgrade certain streets pursuant to the traffic study results
- Incorporation of Complete Streets goals and policies
- Incorporation of Neighborhood Traffic Congestion and Safety goals and policies
- Address future transit projects, including Bus Rapid Transit and potential Metrolink station
- Address truck and train traffic impacts
- Additional goals and policies that address transit, walking, and bicycling
- New policies directed to make Downtown Colton more pedestrian friendly

The Housing Element identifies ways in which the housing needs of current and future residents can be met. Unlike the other elements, State law requires that the Housing Element be updated every five years (unless otherwise extended by legislation). This Housing Element covers the period from July 1, 2008 to June 30, 2014. There are no appreciable differences between the existing and proposed Housing Elements framework although the proposed General Plan does account for the changes in the City's Regional Housing Needs Allocation (RHNA) and the population and land use changes that have affected existing housing and housing opportunities since adoption of the existing Housing Element.

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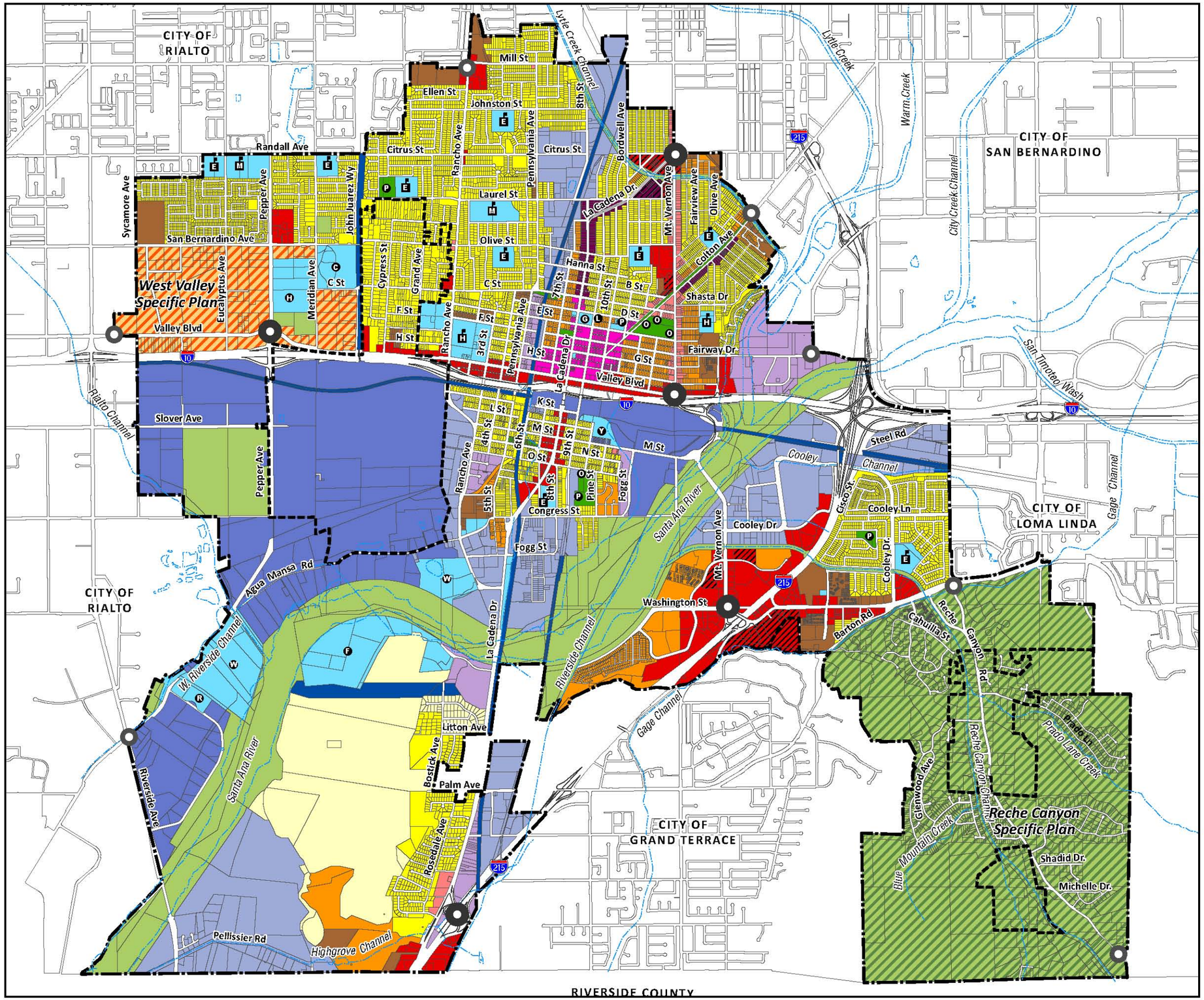
Exhibit 4 Land Use Plan



Land Use Designations

- Very Low Density Residential (0.1 - 2.0 DU/AC)
- Low Density Residential (2.1-8.0 DU/AC)
- Medium Density Residential (8.1-16.0 DU/AC)
- High Density Residential (16.1-22.0 DU/AC)
- Neighborhood Commercial
- General Commercial
- Industrial Park
- Light Industrial
- Heavy Industrial
- Mixed Use - Downtown (2.0-30.0 DU/AC; 2.0 FAR)
- Mixed Use - Neighborhood (2.0-8.0 DU/AC; 1.0 FAR)
- Open Space - Recreation
- Open Space - Resource
- Public/Institution
- Railroad/Utility Corridor

Specific Plans

- Reche Canyon Specific Plan
- West Valley Specific Plan

Overlay District

- Overlay

Community Gateways

- Major Gateway
- Minor Gateway

Public Facilities/Institutions

- E Elementary School
- M Middle School
- H High School
- C Cemetery
- O Community Center
- C City Hall
- H Hospital (Private)
- L Library
- F Landfill
- Y City Maintenance Yard
- P Parks
- R Power Plant
- W Wastewater Facility

Base Map

- City Boundary
- Sphere of Influence
- Watercourse

Date: March 1, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

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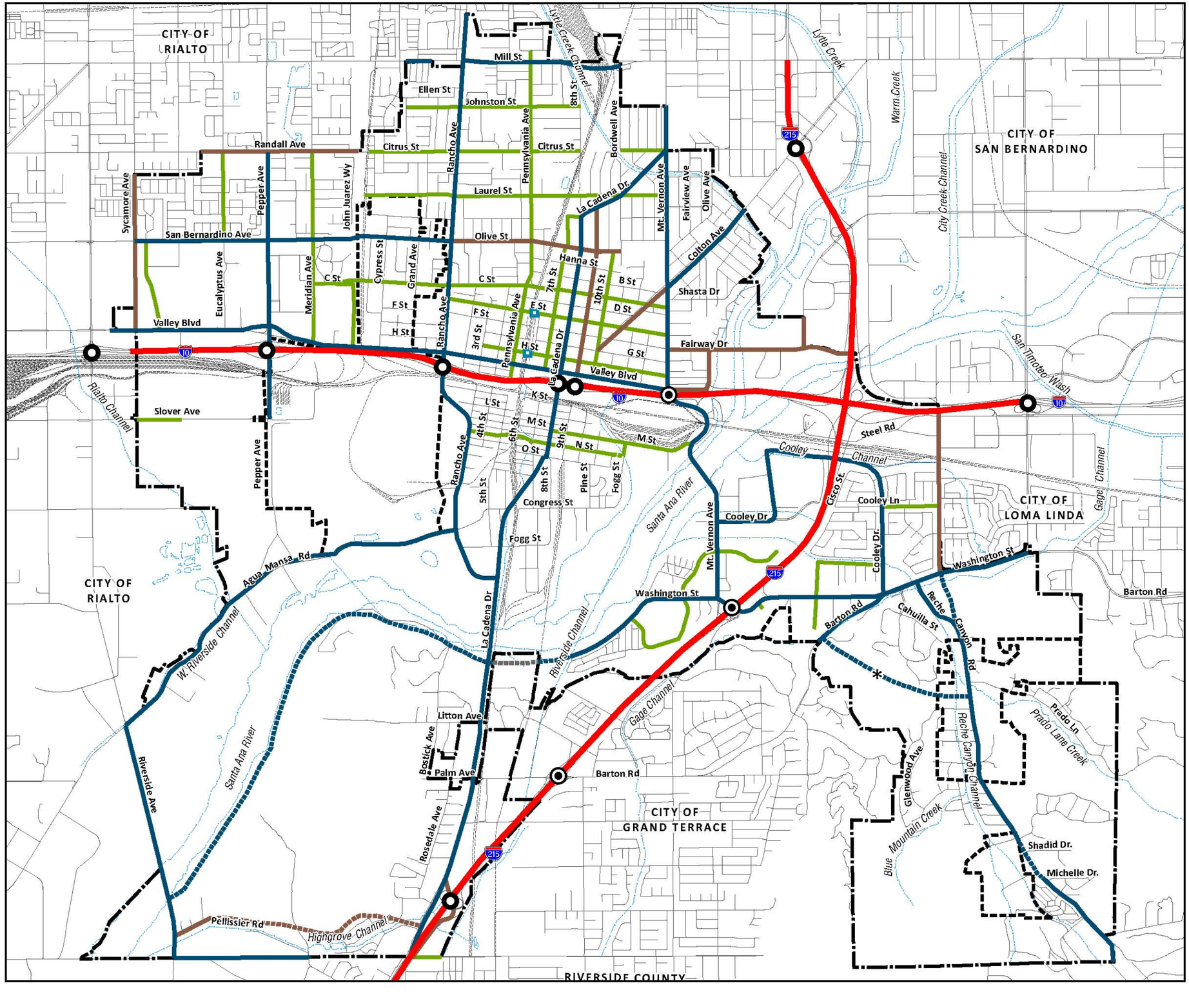
Exhibit 5 Roadways Plan



Circulation Plan

- Freeway
- Major Arterial
- Planned Arterial
- Secondary Arterial
- Planned Secondary
- Collector Street
- Planned Collector
- Planned Roadway Located in Another City

* Conceptual roadway location. Final roadway location to be determined on proposed subdivision design.

Freeway Interchanges

- Interchanges
- Interchanges with Planned Improvements

Street Closure

- Street Closure (BSNF Quiet Zone Project)

Boundaries

- City Boundary
- Sphere of Influence
- Railroad Tracks
- Watercourse

Date: January 5, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

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6 Air Quality Impact Analysis

The impact analysis contained herein was prepared utilizing guidance provided in the 1993 SCAQMD California Environmental Quality Act (CEQA) Air Quality Handbook and SCAQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. The thresholds identified in Appendix G of the State CEQA Guidelines, as implemented by the City of Colton, have been utilized to assess the significance of potential impacts.

6.1 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the project could result in potentially significant impacts related to air quality if it:

A. Conflicts with or obstructs implementation of the applicable air quality plan.
B. Violates any air quality standard or contributes substantially to an existing or projected air quality violation.
C. Results in a cumulatively considerable net increase of any criteria pollutant that the region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
D. Exposes sensitive receptors to substantial pollutant concentrations.
E. Create objectionable odors affecting a substantial number of people.

As a policy document, the proposed General Plan will not directly result in construction or operation of any new land use and the impacts to air quality from them. However, implementation of the General Plan will influence future development that will potentially result in criteria pollutant and toxic contaminant emissions. Background information is provided on what levels of emissions are anticipated to be generated as a result of implementation of the General Plan update. However, since the General Plan would not directly result in emissions, the General Plan update will be analyzed primarily in terms of its consistency with the AQMP to determine impacts on region wide emissions as well as how implementing projects pursuant to the General Plan will be analyzed individually to determine potentially substantial impacts.

Implementing projects will be required to determine if maximum daily criteria pollutant emissions from construction and operation are individually and/or cumulatively significant. To determine this, the SCAQMD significance thresholds would be used. These thresholds are identified in Table 13 (SCAQMD Maximum Daily Emissions Thresholds (lbs/day)). Cumulative impacts are typically determined by analyzing vehicle miles traveled, long-term pollutant reductions, or average vehicle ridership, depending on the use.

Table 13
SCAQMD Maximum Daily Emissions Thresholds (lbs/days)

Pollutant	Construction	Operation
NO_X	100	55
VOC/ROG	75	55
PM^{10}	150	150
$PM^{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3
Source: SCAQMD 2011		

SCAQMD has also established thresholds for emissions of toxic air contaminants. Toxic air emissions from a project are considered potentially significant if maximum incremental cancer risk is greater than ten persons in 1,000,000 (1E-05). Cancer risk is determined by calculating the annual average toxic concentration ($\mu g/m^3$) and multiplying it by the unit risk factor (URF) for the toxic and the lifetime exposure adjustment (LEA) of the receptor. URF represents the estimated probability that a person will contract cancer as a result of inhalation of a toxic of one $\mu g/m^3$ continuously over 70 years. Because some receptors are exposed to toxics for less than 70 years (i.e. off-site workers), the LEA adjusts the receptors exposure to represent actual exposure time. The LEA for residential uses and other sensitive receptors is 1.0, representing an assumed exposure of 70 continuous years.

Acute and chronic non-cancer risks are considered significant if the project toxic air contaminant emissions result in a hazard index greater than or equal to one. The hazard index is determined by calculating the average annual toxic concentration ($\mu g/m^3$) divided by the reference exposure level (REL) for a particular toxic. The REL is the concentration at which no adverse health impacts are anticipated and is established by OEHHA.

6.2 Construction Emissions

The proposed General Plan will not directly result in construction of any development or infrastructure; however, future development supported by the policies of the General Plan will result in short-term criteria pollutant emissions. Short-term criteria pollutant emissions will occur during site preparation, grading, building construction, paving, and painting activities associated with new development. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). Pursuant to proposed General Plan Policy LU-5.6 and the California Environmental Quality Act (CEQA), short-term, project specific construction-related emissions will be analyzed on as development proposals are submitted. Mitigation will be applied, where necessary, and typically includes requirements for use of low-VOC paints, installation of diesel particulate filters on older construction equipment, and limitations on hauling distances and or daily trips.

6.3 AQMP Consistency and Pollutant Emissions

A significant impact could occur if the proposed project conflicts with or obstructs the implementation of SCAQMD 2012 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Because of this program-level analysis, Thresholds A through C are discussed as a whole in this section.

As a policy document, no development is authorized or will directly occur from the adoption of the General Plan. However, development will occur within the planning area as guided by the policies of the General Plan update. Short-term criteria pollutant emissions will occur during site preparation, grading, building construction, paving, and painting/coating activities. Emissions will occur from use of construction equipment, worker, vendor, and hauling trips, and disturbance of on-site soils (fugitive dust). Long-term criteria air pollutant emissions will result from the operation of potential development. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from future development.

Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the SCAQMD 2007 and proposed 2012 Air Quality Management Plans (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.[21] These criteria are discussed below.

6.3.1 Criterion 1

To address the first criterion, an air quality modeling analysis is typically performed to determine if a project could regionally or locally cause a violation of any air quality standard. Using the California Emissions Estimator Model (CalEEMod), long-term emissions from the planning area were modeled. Table 14 (Remaining Capacity Daily Emissions) summarizes the operational daily emissions that will occur from new development in the remaining capacity of the planning area. Table 15 (Total Buildout Daily Emissions) summarizes the total operational daily emissions combining the existing development and remaining buildout capacity. These represent a worst case scenario based on complete buildout of the General Plan. As was detailed previously in Section 5.1 (Proposed General Plan), the Proposed General Plan does not provide sufficient capacity for population growth by approximately 7 percent, but does provide sufficient capacity for employment growth by 1 percent as projected by the Southern California Association of Governments (SCAG) as most recently updated with the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Thus, actual emissions could potentially be increased based on projected growth compared to the remaining buildout capacity presented in Tables 14 and 15.

Table 14
General Plan Buildout Remaining Capacity Daily Emissions (lbs/day)

Source	ROG	NO_X	CO	SO_2	PM^{10}	$PM^{2.5}$
Summer						
Area Sources	1,062.74	30.78	2,173.71	4.17	276.74	276.68
Energy Demand	13.35	118.52	80.95	0.73	9.23	9.23
Mobile Sources	1,891.82	5,078.05	18,488.95	26.52	3,025.82	285.85
Summer Total	**2,967.91**	**5,227.35**	**20,743.61**	**31.42**	**3,311.79**	**571.76**
Winter						
Area Sources	1,062.74	30.78	2,173.71	4.17	276.74	276.68
Energy Demand	13.35	118.52	80.95	0.73	9.23	9.23
Mobile Sources	1,888.01	5,360.72	17,239.84	24.04	3,028.56	288.59
Winter Total	**2,964.10**	**5,510.02**	**19,494.50**	**28.94**	**3,314.53**	**574.50**
Threshold	55	55	550	150	150	55
Substantial?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Table 15
General Plan Buildout Total Daily Emissions (lbs/day)

Source	ROG	NO_X	CO	SO_2	PM^{10}	$PM^{2.5}$
Summer						
Area Sources	4,021.63	135.54	9,570.49	18.41	1,220.85	1,220.57
Energy Demand	42.50	373.51	229.88	2.32	29.37	29.37
Mobile Sources	5,573.89	14,939.50	54,391.75	77.94	8,890.39	840.09
Summer Total	**9,638.02**	**15,448.55**	**64,192.12**	**98.67**	**10,140.61**	**2,090.03**
Winter						
Area Sources	4,021.63	135.54	9,570.49	18.41	1,220.85	1,220.57
Energy Demand	42.50	373.51	229.88	2.32	29.37	29.37
Mobile Sources	5,560.95	15,769.49	50,744.18	70.64	8,898.50	848.20
Winter Total	**9,625.08**	**16,278.54**	**60,544.55**	**91.37**	**10,148.72**	**2,098.14**
Year-1 Increase	*91.55*	*166.07*	*632.64*	*0.96*	*100.82*	*18.16*
Threshold	55	55	550	150	150	55
Year-1 Substantial?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

Based on the modeling data, total emissions from new development in the planning area guided by the proposed General Plan total buildout would on average increase reactive organic gases (volatile organic compounds) (ROG/VOC) by 45 percent, oxides of nitrogen (NO_X) by 51 percent, carbon monoxide (CO) by 48 percent, sulfur dioxide (SO_2) by 47 percent, coarse particulate matter (PM^{10}) by 49 percent, and fine particulate matter ($PM^{2.5}$) daily by 38 percent. After just the first year of growth, emissions of ROG/VOC would increase by 91.55 lbs/day, NO_X emissions by 166.07 lbs/day, CO emissions by 632.64 lbs/day, SO_2 emissions by 0.96 lbs/day, PM^{10} emissions by 100.82 lbs/day, and $PM^{2.5}$ emissions by 18.16 lbs/day and would increase proportionally as growth occurs over the long-term. Even in the first year of growth, these volumes of pollutants will exceed

the SCAQMD daily operational thresholds identified in Section 6.1 above for ROG, NO_X, and CO, emissions, as summarized in Table 15. It should be noted that the daily thresholds are not intended to be applied to the program-level; however, they do provide a guidepost for comparing incremental increases in emissions guided by the program. To determine if the proposed General Plan could potentially contribute or cause a new air quality violation by exceeding applicable ambient air quality standards, consistency with the growth projections used in the AQMP is appropriate, as discussed in criterion 2 below.

6.3.2 Criterion 2

Due to the changes in proposed land uses (as discussed in Section 5.2) from the existing General Plan land use plan, upon which the 2007 AQMP is partially based, and the proposed General Plan, potential future development supported by implementation of the proposed General Plan will not be consistent with the growth projections utilized in the 2007 AQMP. This could result in potentially significant impacts because air quality attainment goals could be delayed because the strategies adopted in the AQMP will not account for land use changes in the planning area. The proposed General Plan supports 5,190 greater dwelling units, 16,445 greater residents, and approximately 12.4 million square feet more of non-residential development when compared to the existing General Plan.

The 2007 AQMP is anticipated to be replaced in December 2012 and this is anticipated to occur before adoption of the proposed General Plan. The 2012 AQMP long-term emissions inventory will based on the growth and land use projections included in the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Pursuant to the RTP/SCS, the city is projected to grow to a total population of 71,700 and a total employment of 29,600 by 2035. This represents a 38 percent increase in population and 23 percent increase in employment compared to existing (2008) levels according to the RTP/SCS. As previously stated, the projected population growth is not completely accommodated by the capacity of the proposed General Plan, while the projected employment growth is accommodated. The ultimate buildout of the proposed General Plan land use plan can accommodate a total population of 67,182 and a total employment of 29,874 within the current incorporated boundaries; therefore, the proposed General Plan is inconsistent with the growth projections used in the RTP/SCS and would be inconsistent with the 2012 AQMP.

Despite this inconsistency, the following policies proposed in the General Plan update and existing General Plan support attainment of air quality goals through assessment and mitigation of future development projects and City operations in regards to construction and operational pollutants, vehicle miles traveled and trips generated, alternative transit systems, and use of alternative energy. These policies support reductions in operational criteria pollutant emissions by reducing reliance on single-rider automobile trips in favor of walking, biking, bus riding, and carpooling. Traffic congestion and associated pollutants will also be reduced through programs such as flex-scheduling and telecommuting that reduces peak hour trip generation. Construction-related emissions will be reduced through scheduling and programming techniques and reduce fugitive dust emissions through daily site watering. While these policies will reduce criteria pollutant emissions, there is no guarantee that the proposed land use changes will not conflict with the

attainment goals of the 2007 or 2012 AQMP. No additional programs or mitigation is available at the program-level to further reduce criteria pollutant emission. Additional mitigation will need to be identified at the project-level. Because of the proposed General Plan land use changes, inconsistency with growth projections, and lack of additional, feasible mitigation, short- and long-term impacts related to conflicts with the 2007 and 2012 AQMP remain substantial and unavoidable.

Regarding potential violation to an existing or projected air quality violation. the 2007 and 2012 AQMP's are projected to achieve attainment of criteria pollutants based on the projections, measures, and timeframes included in each as described in Section 4 (Regulatory Framework) of this report. The proposed General Plan would actually support the AQMP implementation to achieve the attainments through the measures included in the AQMPs through the proposed policies; however, as previously stated the proposed General Plan would potentially interfere with the implementation of either the 2007 or 2012 AQMP.

Land Use Element

Policy LU-4.2: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar programs in both private and public projects.

Policy LU-4.3: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements.

Policy LU-5.1: Require the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.

Policy LU-5.2: Provide incentives, as funding opportunities become available, for the installation of energy conservation features in existing multi-family residential and commercial developments, including technical assistance and possible low interest loans.

Policy LU-5.3: Educate the public using a variety of outreach channels regarding the need for energy conservation, techniques which can be employed, and systems which are available.

Policy LU-5.6: Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality, and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and greenhouse gases, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.

Policy LU-5.7: Work with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the *Air Quality Management Plan* (AQMP) and *Regional Transportation Plan/Sustainable Communities Strategy*, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.

Policy LU-8.4: Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreation facilities, commercial areas, employment centers, and transit.

Policy LU-10.4: Establish land use patterns and provide pedestrian amenities within the mixed-use districts that minimize the need for vehicle travel among the uses within a district.

Mobility Element

Policy M-1.3: Require all new nonresidential, mixed-use, and large-scale residential development projects, through the development review process, to include public transit, bicycle, and pedestrian facilities.

Policy M-1.5: Minimize vehicle emissions by encouraging land use patterns and multi-modal transportation improvements that reduce the need for automobile trips by making biking, walking, and use of public transit for short trips more convenient and available.

Policy M-2.1: Work with Omnitrans to increase the use of public transit, establish or modify routes, and improve connectivity to regional services that respond to the needs of the Colton community.

Policy M-2.5: Work with Metrolink and the Southern California Regional Rail Authority to establish a Metrolink station in Colton along existing Metrolink rail lines.

Policy M-2.6: Develop and maintain a citywide comprehensive bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.

Policy M-3.8: Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.

Policy M-7.3: Consult with Caltrans, SCAG, the South Coast Air Quality Management District, SANBAG, Omnitrans, San Bernardino County, Riverside County, and the cities of Rialto, San Bernardino, Loma Linda, Grand Terrace, and Riverside to coordinate regional transportation facilities, and to pursue Federal, State, and regional funds for local and regional traffic improvements.

Housing Element

Policy H-7.1 Promote higher density residential development and mixed-use in Downtown Colton and along and major transit corridors.

Air Quality Element

Program 1.1.2: Establish an ongoing air quality implementation and project referral process within the San Bernardino portion of the South Coast Air Basin, adapting it as necessary to local circumstances, resources and procedures.

Policy 1.3: Cooperate actively with Los Angeles, Orange and Riverside Counties to comprehensively improve air quality at the emission source.

Policy 1.5: Advocate and support innovative strategies to improve air quality.

Program 1.5.1: Support new approaches to improving air quality through:

- Supporting legislation;
- Cooperating with regional bodies;
- Establishing pilot programs; and
- Funding and/or participating in private/public partnerships.

Policy 2.1.1: Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

Policy 2.1.2: Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.

Policy 2.3.1: Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.

Policy 2.3.2: Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles, and Riverside Counties.

Policy 2.6.1: Promote state and federal legislation which would improve vehicle/transportation technology and which would establish differential pricing mechanisms to assess the true cost of emissions.

Policy 5.1: Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.

Policy 5.2: Reduce emissions from building materials and methods which generate excessive pollutants.

Policy 6.1: Reduce energy consumption through conservation improvements and requirements.

Program 6.1.1: Implement plans and programs to phase in energy conservation improvements through the annual budget process.

Program 6.1.2: Adopt incentives and regulations to enact energy conservation requirements for private development.

Program 6.3.1: Implement provisions of AB 939 and adopt incentives, regulations and procedures to specify local recycling requirements.

6.4 Localized Emissions

6.4.1 Criteria Pollutants

The proposed General Plan would not authorize any specific construction; however, future development constructed in accordance with the policies of the General Plan update could potentially expose sensitive receptors to temporary, localized pollutant concentrations in excess of air quality standards, even if the broader region is in attainment. Examples include emissions of fugitive dust and vehicle and machinery exhaust during large-scale grading activities and roadway construction. Under limited circumstances, large-scale construction activities could result in emissions of fugitive dust, nitrogen oxides, and other criteria pollutants that could exceed SCAQMD daily thresholds of significance and thereby could result in a significant impact. Emissions of fugitive dust near sensitive receptors are a primary concern because, unlike gaseous pollutants that quickly rise and affect the upper atmosphere, particulate matter tends to remain close to the ground. As noted previously, proposed General Plan Policy LU-5.6 requires preparation of air quality analysis when development presents potential significant impacts to air quality may occur and as a result may propose project specific mitigation measures, as appropriate. Furthermore, future construction activities will be subject to routine control measures as

required by SCAQMD (Rules 402, 403, 1108, and 1113). It should be noted that SCAQMD guidance indicates that analysis of localized criteria pollutant impacts is *voluntary*; therefore, future construction projects will be assessed for localized criteria pollutant impacts on a case-by-case basis under the purview of the City. Impacts related to local criteria pollutant emissions will not be substantial with implementation of existing regulations and the proposed policies of the General Plan update.

According to the *Air Quality and Land Use Handbook*, ARB recommends that sensitive land uses not be located with 500 feet of highways or major arterials having average annual daily traffic (AADT) that exceeds 100,000 vehicles. This is due to the concentration of pollutants that accumulate in this proximity to freeways and other major arterials. No non-freeway roadways within the planning area either currently or over the long-term are projected to have an AADT that exceeds 100,000 vehicles. Interstate 10 and Interstate 215 currently and will likely continue to both have an AADT that exceeds 100,000.[22] Based on ARB guidelines, a significant impact could occur if the General Plan would permit new residential or other sensitive uses within 500 feet of I-10 or I-215. Numerous residential land uses exist within 500 feet of I-10 and I-215 currently with approximately ten to twenty vacant parcels designated for residential land use within 500 feet of either freeway. With the implementation of proposed Policies LU-5.6, 6.7, and 6.8 of the General Plan update to require specific analysis of impacts of industrial projects on existing or potential sensitive receptors and sensitive receptors from existing industrial projects, substantial impacts to residents from heavy traffic roadway criteria pollutants would not occur.

6.4.2 Toxic Air Contaminants

Industrial land uses are the most likely to generate "substantial" toxic air contaminant (TAC) concentrations that could adversely affect sensitive receptors. Such emissions could be produced by a variety of interior processes and outdoor activities that generate emissions of TACs. TACs are air pollutants that may cause or contribute to an increase in deaths or serious illnesses or that may pose a present or potential hazard to human health. Unlike criteria pollutants, there are no levels of exposure to TACs that do not produce adverse health effects. The Tanner Bill requires implementation of risk reduction measures for toxic contaminant releases with cancer risks that are equal to or greater than 25 per million and the SCAQMD has established a TAC emissions cancer risk threshold of equal to or greater than ten per million. For example, common facilities within the District that have a cancer risk of approximately ten per million include forges, refineries, fuel distribution and storage facilities, and heavy plating facilities. Common facilities with a cancer risk of approximately 25 per million or more include aircraft manufacturing, large plating and machining facilities, and chemical manufacturing.

The proposed General Plan land use plan includes an Industrial Park (IP), Light Industrial (LI), and Heavy Industrial (HI) land use categories that permit varying degrees of manufacturing, processing, and distribution activities. Future businesses of these types that may be developed within the designated industrial areas could result in emissions of a variety of toxic air contaminants.

ARB research has documented increased potential health risks for sensitive receptors as the distance to sources of hazardous emissions is reduced. Based on these findings, they have developed guidelines to assist local government agencies in siting new land uses that could be occupied by "sensitive individuals" at a safe distance from such sources.[23] Sensitive individuals refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals and residential communities (also known as sensitive sites or sensitive land uses).

The recommended distances are based on a variety of health studies, air pollution monitoring and modeling. Major air pollution source categories that are currently found in Colton, or that could be developed in the future within designated industrial zones, and their associated air pollutant risks, are described below.

Freeways and High-Traffic Roadways: High-traffic roadways such as freeways or other major roadways with traffic volumes at 100,000 vehicles per day or more. Primary pollutants of concern include diesel particulate matter, benzene, and 1,3-butadiene.

Distribution Centers: Distribution warehouses result in the generation of heavy diesel truck traffic and have been linked with high emissions of diesel particulate matter (DPM), established as an air toxic contaminant by ARB in 1998.[24] DPM was identified as a toxic because of its potential to cause cancer, premature deaths, and other health problems. Health hazards associated with DPM are especially hazardous for children because their lungs are still developing, and the elderly who may have other serious health problems.

Perchloroethylene Dry Cleaners: Perchloroethylene is the most common used solvent in the dry cleaning industry to clean clothes and other materials. Although dry cleaning operations are subject to regulations enforced by ARB and SCAQMD, continued studies still show a substantial risk even near well-controlled operations. Perchloroethylene is a carcinogen and also presents other non-cancer health risks including dizziness, impaired judgment and perception, and liver and kidney damage.

Gasoline Dispensing Facilities: Common, local gas stations present a relatively low-risk to land uses in the general proximity. However, large-volume, high throughput gas stations have become a concern due to the high amounts of gasoline being pumped (in excess of 2.4 million gallons per year) and are the main target of the recommended buffer. The pollutant of concern associated with gasoline stations is benzene.

Five years of monitoring indicates that strong winds at the Fontana and San Bernardino air quality monitoring stations come primarily from the southwest with some strong winds also coming from the northeast less frequently, which should generally representative of the wind pattern in Colton.[25] In those cases where residential uses and other sensitive land uses are located immediately northeast or southwest of industrial land uses, a potentially significant impact could occur because sensitive uses could be exposed to emissions carried by wind from the industrial land uses. Based on the ARB recommended siting standards, land designated for residential development within 1,000 feet downwind

of a designated industrial land use concentration is considered to be a potentially significant pollutant exposure area. Existing school and park facilities and ¼-mile buffer areas are shown on Exhibit 6 (Air Quality Sensitivity) and the 1,000 foot industrial buffer areas, regardless of wind direction, are identified in Exhibit 7 (Existing Emission Locations) and Exhibit 8 (Potential Emission Locations) and the residential land uses are shown previously in Exhibit 4 (Land Use Plan).

Since existing and planned industrial land uses exist throughout much of the planning area, much of the city may be affected by any potential substantial industrial emission source that currently exists or may be developed in the future regardless of wind direction. This does not mean that any existing homes in the identified 1,000 foot buffer areas are currently exposed to significant health risks; this is intended simply as a guideline for estimating where there is the most potential for exposure of sensitive receptors to substantial toxics concentrations generated within areas of industrial uses. Actual levels of risk can only be determined through site-specific analysis and specialized air pollutant modeling, based on an actual relationship between an industrial emission source and a specific residential site. Such assessments might determine that there are less than significant health risks, or that there could be some significant level of exposure to pollutants that need to be mitigated through siting, site design, or operational restrictions. General Plan policies for development to prepare air quality analysis, which would include health risk assessments where appropriate, would address any potential impact that could occur in these identified areas or any other area of the City. With implementation of proposed General Plan programs and existing regulations that regulate and monitor toxic emitters, potential health impacts to sensitive receptors due to exposure to toxic air contaminants will not be substantial.

Land Use Element

Policy LU-6.2: Discourage the establishment of incompatible uses in proximity to each other.

Policy LU-6.7: Require that specific types of industrial uses—as defined in the Zoning Code and at the time a development or building permit application is filed—that are proposed to locate within 1,000 feet of existing or planned residential development include preparation of an air quality analysis that, at a minimum, analyzes the potential impacts of toxic air contaminants and cancer risks on existing or potential residents or sensitive receptors.

Policy LU-6.8: Require that any residential use or sensitive receptor use—at the time a development or building permit application is filed—that is proposed to locate within 1,000 feet of an existing industrial use or within 500 feet of a freeway include preparation of an air quality analysis that, at a minimum, analyzes the potential impacts of toxic air contaminants and cancer risks on the future residents or sensitive receptors.

Air Quality Element

Policy 4.3: Support a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.

Program 4.3.1: Participate with the SCAQMD in jointly formulating appropriate standards for regulating the location and protection of sensitive receptors (schools, day care facilities, hospitals and the like) from excessive and hazardous emissions.

6.4.3 Carbon Monoxide Hotspots

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate state and federal CO standards at intersections, even if the broader Basin is in attainment for federal and state levels. In general, the California Department of Transportation *Project-Level Carbon Monoxide Protocol* (CO Protocol) recommend analysis of CO hotspots when a project increases the number of vehicles operating in cold start mode by more than two percent, increases traffic volumes by more than five percent, or worsens average traffic speeds. In addition, CO hotspots are typically associated with intersections with lower ratings of Level of Services (LOS), such as LOS E or F, which indicate high congestion and high amounts of idling vehicles that have the potential to generate a CO hotspot. Currently the following intersections operate at LOS E, with no intersections operating at LOS F:[26]

- Wildrose Avenue and San Bernardino Avenue

The following intersections are anticipated to operate at Level of Service E or F in either or both of the morning or evening peak hours.

- Wildrose Avenue and San Bernardino Avenue
- Colton Avenue and F Street
- Colton Avenue and 10th Street and G Street
- Hermosa Avenue and Valley Boulevard
- Rancho Avenue and Valley Boulevard
- Rancho Avenue and I-10 Westbound Ramps
- La Cadena Drive and I-10 Westbound On-Ramp
- Rancho Avenue and I-10 Eastbound Ramps
- 9th Street and I-10 Eastbound Ramps
- Rancho Avenue and N Street
- Mount Vernon Avenue and N Street
- Rancho Avenue and Agua Mansa Road
- Mount Vernon Avenue and Washington Street
- Reche Canyon Road and Washington Street
- Hunts Lane and Washington Street
- La Cadena Drive and Washington Street

- La Cadena Drive and I-10 Ramps

Pursuant to proposed General Plan Policy LU-5.6, future development projects will be screened and analyzed pursuant to the CO Protocol to determine if a CO hotspot may occur at congested intersections. Mitigation may be required, if necessary, to alleviate traffic congestion and minimize the hotspot potential. Other mitigation could include operational restrictions on future development. With implementation of the proposed general Plan update policies to require air quality analyses and traffic Level of Service (LOS) requirements, impacts related to carbon monoxide hotspots will not be substantial.

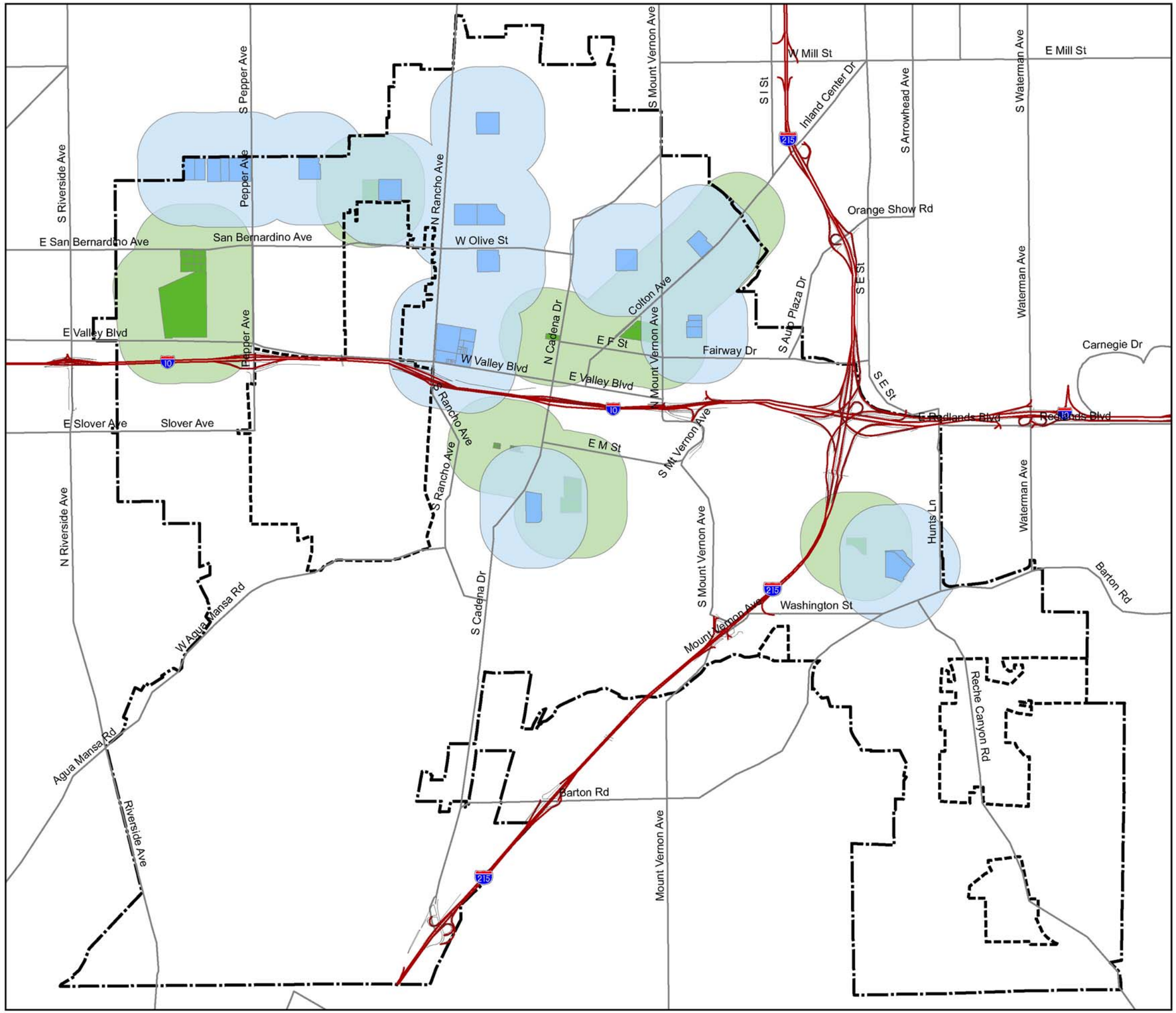
Mobility Element

Policy M-3.5: Maintain intersection traffic flows at Level of Service of D during peak hours for all roadways in Colton, except at those locations identified in this Mobility Element where peak-hour LOS E is allowed.

6.5 Odors

According to the *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). While odors do not present a health risk in themselves, they are often considered a nuisance by people who live, work, or otherwise are located near outdoor odor sources. Odor controls are routinely established by cities during the development project review/entitlement process, based on the unique characteristics of the development proposal. As noted in Section 3.9 (Odors), the two wastewater treatment facilities, crematoriums as well as the numerous light and heavy industrial uses within the city are existing or potential odor sources. Future development within the area of these and other potential odor sources will have to consider potential impacts individually. Conversely, future potential sources of odors will have to be considered in light of potential impacts to surrounding land uses. Pursuant to Policy LU-5.6 of the proposed General Plan, projects will be evaluated in regards to potential impacts related to odors. While siting is the primary mitigation to prevent exposure to odors, odors can also be mitigated in similar fashion to air pollutant emissions (i.e. filtering). Impacts related to odors will not be substantial with implementation of the proposed General Plan programs.

Exhibit 6 Air Quality Sensitivity



Legend

- Existing Schools
- Schools 1/4-mile Buffer
- Existing Parks
- Parks 1/4-mile Buffer

Base Map

- City Boundary
- Sphere of Influence
- Major Roads

Date: November 26, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

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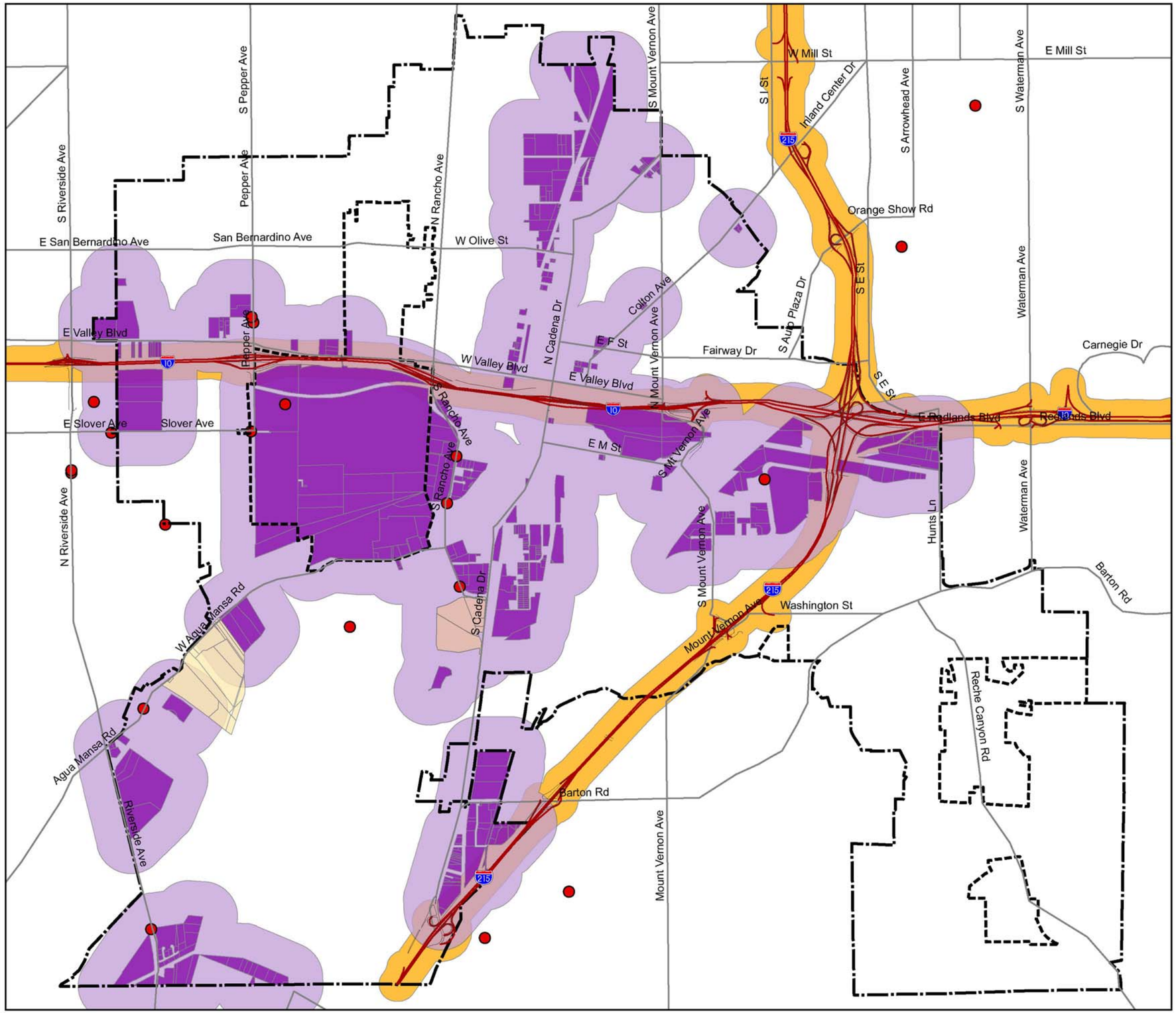
Exhibit 7 Existing Emission Locations



Legend

- Toxic Air Contaminant Emitters
- Odor - Wastewater Treatment
- Existing Industrial Land Uses
- Existing Industrial 1000' Buffer
- Freeway 500' Buffer

Base Map

- City Boundary
- Sphere of Influence
- Major Roads

Date: November 26, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

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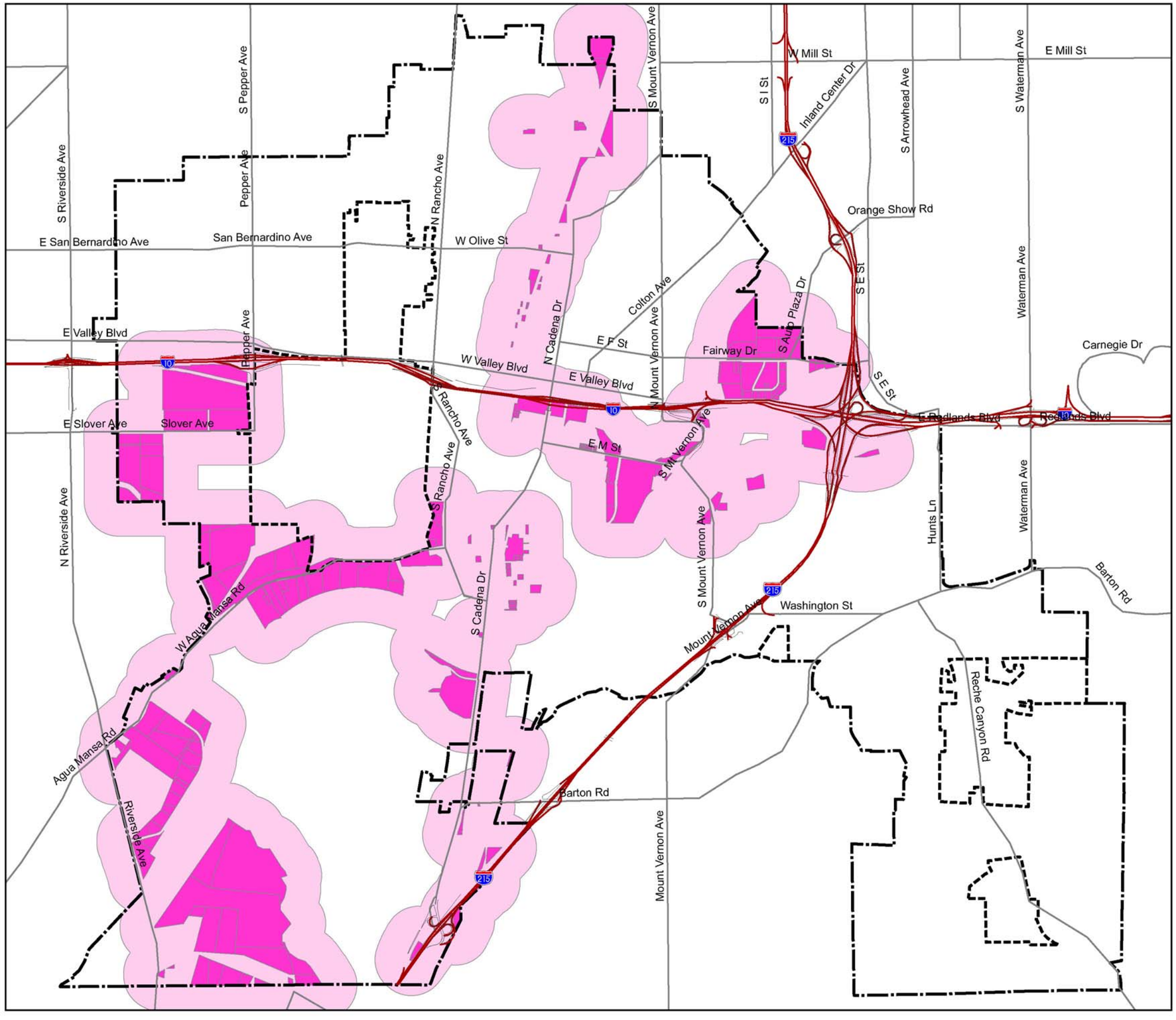
Exhibit 8 Potential Emissions Locations



Legend

- Undeveloped Industrial Parcels
- Undeveloped Industrial 1000' Buffer

Base Map

- City Boundary
- Sphere of Influence
- Major Roads

Date: November 26, 2012
Prepared by: Hogle-Ireland, Inc.
Source: San Bernardino County Assessor, 2010 and City of Colton, 2011.

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7 Climate Change Impact Analysis

7.1 Thresholds of Significance

The proposed project could result in potentially significant impacts related to greenhouse gas emissions and global climate change if it would:

A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

B. Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

As a policy document, the proposed General Plan will not directly result in construction or operation of any development that contributes to climate change and associated impacts. However, implementation of the General Plan will guide future development that will generate greenhouse gases and will contribute to climate change. Future development projects will be required to determine if individually they exceed recognized or adopted thresholds that comply with adopted greenhouse gas reduction plans.

A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not been established by the South Coast Air Quality Management District (SCAQMD). As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* handbook, the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 10,000 metric tons carbon dioxide equivalent (MTCO2E) per year for industrial projects, 3,500 MTCO2E for residential projects, 1,400 MTCO2E for commercial projects, and 3,000 MTCO2E for mixed use projects.[27] This threshold is based on the review of 711 CEQA projects. These thresholds will be utilized for implementing development in the future in determining if emissions of greenhouse gases will be significant, until an officially adopted threshold is established and accepted by the City.

7.2 Direct and Indirect Emissions

Development that occurs as a result of the implementation of the proposed General Plan will include activities that emit greenhouse gas emissions over the short- and long-term. While one project could not be said to cause global climate change, individual projects contribute cumulatively to greenhouse gas emissions that result in climate change. Individual projects will have prepared a greenhouse gas emissions inventory, to determine if individual projects exceed applicable screening or impact thresholds and would thus potentially contribute substantially to climate change and associated impacts. A summary of short- and long-term emissions and the analysis for each is included below.

7.2.1 Short-Term Emissions

Future development projects will result in short-term greenhouse gas emissions from construction. Greenhouse gas emissions will be released by equipment used for demolition, grading, paving, and other building construction activities. GHG emissions will also result from worker and vendor trips to and from project sites and from demolition and soil hauling trips. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Typically, construction-related greenhouse gas emissions contribute unsubstantially (less than one percent) to a project's annual greenhouse gas emissions inventory and mitigation is not effective in reducing a project's overall contribution to climate change. Proposed General Plan Policy LU-5.6 requires analysis of greenhouse gas emissions and potential climate change impacts for future development projects. As previously discussed in Section 4.0 of this report, implementation of AB32 and SB375 through California Air Resources Board's (ARB) Scoping Plan and Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) are designed to achieve the required reduction in greenhouse gas emissions. Analysis of the General Plan's non-interference and support of these plans is presented below. With the proposed General Plan policies to require analysis of greenhouse gas emissions and cooperation and support of these plans, short-term climate change impacts due to future construction activities will not be substantial.

7.2.2 Long-Term Emissions

Future development projects will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources including vehicle trips to and from development projects will result primarily in emissions of CO_2 with minor emissions of CH_4 and N_2O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by future development and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO_2 emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for typical development projects.

Table 16 (Net Greenhouse Gas Emissions) below summarizes the anticipated net operational annual greenhouse gas emissions that would occur from the remaining buildout of the General Plan land use plan. Table 17 (Total Greenhouse Gas Emissions) below summarizes the anticipated total operational annual greenhouse gas emissions combining the existing and remaining buildout emissions. This represent a worst-case complete buildout of the General Plan based on the proposed land use plan. Using a two percent annual growth rate as estimated in the latest Southern California Association of Governments (SCAG) growth forecast, new development in the planning area guided by the proposed General Plan would generate approximately 24,502 metric tons of carbon dioxide equivalent (MTC2OE) greenhouse gases after the first year of growth and will

increase additively as growth occurs over the long-term. This volume of greenhouse gas emissions will exceed the SCAQMD interim-threshold identified in Section 7.1 for all uses. It should be noted that the interim-thresholds are not intended to be applied to the program-level; however, they do provide a guidepost for comparing incremental increases in emissions guided by the proposed General Plan. As previously mentioned, as ARB's Scoping Plan and SCAG's RTP/SCS are the primary tools to achieve the required greenhouse gas reductions, to determine if the proposed General Plan could potentially contribute substantially to global climate change, consistency with the Scoping Plan and RTP/SCS and its growth projections is provided below in Section 7.3.

The proposed General Plan would be inconsistent with the Scoping Plan and the RTP/SCS based on SCAG's growth projections. Although, the General Plan does incorporate policies that support cooperation with and support of these plans as well as requiring greenhouse gas emission analysis for individual projects. However, with the inconsistency with the RTP/SCS growth projections, the proposed General Plan would potentially result in long-term substantial climate change impacts.

Table 16
General Plan Buildout
Net Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Area	3,858.47	1.84	0.08	3,920.66
Energy	78,202.10	2.91	1.37	78,687.85
Mobile	345,458.57	18.93	0.00	345,856.16
Waste	79,017.53	4,669.80	0.00	177,083.37
Water	152,155.41	1,219.13	32.67	187,883.80
Total	**658,692.08**	**5,912.61**	**34.12**	**793,431.84**

Table 17
General Plan Buildout
Total Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Area	17,020.38	8.08	0.34	17,294.33
Energy	227,218.16	8.28	3.99	228,628.28
Mobile	1,001,633.67	54.90	0.00	1,002,786.55
Waste	152,658.93	9,021.88	0.00	342,118.49
Water	346,964.68	2,754.48	73.86	427,704.37
Total	**1,745,495.82**	**11,847.62**	**78.19**	**2,018,532.02**

7.3 Greenhouse Gas Emissions Reduction Planning

7.3.1 California Air Resources Board Scoping Plan (AB32)

ARB's *Scoping Plan* identifies strategies to reduce California's greenhouse gas emissions in support of AB32. Many of the strategies identified in the Scoping Plan are not applicable at the General Plan or project-level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the project. Finally, while some measures are not directly applicable, the project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows:

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap–and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California.[28] Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. While it is unlikely that a qualifying heavy industrial facility such as these would be located in the City, if one were, they would be subject to these state requirements and the proposed General Plan would not interfere with their implementation.
2. **California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals. This is not applicable as this is a statewide measure establishing vehicle emissions standards.
3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities). The General Plan promotes energy efficient building design as well as implementation of existing building and other codes regulating minimum energy, water, and waste efficiency consistent with 2011 CALGREEN requirements and would thus be consistent and not interfere with this program.
4. **Renewables Portfolio Standards.** Achieve 33 percent renewable energy mix statewide by 2020. This establishes the minimum statewide renewable energy mix and is not applicable at a City level or below for implementation. The proposed General Plan would not interfere with the implementation of this program.
5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard. This is not applicable to a City as this establishes reduced carbon intensity of transportation fuels.
6. **Regional Transportation-Related Greenhouse Gas Targets.** Develop regional greenhouse gas emissions reduction targets for passenger vehicles. As is detailed following, the proposed General Plan would potentially conflict and would not support the implementation of SCAG's RTP/SCS to achieve the required GHG

reduction goals by 2020 and 2035 based on an inconsistency with growth projections. Although, the proposed General Plan includes policies to reduce Vehicle Miles Traveled by encouraging mixed-use, infill, an improved jobs-housing balance, and alternative modes of transportation.

7. **Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures. This is not applicable to a City as this identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While the proposed General Plan may result in facilities such as distribution warehouses that are associated with goods movement, these measures are yet to be implemented and will be voluntary. The proposed General Plan would not interfere with their eventual implementation.
9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs. Sets goal for use of solar systems throughout the state. The proposed General Plan would not interfere with, but would also directly support installation of alternative energy sources through its policies and programs.
10. **Medium- and Heavy-Duty Vehicles.** Adopt medium-duty (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010.[29] Future, yet to be determined improvements, includes hybridization of MD and HD trucks. The proposed General Plan may result in development of industrial uses that utilize large MD and HD truck fleets. These potential future developments would be required to have their fleet equipment be consistent with the current applicable efficiency measures at the time of operation. The proposed General Plan would not interfere with implementation of this program.
11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries. These measures are applicable to large industrial facilities (> 500,000 MTCO2E/YR) and other intensive uses such as refineries. While it is unlikely that a qualifying heavy industrial facility such as these would be located in the City, if one were, they would be subject to these state requirements and the proposed General Plan would not interfere with their implementation.
12. **High Speed Rail.** Support implementation of a high speed rail system. This is not applicable as no transit rail facilities are planned within the City.
13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The General Plan promotes energy efficient building design as well as implementation of existing building and other codes regulating minimum energy, water, and waste

efficiency consistent with 2011 CALGREEN requirements and would thus be consistent and not interfere with this program.

14. **High Global Warming Potential Gases.** Adopt measures to reduce high global warming potential gases. The proposed General Plan would not directly result in generation of high global warming potential gases and would not interfere with implementation of any future changes in air conditioning, fire protection suppressant, and other emission requirements.
15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling to move toward zero-waste. The proposed General Plan is consistent, since implementing development will be required to recycle a minimum of 50 percent from construction activities and warehouse operations per State requirements.
16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO2E/YR. This is not applicable as the City does not contain any areas defined as forest.
17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water. The proposed General Plan is consistent, since implementing development will include use of low-flow fixtures and water efficient landscaping per State requirements.
18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020. The proposed General Plan does not contain any agricultural land use designations and any policies related to agriculture land uses would not be applicable.

As summarized above, the proposed General Plan will potentially conflict with Regional Transportation-Related Greenhouse Gas Targets, but would not conflict with any of the other provisions of the Scoping Plan. The proposed General Plan in fact supports four of the action categories through energy efficiency, green building, recycling/waste, and water conservation.

7.3.2 Regional Transportation Plan/Sustainable Communities Strategy (SB375)

Southern California Association of Governments (SCAG) preparation of the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the goals, policies, and programs included within are projected to obtain and exceed applicable GHG reduction targets of eight percent by 2020 and 13-percent by 2035. Projected reductions by the RTP/SCS are 9-percent by 2020 and 16-percent by 2035. Ultimately, the RTP/SCS is keyed to implement the requirements of AB32 at the regional level. For a program-level analysis, if the proposed General Plan is consistent with the assumptions of the RTP/SCS, then long-term development within the planning area will meet regional reduction targets. Furthermore, the long-term development would meet the broader statewide reduction goals of 1990 levels by 2020 and 80 percent beyond that by 2050. The proposed General Plan would, therefore, not contribute substantially to climate

change impacts if it is consistent with the regional and statewide climate change planning efforts.

Pursuant to the RTP/SCS, based on current city boundaries, the city is projected to grow to a total population of 71,700 and a total employment of 29,600 by 2035. The ultimate buildout of the proposed General Plan land use plan can accommodate a total population of 67,182 and a total employment of 29,874 on within the current incorporated boundaries. Therefore, the proposed General Plan is not consistent with the population growth forecasts of the RTP/SCS because it does not provide the capacity for residential development to accommodate the projected population growth. This inability to accommodate the projected population growth would indirectly generate growth elsewhere in the region and thus alter transportation plans and models of the RTP/SCS determined to achieve the noted greenhouse gas reduction targets.

Over the long-term, with each Regional Housing Needs Assessment (RHNA) planning period, the City will be required pursuant to state law to update its Housing Element and Land Use plan as necessary to accommodate the growth within each planning period up to 2035. Thus, the General Plan would be anticipated to accommodate the growth through future modifications to the General Plan by accommodating the City's growth for each individual planning period. However, the General Plan as currently proposed is inconsistent with long-term population growth projections which the RTP/SCS is based on to achieve the required greenhouse gas reduction targets.

Despite inconsistencies with growth projections of the RTP/SCS, the proposed General Plan will directly support the implementation of the RTP/SCS in achieving mandated GHG reduction targets through its policies noted below oriented towards improvements in the region's multimodal transportation system and coordinating land use patterns around high quality transit corridors as previously described in Section 4.8. These policies are intended to reduce reliance on automobile use and improve the jobs housing balance in more suburban communities to reduce vehicle miles traveled (VMT), thus reducing greenhouse gas emissions. Although the proposed General Plan generally supports implementation of the RTP/SCS, since the city is not strictly consistent with the RTP/SCS, the potential remains that the RTP/SCS may not be properly implemented within the City and result in directing growth elsewhere in the region, thus resulting in the potential for the General Plan update to substantially contribute to global climate change.

Land Use Element

Policy LU-4.2: Facilitate the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar programs in both private and public projects.

Policy LU-4.3: Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements.

Policy LU-5.1: Require the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.

Policy LU-5.2: Provide incentives, as funding opportunities become available, for the installation of energy conservation features in existing multi-family residential and commercial developments, including technical assistance and possible low interest loans.

Policy LU-5.3: Educate the public using a variety of outreach channels regarding the need for energy conservation, techniques which can be employed, and systems which are available.

Policy LU-5.4: Support the ongoing efforts of the California Air Resources Board to implement AB32 and SB375, and fully follow any new AB32 and SB375-related regulations.

Policy LU-5.5: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas reducing measures that are technologically feasible and cost effective.

Policy LU-5.6: Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality, and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and greenhouse gases, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.

Policy LU-5.7: Work with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the *Air Quality Management Plan* (AQMP) and *Regional Transportation Plan/Sustainable Communities Strategy*, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.

Policy LU-8.4: Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreation facilities, commercial areas, employment centers, and transit.

Policy LU-10.4: Establish land use patterns and provide pedestrian amenities within the mixed-use districts that minimize the need for vehicle travel among the uses within a district.

<u>Mobility Element</u>

Policy M-1.3: Require all new nonresidential, mixed-use, and large-scale residential development projects, through the development review process, to include public transit, bicycle, and pedestrian facilities.

Policy M-1.5: Minimize vehicle emissions by encouraging land use patterns and multi-modal transportation improvements that reduce the need for automobile trips by making biking, walking, and use of public transit for short trips more convenient and available.

Policy M-2.1: Work with Omnitrans to increase the use of public transit, establish or modify routes, and improve connectivity to regional services that respond to the needs of the Colton community.

Policy M-2.5: Work with Metrolink and the Southern California Regional Rail Authority to establish a Metrolink station in Colton along existing Metrolink rail lines.

Policy M-2.6: Develop and maintain a citywide comprehensive bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.

Policy M-3.8: Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.

Policy M-7.3: Consult with Caltrans, SCAG, the South Coast Air Quality Management District, SANBAG, Omnitrans, San Bernardino County, Riverside County, and the cities of Rialto, San Bernardino, Loma Linda, Grand Terrace, and Riverside to coordinate regional transportation facilities, and to pursue Federal, State, and regional funds for local and regional traffic improvements.

Housing Element

Policy H-7.1 Promote higher density residential development and mixed-use in Downtown Colton and along and major transit corridors.

Air Quality Element

Policy 1.5: Advocate and support innovative strategies to improve air quality.

Program 1.5.1: Support new approaches to improving air quality through:

- Supporting legislation;
- Cooperating with regional bodies;
- Establishing pilot programs; and
- Funding and/or participating in private/public partnerships.

Policy 2.1.1: Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

Policy 2.1.2: Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.

Policy 2.3.1: Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.

Policy 2.3.2: Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles, and Riverside Counties.

Policy 2.6.1: Promote state and federal legislation which would improve vehicle/transportation technology and which would establish differential pricing mechanisms to assess the true cost of emissions.

Policy 6.1: Reduce energy consumption through conservation improvements and requirements.

Program 6.1.1: Implement plans and programs to phase in energy conservation improvements through the annual budget process.

Program 6.1.2: Adopt incentives and regulations to enact energy conservation requirements for private development.

Program 6.3.1: Implement provisions of AB 939 and adopt incentives, regulations and procedures to specify local recycling requirements.

8 Mitigation Measures

8.1 Required Mitigation

No mitigation is proposed for the General Plan. Policies and programs of the proposed General Plan and existing regulations as previously listed will result in potentially substantial short- and long-term impacts to air quality and long-term impacts to climate change. Pursuant to proposed General Plan policies, CEQA, and SCAQMD regulations, individual development projects will be subject to air quality analyses to determine potential impacts and mitigation measures to comply with the applicable AQMP and maximum daily emission thresholds.

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Appendix A Air Quality Modeling Assumptions

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Project Charecteristics														
Project Detail														
Project	2262													
Name	Colton - Existing Conditions													
Location	SBERNSC													
Windspeed	2.2													
Precipitation Frequency	32													
Climate Zone	10													
Land Use Setting	Urban													
Operational Year	2012													
Total Population	50634													
Total Acerage	5411.17													
Utility Information														
Utility Company	Southern California Edison													
CO2 Intensity Factor	641.26													
CH4 intensity Factor	0.029													
N2O Intensity Factor	0.011													
Using Historical Data?	1													
Pollutants														
ROG	1													
NOX	1													
CO	1													
SO2	1													
PM10	1													
PM2_5	1													
PM10_FUG	1													
PM25_FUG	1													
TOG	1													
PB	1													
CO2_BIO	1													
CO2_NBIO	1													
CO2	1													
CH4	1													
N2O	1													
CO2E	1													
Land Use		***Amount***	***Metric***	***Acres***	***Square Feet***	***Population***								
Commercial	Government Office Building	2921	1000sqft	447.14	2921000	0								
Commercial	Office Park	587.4	1000sqft	67.42	587400	0								
Educational	Elementary School	542.91	1000sqft	83.09	542910	0								
Educational	High School	218.95	1000sqft	33.51	218954	0								
Educational	Junior High School	251.23	1000sqft	38.45	251232	0								
Industrial	General Heavy Industry	4368.1	1000sqft	1002.79	4368100	0								
Industrial	General Light Industry	5373.2	1000sqft	616.76	5373200	0								
Construction Emissions	***Name***	***Type***	***Start***	***End***	***Work Week***	***Total days***	***PhaseDescription***							
1	Site Preparation	Site Preparation	2011/01/01	2010/12/31	5	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							

Equipment	Type	QTY	Hours	HP	Load									
Site Preparation	Rubber Tired Dozers	1	8	358	0.59									
Site Preparation	Tractors/Loaders/Backhoes	1	8	75	0.55									
0	0	0	0	0	0

							Moisture Content							
Grading	**Import**	**Export**	**Metric**	**Phased?**	**Speed**	**Acres**	**Bulldozing**	**Loading**	**Silt Content**					
Site Preparation	0	0	0	0	7.1	0	7.9	12	6.9					
0	0	0	0	0	0	0	0	0	0					
0	0	0	0	0	0	0	0	0	0					
0	0	0	0	0	0	0	0	0	0					
			Residential					**Nonresidential**						
Architectural Coating	**Start**	**End**	**Interior**	**Area**	**Exterior**	**Area**	**Interior**	**Area**	**Exterior**	**Area**				
0	0	0	0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0	0	0	0				
Paving Area														
0														
0														
0														
0														
Mobile Sources														
Vehicle Trips	**Metric**	**WD_TR**	**ST_TR**	**SU_TR**	**HW_TL**	**HS_TL**	**HO_TL**							
Apartments Low Rise	Dwelling Unit	6.59	7.16	6.07	12.7	7	9.5							
City Park	Acre	1.59	1.59	1.59	0	0	0							
Condo/Townhouse	Dwelling Unit	6.59	7.16	6.07	12.7	7	9.5							
Elementary School	1000sqft	15.43	0	0	0	0	0							
General Heavy Industry	1000sqft	1.5	1.5	1.5	0	0	0							
General Light Industry	1000sqft	6.97	1.32	0.68	0	0	0							
Government Office Building	1000sqft	68.93	0	0	0	0	0							
Apartments Low Rise	Dwelling Unit	**CC_TL**	**CW_TL**	**CNW_TL**	**PR_TP**	**DV_TP**	**PB_TP**							
City Park	Acre	0	0	0	86	11	3							
Condo/Townhouse	Dwelling Unit	13.3	8.9	7.4	66	28	6							
Elementary School	1000sqft	0	0	0	86	11	3							
General Heavy Industry	1000sqft	13.3	8.9	7.4	63	25	12							
General Light Industry	1000sqft	13.3	8.9	7.4	92	5	3							
Government Office Building	1000sqft	13.3	8.9	7.4	92	5	3							
High School	1000sqft	13.3	8.9	7.4	50	34	16							
Apartments Low Rise	Dwelling Unit	**HW_TTP**	**HS_TTP**	**HO_TTP**	**CC_TTP**	**CW_TTP**	**CNW_TTP**							
City Park	Acre	40.2	19.2	40.6	0	0	0							
Condo/Townhouse	Dwelling Unit	0	0	0	48	33	19							
Elementary School	1000sqft	40.2	19.2	40.6	0	0	0							
General Heavy Industry	1000sqft	0	0	0	30	65	5							
General Light Industry	1000sqft	0	0	0	28	59	13							
Government Office Building	1000sqft	0	0	0	28	59	13							
High School	1000sqft	0	0	0	62	33	5							

Emissions Factors	**EmissionType**	**LDA**	**LDT1**	**LDT2**	**MDV**	**LHD1**	**LHD2**	**MHD**	**HHD**	**OBUS**	**UBUS**	**MCY**	**SBUS**	**MH**
A	FleetMix	0.477609	0.088847	0.220901	0.114579	0.027337	0.007523	0.017836	0.031841	0.000662	0.001018	0.006919	0.001197	0.003731
A	CH4_IDLEX	0	0	0	0	0.0015	0.0013	0.0009	0.11	0.0013	0	0	0.03	0
A	CH4_RUNEX	0.02	0.02	0.02	0.03	0.01	0.01	0.01	0.04	0.04	0.05	0.23	0.03	0.03
A	CH4_STREX	0.02	0.02	0.02	0.03	0.02	0.02	0.02	0.09	0.05	0.14	0.14	0.03	0.04
A	CO_IDLEX	0	0	0	0	0.21	0.18	0.13	10.61	0.2	0	0	5.1	0
A	CO_RUNEX	1.86	2.69	2.71	3.15	1.97	1.36	2.01	4.65	4.85	7.44	38.24	8.47	8.21
A	CO_STREX	4.21	4.77	5.87	6.72	5.42	4	4.83	24.74	15.11	29.25	9.83	6.44	13.66
A	CO2_IDLEX	0	0	0	0	7.714	8.2365	12.198	1428.7335	10.1745	0	0	525.141	0
A	CO2_RUNEX	339.587	422.9875	430.2455	588.9335	568.784	547.922	1302.355	1683.5235	1015.9015	1377.3575	143.697	1349.1045	669.2845
A	CO2_STREX	66.785	81.2345	83.847	114.8835	36.3755	29.5925	11.8655	15.637	25.935	89.756	46.246	16.492	34.0955
A	NOX_IDLEX	0	0	0	0	0.02	0.05	0.19	25.79	0.08	0	0	8.85	0
A	NOX_RUNEX	0.16	0.26	0.34	0.42	1.44	2.84	6.21	12.07	4.91	7.66	1.23	11.53	2
A	NOX_STREX	0.28	0.29	0.54	0.63	1.55	1.27	0.49	2.2	1.83	4.35	0.3	0.36	1.17
A	PM10_IDLEX	0	0	0	0	0.0002	0.0006	0.0023	0.32	0.0015	0	0	0.12	0
A	PM10_PMBW	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.0063	0.01	0.01
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.01	0.01	0.01	0.03	0.01	0.01	0.004	0.01	0.01
A	PM10_RUNEX	0.01	0.01	0.02	0.02	0.01	0.01	0.14	0.56	0.08	0.12	0.03	0.42	0.01
A	PM10_STREX	0.0064	0.0067	0.01	0.01	0.0019	0.0018	0.0009	0.0017	0.0026	0.0082	0.01	0.001	0.0009
A	PM25_IDLEX	0	0	0	0	0.0002	0.0006	0.0023	0.32	0.0015	0	0	0.12	0
A	PM25_PMBW	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.0063	0.01	0.01
A	PM25_PMTW	0.008	0.008	0.008	0.008	0.01	0.01	0.01	0.03	0.01	0.01	0.004	0.01	0.01
A	PM25_RUNEX	0.01	0.01	0.02	0.02	0.01	0.01	0.14	0.56	0.08	0.12	0.03	0.42	0.01
A	PM25_STREX	0.0064	0.0067	0.01	0.01	0.0019	0.0018	0.0009	0.0017	0.0026	0.0082	0.01	0.001	0.0009
A	ROG_DIURN	0.11	0.11	0.12	0.11	0.0022	0.0016	0.0006	0.001	0.0014	0.01	0.96	0.0097	1.73
A	ROG_HTSK	0.16	0.17	0.18	0.16	0.03	0.03	0.01	0.02	0.03	0.25	0.33	0.07	0.09
A	ROG_IDLEX	0	0	0	0	0.03	0.03	0.01	2.57	0.03	0	0	0.69	0
A	ROG_RESTL	0.06	0.07	0.07	0.07	0.0006	0.0005	0.0002	0.0004	0.0005	0.007	0.48	0.0031	0.54
A	ROG_RUNEX	0.05	0.09	0.07	0.1	0.12	0.12	0.15	0.95	0.23	0.8	3.24	0.62	0.23
A	ROG_RUNLS	0.080487	0.121257	0.139052	0.127593	0.268847	0.195014	0.081993	0.012927	0.319461	0.050563	0.429858	0.070411	0.018597
A	ROG_STREX	0.35	0.36	0.47	0.6	0.44	0.36	0.37	1.56	0.96	2.55	2.23	0.56	0.83
A	SO2_IDLEX	0	0	0	0	0.0001	0.0001	0.0001	0.01	0.0001	0	0	0.0053	0
A	SO2_RUNEX	0.0036	0.0045	0.0045	0.0062	0.0058	0.0055	0.01	0.01	0.01	0.01	0.0021	0.01	0.0069
A	SO2_STREX	0.0008	0.0009	0.001	0.0013	0.0005	0.0004	0.0002	0.0006	0.0005	0.0014	0.0007	0.0003	0.0006
A	TOG_DIURN	0.11	0.11	0.12	0.11	0.0022	0.0016	0.0006	0.001	0.0014	0.01	0.96	0.0097	1.73
A	TOG_HTSK	0.16	0.17	0.18	0.16	0.03	0.03	0.01	0.02	0.03	0.25	0.33	0.07	0.09
A	TOG_IDLEX	0	0	0	0	0.03	0.03	0.02	2.92	0.03	0	0	0.76	0
A	TOG_RESTL	0.06	0.07	0.07	0.07	0.0006	0.0005	0.0002	0.0004	0.0005	0.007	0.48	0.0031	0.54
A	TOG_RUNEX	0.07	0.12	0.1	0.14	0.14	0.14	0.17	1.08	0.28	0.89	3.53	0.69	0.27
A	TOG_RUNLS	0.080487	0.121257	0.139052	0.127593	0.268847	0.195014	0.081993	0.012927	0.319461	0.050563	0.429858	0.070411	0.018597
A	TOG_STREX	0.38	0.38	0.5	0.65	0.47	0.38	0.4	1.67	1.03	2.72	2.4	0.61	0.89

S	FleetMix	0.477609	0.088847	0.220901	0.114579	0.027337	0.007523	0.017836	0.031841	0.000662	0.001018	0.006919	0.001197	0.003731
S	CH4_IDLEX	0	0	0	0	0.0015	0.0013	0.0009	0.11	0.0013	0	0	0.03	0
S	CH4_RUNEX	0.02	0.02	0.03	0.03	0.01	0.01	0.01	0.04	0.04	0.05	0.22	0.03	0.03
S	CH4_STREX	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.07	0.04	0.12	0.12	0.03	0.04
S	CO_IDLEX	0	0	0	0	0.21	0.18	0.13	7.71	0.2	0	0	5.1	0
S	CO_RUNEX	2.16	3.03	3.13	3.61	2.02	1.38	2.02	4.67	4.95	7.61	37.37	8.36	8.45
S	CO_STREX	3.18	3.65	4.42	5.09	4.1	3.07	3.99	20.95	11.91	24	8.8	5.55	10.32
S	CO2_IDLEX	0	0	0	0	7.714	8.2365	12.198	1510.158	10.1745	0	0	525.141	0
S	CO2_RUNEX	371.1745	459.8475	468.616	641.801	568.784	547.922	1302.355	1683.5235	1015.9015	1377.3575	143.697	1349.1045	669.2845
S	CO2_STREX	66.785	81.2345	83.847	114.8835	36.3755	29.5925	11.8655	15.637	25.935	89.756	46.246	16.492	34.0955
S	NOX_IDLEX	0	0	0	0	0.02	0.05	0.19	26.7	0.08	0	0	8.85	0
S	NOX_RUNEX	0.16	0.25	0.33	0.41	1.41	2.81	6.16	11.99	4.82	7.53	1.15	11.44	1.94
S	NOX_STREX	0.26	0.27	0.5	0.58	1.48	1.22	0.47	2.09	1.74	4.12	0.28	0.33	1.11
S	PM10_IDLEX	0	0	0	0	0.0002	0.0006	0.0023	0.27	0.0015	0	0	0.12	0
S	PM10_PMBW	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.0063	0.01	0.01
S	PM10_PMTW	0.008	0.008	0.008	0.008	0.01	0.01	0.01	0.03	0.01	0.01	0.004	0.01	0.01
S	PM10_RUNEX	0.01	0.01	0.02	0.02	0.01	0.01	0.14	0.56	0.08	0.12	0.03	0.42	0.01
S	PM10_STREX	0.0064	0.0067	0.01	0.01	0.0019	0.0018	0.0009	0.0017	0.0026	0.0082	0.01	0.001	0.0009
S	PM25_IDLEX	0	0	0	0	0.0002	0.0006	0.0023	0.27	0.0015	0	0	0.12	0
S	PM25_PMBW	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.0063	0.01	0.01
S	PM25_PMTW	0.008	0.008	0.008	0.008	0.01	0.01	0.01	0.03	0.01	0.01	0.004	0.01	0.01
S	PM25_RUNEX	0.01	0.01	0.02	0.02	0.01	0.01	0.14	0.56	0.08	0.12	0.03	0.42	0.01
S	PM25_STREX	0.0064	0.0067	0.01	0.01	0.0019	0.0018	0.0009	0.0017	0.0026	0.0082	0.01	0.001	0.0009
S	ROG_DIURN	0.22	0.22	0.24	0.22	0.0042	0.0032	0.0013	0.0021	0.0028	0.02	2.02	0.01	3.32
S	ROG_HTSK	0.21	0.21	0.23	0.2	0.04	0.03	0.01	0.02	0.03	0.29	0.51	0.08	0.11
S	ROG_IDLEX	0	0	0	0	0.03	0.03	0.01	2.41	0.03	0	0	0.69	0
S	ROG_RESTL	0.15	0.16	0.17	0.16	0.0017	0.0013	0.0006	0.0011	0.0013	0.01	1.32	0.0081	1.35
S	ROG_RUNEX	0.05	0.09	0.08	0.11	0.13	0.12	0.15	0.95	0.24	0.83	3.12	0.61	0.23
S	ROG_RUNLS	0.079594	0.119671	0.136983	0.125724	0.270333	0.19563	0.082515	0.013256	0.320557	0.049428	0.421618	0.065485	0.018483
S	ROG_STREX	0.29	0.29	0.38	0.49	0.37	0.31	0.31	1.31	0.82	2.27	1.9	0.47	0.67
S	SO2_IDLEX	0	0	0	0	0.0001	0.0001	0.0001	0.01	0.0001	0	0	0.0053	0
S	SO2_RUNEX	0.004	0.0049	0.0049	0.0067	0.0058	0.0055	0.01	0.01	0.01	0.01	0.0021	0.01	0.0069
S	SO2_STREX	0.0008	0.0009	0.0009	0.0013	0.0004	0.0004	0.0002	0.0005	0.0005	0.0013	0.0007	0.0003	0.0005
S	TOG_DIURN	0.22	0.22	0.24	0.22	0.0042	0.0032	0.0013	0.0021	0.0028	0.02	2.02	0.01	3.32
S	TOG_HTSK	0.21	0.21	0.23	0.2	0.04	0.03	0.01	0.02	0.03	0.29	0.51	0.08	0.11
S	TOG_IDLEX	0	0	0	0	0.03	0.03	0.02	2.75	0.03	0	0	0.76	0
S	TOG_RESTL	0.15	0.16	0.17	0.16	0.0017	0.0013	0.0006	0.0011	0.0013	0.01	1.32	0.0081	1.35
S	TOG_RUNEX	0.08	0.12	0.11	0.15	0.15	0.14	0.17	1.08	0.29	0.91	3.4	0.68	0.27
S	TOG_RUNLS	0.079594	0.119671	0.136983	0.125724	0.270333	0.19563	0.082515	0.013256	0.320557	0.049428	0.421618	0.065485	0.018483
S	TOG_STREX	0.31	0.31	0.41	0.53	0.4	0.33	0.34	1.4	0.87	2.43	2.04	0.51	0.72
W	FleetMix	0.477609	0.088847	0.220901	0.114579	0.027337	0.007523	0.017836	0.031841	0.000662	0.001018	0.006919	0.001197	0.003731
W	CH4_IDLEX	0	0	0	0	0.0015	0.0013	0.0009	0.12	0.0013	0	0	0.03	0
W	CH4_RUNEX	0.01	0.02	0.02	0.03	0.01	0.01	0.01	0.04	0.04	0.05	0.23	0.03	0.03
W	CH4_STREX	0.02	0.02	0.02	0.03	0.02	0.02	0.02	0.09	0.05	0.14	0.14	0.03	0.04
W	CO_IDLEX	0	0	0	0	0.21	0.18	0.13	14.66	0.2	0	0	5.1	0
W	CO_RUNEX	1.75	2.57	2.57	2.99	1.97	1.35	2	4.64	4.84	7.44	37.65	8.44	8.16
W	CO_STREX	4.24	4.79	5.9	6.75	5.24	3.88	4.65	23.86	14.51	28.67	9.63	6.53	12.97
W	CO2_IDLEX	0	0	0	0	7.714	8.2365	12.198	1314.7525	10.1745	0	0	525.141	0
W	CO2_RUNEX	326.762	408.082	414.732	567.568	568.784	547.922	1302.355	1683.5235	1015.9015	1377.3575	143.697	1349.1045	669.2845
W	CO2_STREX	66.785	81.2345	83.847	114.8835	36.3755	29.5925	11.8655	15.637	25.935	89.756	46.246	16.492	34.0955
W	NOX_IDLEX	0	0	0	0	0.02	0.05	0.19	24.51	0.08	0	0	8.85	0
W	NOX_RUNEX	0.17	0.28	0.37	0.46	1.52	2.98	6.55	12.68	5.23	8.13	1.34	12.12	2.15
W	NOX_STREX	0.28	0.29	0.55	0.63	1.54	1.27	0.49	2.19	1.82	4.34	0.3	0.36	1.16
W	PM10_IDLEX	0	0	0	0	0.0002	0.0006	0.0023	0.4	0.0015	0	0	0.12	0
W	PM10_PMBW	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.0063	0.01	0.01
W	PM10_PMTW	0.008	0.008	0.008	0.008	0.01	0.01	0.01	0.03	0.01	0.01	0.004	0.01	0.01
W	PM10_RUNEX	0.01	0.01	0.02	0.02	0.01	0.01	0.14	0.56	0.08	0.12	0.03	0.42	0.01
W	PM10_STREX	0.0064	0.0067	0.01	0.01	0.0019	0.0018	0.0009	0.0017	0.0026	0.0082	0.01	0.001	0.0009
W	PM25_IDLEX	0	0	0	0	0.0002	0.0006	0.0023	0.4	0.0015	0	0	0.12	0
W	PM25_PMBW	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.0063	0.01	0.01
W	PM25_PMTW	0.008	0.008	0.008	0.008	0.01	0.01	0.01	0.03	0.01	0.01	0.004	0.01	0.01
W	PM25_RUNEX	0.01	0.01	0.02	0.02	0.01	0.01	0.14	0.56	0.08	0.12	0.03	0.42	0.01
W	PM25_STREX	0.0064	0.0067	0.01	0.01	0.0019	0.0018	0.0009	0.0017	0.0026	0.0082	0.01	0.001	0.0009
W	ROG_DIURN	0.12	0.12	0.14	0.12	0.0029	0.0022	0.0009	0.0013	0.0019	0.01	1.23	0.01	2.33
W	ROG_HTSK	0.2	0.21	0.21	0.19	0.04	0.03	0.01	0.03	0.03	0.31	0.46	0.09	0.12
W	ROG_IDLEX	0	0	0	0	0.03	0.03	0.01	2.78	0.03	0	0	0.69	0
W	ROG_RESTL	0.06	0.06	0.06	0.06	0.0006	0.0005	0.0002	0.0004	0.0005	0.0073	0.4	0.0035	0.59
W	ROG_RUNEX	0.05	0.09	0.07	0.1	0.12	0.12	0.15	0.95	0.23	0.8	3.23	0.62	0.23
W	ROG_RUNLS	0.090692	0.140737	0.163504	0.149457	0.292331	0.212664	0.086635	0.0135	0.339086	0.058831	0.502845	0.082514	0.019595
W	ROG_STREX	0.35	0.36	0.46	0.6	0.43	0.35	0.36	1.51	0.94	2.53	2.18	0.57	0.8
W	SO2_IDLEX	0	0	0	0	0.0001	0.0001	0.0001	0.01	0.0001	0	0	0.0053	0
W	SO2_RUNEX	0.0035	0.0043	0.0044	0.006	0.0058	0.0055	0.01	0.01	0.01	0.01	0.0021	0.01	0.0069
W	SO2_STREX	0.0008	0.0009	0.001	0.0013	0.0005	0.0004	0.0002	0.0006	0.0005	0.0014	0.0007	0.0003	0.0006
W	TOG_DIURN	0.12	0.12	0.14	0.12	0.0029	0.0022	0.0009	0.0013	0.0019	0.01	1.23	0.01	2.33
W	TOG_HTSK	0.2	0.21	0.21	0.19	0.04	0.03	0.01	0.03	0.03	0.31	0.46	0.09	0.12
W	TOG_IDLEX	0	0	0	0	0.03	0.03	0.02	3.17	0.03	0	0	0.76	0
W	TOG_RESTL	0.06	0.06	0.06	0.06	0.0006	0.0005	0.0002	0.0004	0.0005	0.0073	0.4	0.0035	0.59
W	TOG_RUNEX	0.07	0.11	0.1	0.13	0.14	0.13	0.17	1.08	0.28	0.89	3.51	0.69	0.27
W	TOG_RUNLS	0.090692	0.140737	0.163504	0.149457	0.292331	0.212664	0.086635	0.0135	0.339086	0.058831	0.502845	0.082514	0.019595
W	TOG_STREX	0.38	0.38	0.5	0.64	0.46	0.38	0.39	1.62	1	2.7	2.35	0.61	0.86

Paved (%)	Silt Loading	Silt	Moisture	Weight	Speed									
100	0.1	4.3	0.5	2.4	40									
Area Sources														
Woodstoves	**Conventional**	**Catalytic**	**Noncatalytic**	**Pellet**	**Days**	**Mass**								
Apartments Low Rise	0	157	157	0	25	999.6								
Condo/Townhouse	0	233.75	233.75	0	25	999.6								
Single Family Housing	0	494.45	494.45	0	25	999.6								
0	0	0	0	0	0	0								
0	0	0	0	0	0	0								
0	0	0	0	0	0	0								
0	0	0	0	0	0	0								
0	0	0	0	0	0	0								
0	0	0	0	0	0	0								
Fireplaces	**Wood**	**Gas**	**Propane**	**None**	**Hours/Day**	**Days/syear**	**Mass**							
Apartments Low Rise	157	2669	0	314	3	75	1019.2							
Condo/Townhouse	233.75	3973.75	0	467.5	3	75	1019.2							
Single Family Housing	494.45	8405.65	0	988.9	3	75	1019.2							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
0	0	0	0	0	0	0	0							
Consumer Products														
0.0000198														
Architectural Coating														
Residential				*Nonresidential*										
Interior	*Area*	*Exterior*	*Area*	*Interior*	*Area*	*Exterior*	*Area*	*Reapply (%)*						
50	0	100	0	250	592260	250	197420	10						
Landscaping														
NumberSnowDays	*NumberSummerDays*													
0	365													
Energy Use														
Land Use	**T24E**	**NT24E**	**Lighting**	**T24NG**	**NT24NG**									
Apartments Low Rise	1490.97	2399.07	876.36	15140.95	2756									
City Park	0	0	0	0	0									
Condo/Townhouse	1219.86	2943.11	1016.08	24134.24	3381									
Elementary School	3.64	1.49	4.52	8.05	1.79									
General Heavy Industry	2.89	5.02	3.62	16.76	17.13									
General Light Industry	2.89	5.02	3.62	16.76	17.13									
Government Office Building	4.03	2.79	4.45	4.2	0									
High School	3.64	1.49	4.52	8.05	1.79									
Water and Wastewater														
				Intensity Factors										
Land Use	**Metric**	**Indoor rate**	**Outdoor Rate**	**Supply**	**Supply Treat**	**Distribute**	**Waste Treat**	**Septic**	**Aerobic**	**Anaerobic**	**Digest**	**Cogen**		
Apartments Low Rise	Dwelling Unit	204583640.5	128976642.9	9727	111	1272	1911	10	84.69	2.14	3.17	0		
City Park	Acre	0	125391497.2	9727	111	1272	1911	10	84.69	2.14	3.17	0		
Condo/Townhouse	Dwelling Unit	304595069.8	192027326.6	9727	111	1272	1911	10	84.69	2.14	3.17	0		
Elementary School	1000sqft	15742716.32	40481270.54	9727	111	1272	1911	10	84.69	2.14	3.17	0		
General Heavy Industry	1000sqft	21477683308	0	9727	111	1272	1911	10	84.69	2.14	3.17	0		
General Light Industry	1000sqft	26419699171	0	9727	111	1272	1911	10	84.69	2.14	3.17	0		
Government Office Building	1000sqft	580284942.4	355658513.1	9727	111	1272	1911	10	84.69	2.14	3.17	0		
High School	1000sqft	7270155.93	18694686.67	9727	111	1272	1911	10	84.69	2.14	3.17	0		
Solid Waste														
Land Use	**Metric**	**Rate**	**No Capture**	**Flare**	**Energy Recoup**									
Apartments Low Rise	Dwelling Unit	1444.4	6	94	0									
City Park	Acre	9.05	6	94	0									
Condo/Townhouse	Dwelling Unit	2150.5	6	94	0									
Elementary School	1000sqft	705.78	6	94	0									
General Heavy Industry	1000sqft	26891.12	6	94	0									
General Light Industry	1000sqft	312605.72	6	94	0									
Government Office Building	1000sqft	2716.53	6	94	0									
High School	1000sqft	284.63	6	94	0									
Land Use Change														
Land Use	**Vegetation Type**	**Acres Begin**	**Acres End**	**CO2**										
0	0	0	0	0										
Sequestration														
BroadSpeciesClass	**NumberOfNewTrees**	**CO2perTree**												
0	0	0												
0	0	0												
0	0	0												
0	0	0												
0	0	0												
0	0	0												

Mitigation															
Construction															
ConstMitigationEquipmentType	*FuelType*	*Tier*	*No.*	*Total*	*DPF*	*OxidationCatalyst*									
Rubber Tired Dozers	Diesel	0	0	1	0	0									
Tractors/Loaders/Backhoes	Diesel	0	0	1	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
0	0	0	0	0	0	0									
Soil Stabilizers	*PM10 Reduction*	*PM2.5 Reduction*													
0	0	0													
Ground Cover	*PM10 Reduction*	*PM2.5 Reduction*													
0	0	0													
Watering	*Frequency*	*PM10 Reduction*	*PM2.5 Reduction*												
0	0	0	0												
Unpaved Roads	*Vehicle Speed*	*Moisture Content*	*Speed*												
0	0	0	0												
Road Cleaning	*PM Reduction*														
0	0														
Land Use and Traffic															
ProjectSetting															
0															
Increase Density	*DU/Acre*	*Job/Acre*	*Increase Diversity*												
0	0	0	0												
Improve Walkability	*Intersections*	*Improve Accessibility*	*Distance*	*Improve Transit*	*Distance*	*Low Income Homes*	*DU*								
0	0	0	0	0	0	0	0								
Improve Ped Network	*Selection*														
0	0														
Traffic Calming	*Streets*	*Intersections*	*NEV network*												
0	0	0	0												
Limit parking	*Reduction*	*Unbundle Costs*	*Cost*	*On-Street pricing*	*Increase*										
0	0	0	0	0	0										
BRT System	*Lines*	*Expand Transit*	*Increase*	*Increase Frequency*	*Level*	*Reducction*									
0	0	0	0	0	0	0									
Trip Reduction	*Employee %*	*Type*													
0	0	0													
Transit Subsidy	*Employee %*	*Amount*													
0	0	0													
Parking Cash Out	*Employee %*	*Parking Charge*	*Employee %*	*WorkplaceParkingChargeCost*											
0	0	0	0	0											
Encourage Telecommuting	*9-80*	*4-40*	*1/5*												
0	0	0	0												
Market Trip Reduction	*Employee %*	*Vanpool*	*Percent %*	*Mode Share*											
0	0	0	0	2											
Ride Sharing	*Employee %*	*School Bus*	*Family %*												
0	0	0	0												

Area														
Lawnmower	*Electric %*	*Leafblower*	*Electric %*	*Chainsaw*	*Electric %*									
0	0	0	0	0	0									
	Residential				*Nonresidential*									
Interior	*EF*	*Exterior*	*EF*	*Interior*	*EF*	*Exterior*	*EF*							
0	50	0	100	0	250	0	250							
Natural Gas Hearth	*No Hearth*	*Low VOC Cleaning*												
0	0	0												
Energy					**ApplianceType**	**Land Use**	**Improvement %**							
Exceed Title 24	*Improvement %*	*Efficient Lighting*	*Reduction %*		ClothWasher	0	30							
0	0	0	0		DishWasher	0	15							
Renewable Energy	*KwhGeneratedCheck*	*KwhGenerated*	*Generated %*	*Generated %*	Fan	0	50							
0	0	0	0	0	Refrigerator	0	15							
Water														
Conservation Strategy	*Indoor Reduction*	*Outdoor reduction*												
0	0	0												
Reclaimed Water	*Outdoor*	*Indoor*	*Grey Water*	*Outdoor*	*Indoor*									
0	0	0	0	0	0									
Low Flow WC Faucet	*Reduction %*	*Low Flow Kitchen Faucet*	*Reduction %*											
0	32	0	18											
Low Flow Toileet	*Reduction %*	*Low Flow Shower*	*Reduction %*											
0	20	0	20											
Turf Reduction	*Area*	*Reduction %*	*Efficient Irrigation*	*Reduction %*										
0	0	0	0	6.1										
Efficient landscape	*MAWA*	*ETWU*												
0	0	0												
Solid Waste														
Recycling	Reduction %													

Appendix B CalEEMod Output

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Colton - Existing Conditions

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	2921	1000sqft
Elementary School	542.91	1000sqft
High School	218.954	1000sqft
Junior High School	251.232	1000sqft
General Light Industry	5373.2	1000sqft
City Park	105.24	Acre
General Heavy Industry	4368.1	1000sqft
Condo/Townhouse	4675	Dwelling Unit
Apartments Low Rise	3140	Dwelling Unit
Single Family Housing	9889	Dwelling Unit
Regional Shopping Center	3338.1	1000sqft
Office Park	587.4	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	32		

1.3 User Entered Comments

Project Characteristics -

Land Use - Actual Acreages

Construction Phase - No construction due to this reflecting existing conditions

Off-road Equipment - No construction due to this reflecting existing conditions

Energy Use - Using Historical data to reflect existing/less efficient land use

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	254.81	4.81	391.45	0.19		0.00	18.86		0.00	18.85	1,880.50	11,281.40	13,161.91	6.24	0.26	13,373.67
Energy	5.32	46.54	27.18	0.29		0.00	3.68		0.00	3.68	0.00	149,016.06	149,016.06	0.37	2.62	149,940.43
Mobile	514.07	1,486.56	5,148.92	7.13	739.16	54.44	793.60	28.68	54.44	83.12	0.00	656,175.10	656,175.10	35.97	0.00	656,930.39
Waste						0.00	0.00		0.00	0.00	73,641.40	0.00	73,641.40	4,352.08	0.00	165,035.12
Water						0.00	0.00		0.00	0.00	0.00	194,809.27	194,809.27	1,535.35	41.19	239,820.57
Total	**774.20**	**1,537.91**	**5,567.55**	**7.61**	**739.16**	**54.44**	**816.14**	**28.68**	**54.44**	**105.65**	**75,521.90**	**1,011,281.83**	**1,086,803.74**	**5,935.01**	**44.07**	**1,225,100.18**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	254.81	4.81	391.45	0.19		0.00	18.86		0.00	18.85	1,880.50	11,281.40	13,161.91	6.24	0.26	13,373.67
Energy	5.32	46.54	27.18	0.29		0.00	3.68		0.00	3.68	0.00	149,016.06	149,016.06	0.37	2.62	149,940.43
Mobile	514.07	1,486.56	5,148.92	7.13	739.16	54.44	793.60	28.68	54.44	83.12	0.00	656,175.10	656,175.10	35.97	0.00	656,930.39
Waste						0.00	0.00		0.00	0.00	73,641.40	0.00	73,641.40	4,352.08	0.00	165,035.12
Water						0.00	0.00		0.00	0.00	0.00	194,809.27	194,809.27	1,535.35	41.19	239,820.57
Total	**774.20**	**1,537.91**	**5,567.55**	**7.61**	**739.16**	**54.44**	**816.14**	**28.68**	**54.44**	**105.65**	**75,521.90**	**1,011,281.83**	**1,086,803.74**	**5,935.01**	**44.07**	**1,225,100.18**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	514.07	1,486.56	5,148.92	7.13	739.16	54.44	793.60	28.68	54.44	83.12	0.00	656,175.10	656,175.10	35.97	0.00	656,930.39
Unmitigated	514.07	1,486.56	5,148.92	7.13	739.16	54.44	793.60	28.68	54.44	83.12	0.00	656,175.10	656,175.10	35.97	0.00	656,930.39
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	167.33	167.33	167.33	477,324	477,324
Condo/Townhouse	30,808.25	23,473.00	28,977.25	102,720,390	102,720,390
Elementary School	9,277.10	0.00	0.00	15,327,811	15,327,811
General Light Industry	37,451.20	7,092.62	3653.78	95,437,390	95,437,390
Government Office Building	201,344.53	0.00	0.00	354,642,477	354,642,477
High School	2,822.32	956.83	391.53	6,148,103	6,148,103
Apartments Low Rise	20,852.60	22,482.40	19559.86	68,992,946	68,992,946
Junior High School	3,461.98	0.00	0.00	6,120,547	6,120,547
General Heavy Industry	6,552.15	6,552.15	6552.15	22,107,006	22,107,006
Regional Shopping Center	143,338.01	166,804.86	84253.64	362,490,099	362,490,099
Single Family Housing	94,637.73	99,681.12	80726.53	313,833,519	313,833,519
Office Park	6,708.11	963.34	446.42	16,722,772	16,722,772
Total	556,361.31	338,173.65	229,628.83	1,365,020,383	1,365,020,383

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Condo/Townhouse	12.70	7.00	9.50	40.20	19.20	40.60
Elementary School	8.90	13.30	7.40	65.00	30.00	5.00
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00
Government Office Building	8.90	13.30	7.40	33.00	62.00	5.00
High School	8.90	13.30	7.40	77.80	17.20	5.00
Apartments Low Rise	12.70	7.00	9.50	40.20	19.20	40.60
Junior High School	8.90	13.30	7.40	72.80	22.20	5.00
General Heavy Industry	8.90	13.30	7.40	59.00	28.00	13.00
Regional Shopping Center	8.90	13.30	7.40	16.30	64.70	19.00
Single Family Housing	12.70	7.00	9.50	40.20	19.20	40.60
Office Park	8.90	13.30	7.40	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	96,360.14	96,360.14	4.36	1.65	96,964.07
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	96,360.14	96,360.14	4.36	1.65	96,964.07
NaturalGas Mitigated	5.32	46.54	27.18	0.29		0.00	3.68		0.00	3.68	0.00	52,655.91	52,655.91	1.01	0.97	52,976.37
NaturalGas Unmitigated	5.32	46.54	27.18	0.29		0.00	3.68		0.00	3.68	0.00	52,655.91	52,655.91	1.01	0.97	52,976.37
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments Low Rise	5.61964e+007	0.30	2.59	1.10	0.02		0.00	0.21		0.00	0.21	0.00	2,998.86	2,998.86	0.06	0.05	3,017.11
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Condo/Townhouse	1.28634e+008	0.69	5.93	2.52	0.04		0.00	0.48		0.00	0.48	0.00	6,864.39	6,864.39	0.13	0.13	6,906.16
Elementary School	5.34223e+006	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	285.08	285.08	0.01	0.01	286.82
General Heavy Industry	1.48035e+008	0.80	7.26	6.10	0.04		0.00	0.55		0.00	0.55	0.00	7,899.71	7,899.71	0.15	0.14	7,947.78
General Light Industry	1.82098e+008	0.98	8.93	7.50	0.05		0.00	0.68		0.00	0.68	0.00	9,717.43	9,717.43	0.19	0.18	9,776.57
Government Office Building	1.22682e+007	0.07	0.60	0.51	0.00		0.00	0.05		0.00	0.05	0.00	654.68	654.68	0.01	0.01	658.66
High School	2.15451e+006	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01	0.00	114.97	114.97	0.00	0.00	115.67
Junior High School	2.47212e+006	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01	0.00	131.92	131.92	0.00	0.00	132.72
Office Park	2.13814e+006	0.01	0.10	0.09	0.00		0.00	0.01		0.00	0.01	0.00	114.10	114.10	0.00	0.00	114.79
Regional Shopping Center	8.64568e+006	0.05	0.42	0.36	0.00		0.00	0.03		0.00	0.03	0.00	461.37	461.37	0.01	0.01	464.17
Single Family Housing	4.38751e+008	2.37	20.22	8.60	0.13		0.00	1.63		0.00	1.63	0.00	23,413.41	23,413.41	0.45	0.43	23,555.90
Total		**5.32**	**46.54**	**27.19**	**0.28**		**0.00**	**3.68**		**0.00**	**3.68**	**0.00**	**52,655.92**	**52,655.92**	**1.01**	**0.96**	**52,976.35**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments Low Rise	5.61964e+007	0.30	2.59	1.10	0.02		0.00	0.21		0.00	0.21	0.00	2,998.86	2,998.86	0.06	0.05	3,017.11
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Condo/Townhouse	1.28634e+008	0.69	5.93	2.52	0.04		0.00	0.48		0.00	0.48	0.00	6,864.39	6,864.39	0.13	0.13	6,906.16
Elementary School	5.34223e+006	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	285.08	285.08	0.01	0.01	286.82
General Heavy Industry	1.48035e+008	0.80	7.26	6.10	0.04		0.00	0.55		0.00	0.55	0.00	7,899.71	7,899.71	0.15	0.14	7,947.78
General Light Industry	1.82098e+008	0.98	8.93	7.50	0.05		0.00	0.68		0.00	0.68	0.00	9,717.43	9,717.43	0.19	0.18	9,776.57
Government Office Building	1.22682e+007	0.07	0.60	0.51	0.00		0.00	0.05		0.00	0.05	0.00	654.68	654.68	0.01	0.01	658.66
High School	2.15451e+006	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01	0.00	114.97	114.97	0.00	0.00	115.67
Junior High School	2.47212e+006	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01	0.00	131.92	131.92	0.00	0.00	132.72
Office Park	2.13814e+006	0.01	0.10	0.09	0.00		0.00	0.01		0.00	0.01	0.00	114.10	114.10	0.00	0.00	114.79
Regional Shopping Center	8.64568e+006	0.05	0.42	0.36	0.00		0.00	0.03		0.00	0.03	0.00	461.37	461.37	0.01	0.01	464.17
Single Family Housing	4.38751e+008	2.37	20.22	8.60	0.13		0.00	1.63		0.00	1.63	0.00	23,413.41	23,413.41	0.45	0.43	23,555.90
Total		**5.32**	**46.54**	**27.19**	**0.28**		**0.00**	**3.68**		**0.00**	**3.68**	**0.00**	**52,655.92**	**52,655.92**	**1.01**	**0.96**	**52,976.35**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	1.49665e+007					4,353.31	0.20	0.07	4,380.60
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	2.42121e+007					7,042.58	0.32	0.12	7,086.72
Elementary School	5.23908e+006					1,523.90	0.07	0.03	1,533.45
General Heavy Industry	5.03642e+007					14,649.47	0.66	0.25	14,741.28
General Light Industry	6.1953e+007					18,020.31	0.81	0.31	18,133.25
Government Office Building	3.29197e+007					9,575.37	0.43	0.16	9,635.38
High School	2.11291e+006					614.58	0.03	0.01	618.43
Junior High School	2.42439e+006					705.18	0.03	0.01	709.60
Office Park	6.89608e+006					2,005.87	0.09	0.03	2,018.44
Regional Shopping Center	5.53793e+007					16,108.15	0.73	0.28	16,209.10
Single Family Housing	7.48148e+007					21,761.44	0.98	0.37	21,897.83
Total						**96,360.16**	**4.35**	**1.64**	**96,964.08**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	1.49665e+007					4,353.31	0.20	0.07	4,380.60
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	2.42121e+007					7,042.58	0.32	0.12	7,086.72
Elementary School	5.23908e+006					1,523.90	0.07	0.03	1,533.45
General Heavy Industry	5.03642e+007					14,649.47	0.66	0.25	14,741.28
General Light Industry	6.1953e+007					18,020.31	0.81	0.31	18,133.25
Government Office Building	3.29197e+007					9,575.37	0.43	0.16	9,635.38
High School	2.11291e+006					614.58	0.03	0.01	618.43
Junior High School	2.42439e+006					705.18	0.03	0.01	709.60
Office Park	6.89608e+006					2,005.87	0.09	0.03	2,018.44
Regional Shopping Center	5.53793e+007					16,108.15	0.73	0.28	16,209.10
Single Family Housing	7.48148e+007					21,761.44	0.98	0.37	21,897.83
Total						**96,360.16**	**4.35**	**1.64**	**96,964.08**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	254.81	4.81	391.45	0.19		0.00	18.86		0.00	18.85	1,880.50	11,281.40	13,161.91	6.24	0.26	13,373.67
Unmitigated	254.81	4.81	391.45	0.19		0.00	18.86		0.00	18.85	1,880.50	11,281.40	13,161.91	6.24	0.26	13,373.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	30.39					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	196.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	58.72	1.47	111.27	0.18		0.00	17.41		0.00	17.40	1,880.50	10,841.04	12,721.54	5.75	0.26	12,922.86
Landscaping	9.54	3.34	280.17	0.01		0.00	1.45		0.00	1.45	0.00	440.37	440.37	0.50	0.00	450.81
Total	**254.81**	**4.81**	**391.44**	**0.19**		**0.00**	**18.86**		**0.00**	**18.85**	**1,880.50**	**11,281.41**	**13,161.91**	**6.25**	**0.26**	**13,373.67**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	30.39					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	196.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	58.72	1.47	111.27	0.18		0.00	17.41		0.00	17.40	1,880.50	10,841.04	12,721.54	5.75	0.26	12,922.86
Landscaping	9.54	3.34	280.17	0.01		0.00	1.45		0.00	1.45	0.00	440.37	440.37	0.50	0.00	450.81
Total	**254.81**	**4.81**	**391.44**	**0.19**		**0.00**	**18.86**		**0.00**	**18.85**	**1,880.50**	**11,281.41**	**13,161.91**	**6.25**	**0.26**	**13,373.67**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					194,809.27	1,535.35	41.19	239,820.57
Unmitigated					194,809.27	1,535.35	41.19	239,820.57
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	204.584 / 128.977					1,193.94	6.30	0.18	1,380.56
City Park	0 / 125.391					405.21	0.02	0.01	407.75
Condo/Townhouse	304.586 / 192.007					1,777.60	9.38	0.28	2,055.45
Elementary School	15.7427 / 40.4813					190.62	0.49	0.02	205.60
General Heavy Industry	21477.7 / 0					81,586.03	659.27	17.65	100,903.53
General Light Industry	29419.7 / 0					105,258.98	810.97	21.72	124,121.43
Government Office Building	580.285 / 365.699					3,353.63	17.86	0.50	3,882.76
High School	7.27016 / 18.6947					88.03	0.23	0.01	94.95
Junior High School	5.18061 / 13.3216					62.73	0.16	0.00	67.66
Office Park	104.401 / 63.9876					603.36	3.21	0.09	698.56
Regional Shopping Center	247.261 / 151.547					1,428.99	7.61	0.21	1,654.46
Single Family Housing	644.308 / 406.194					3,760.14	19.84	0.55	4,347.87
Total						**194,809.26**	**1,535.34**	**41.20**	**239,820.58**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	204.584 / 128.977					1,193.94	6.30	0.18	1,380.56
City Park	0 / 125.391					405.21	0.02	0.01	407.75
Condo/Townhouse	304.586 / 192.007					1,777.60	9.38	0.28	2,055.45
Elementary School	15.7427 / 40.4813					190.62	0.49	0.02	205.60
General Heavy Industry	21477.7 / 0					81,586.03	659.27	17.65	100,903.53
General Light Industry	29419.7 / 0					105,258.98	810.97	21.72	124,121.43
Government Office Building	580.285 / 365.699					3,353.63	17.86	0.50	3,882.76
High School	7.27016 / 18.6947					88.03	0.23	0.01	94.95
Junior High School	5.18061 / 13.3216					62.73	0.16	0.00	67.66
Office Park	104.401 / 63.9876					603.36	3.21	0.09	698.56
Regional Shopping Center	247.261 / 151.547					1,428.99	7.61	0.21	1,654.46
Single Family Housing	644.308 / 406.194					3,760.14	19.84	0.55	4,347.87
Total						**194,809.26**	**1,535.34**	**41.20**	**239,820.58**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					73,641.40	4,352.08	0.00	165,035.12
Unmitigated					73,641.40	4,352.08	0.00	165,035.12
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	1444.4					293.20	17.33	0.00	657.08
City Park	9.05					1.84	0.11	0.00	4.12
Condo/Townhouse	2150.9					436.50	25.80	0.00	978.30
Elementary School	705.78					143.27	8.47	0.00	321.07
General Heavy Industry	26891.1					5,458.65	322.60	0.00	12,233.20
General Light Industry	31260					63,456.14	3,750.13	0.00	142,209.29
Government Office Building	2716.53					551.43	32.59	0.00	1,235.79
High School	284.63					57.78	3.41	0.00	129.48
Junior High School	326.6					66.30	3.92	0.00	148.58
Office Park	546.28					110.89	6.55	0.00	248.51
Regional Shopping Center	3505.01					711.49	42.05	0.00	1,594.48
Single Family Housing	11596					2,353.89	139.11	0.00	5,275.22
Total						**73,641.41**	**4,352.09**	**0.00**	**165,035.12**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	1444.4					293.20	17.33	0.00	657.08
City Park	9.05					1.84	0.11	0.00	4.12
Condo/Townhouse	2150.9					436.50	25.80	0.00	978.30
Elementary School	705.78					143.27	8.47	0.00	321.07
General Heavy Industry	26891.1					5,458.65	322.60	0.00	12,233.20
General Light Industry	31260					63,456.14	3,750.13	0.00	142,209.29
Government Office Building	2716.53					551.43	32.59	0.00	1,235.79
High School	284.63					57.78	3.41	0.00	129.48
Junior High School	326.6					66.30	3.92	0.00	148.58
Office Park	546.28					110.89	6.55	0.00	248.51
Regional Shopping Center	3505.01					711.49	42.05	0.00	1,594.48
Single Family Housing	11596					2,353.89	139.11	0.00	5,275.22
Total						**73,641.41**	**4,352.09**	**0.00**	**165,035.12**

9.0 Vegetation

Colton - Existing Conditions

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	2921	1000sqft
Elementary School	542.91	1000sqft
High School	218.954	1000sqft
Junior High School	251.232	1000sqft
General Light Industry	5373.2	1000sqft
City Park	105.24	Acre
General Heavy Industry	4368.1	1000sqft
Condo/Townhouse	4675	Dwelling Unit
Apartments Low Rise	3140	Dwelling Unit
Single Family Housing	9889	Dwelling Unit
Regional Shopping Center	3338.1	1000sqft
Office Park	587.4	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	32		

1.3 User Entered Comments

Project Characteristics -

Land Use - Actual Acreages

Construction Phase - No construction due to this reflecting existing conditions

Off-road Equipment - No construction due to this reflecting existing conditions

Energy Use - Using Historical data to reflect existing/less efficient land use

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2,958.89	104.76	7,396.78	14.24		0.00	944.11		0.00	943.89	124,932.38	321,333.96		497.55	7.65	459,085.37
Energy	29.15	254.99	148.93	1.59		0.00	20.14		0.00	20.14		318,044.97		6.10	5.83	319,980.53
Mobile	3,682.07	9,861.45	35,902.80	51.42	5,502.21	362.36	5,864.57	191.87	362.36	554.24		5,174,692.94		276.95		5,180,508.86
Total	**6,670.11**	**10,221.20**	**43,448.51**	**67.25**	**5,502.21**	**362.36**	**6,828.82**	**191.87**	**362.36**	**1,518.27**	**124,932.38**	**5,814,071.87**		**780.60**	**13.48**	**5,959,574.76**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2,958.89	104.76	7,396.78	14.24		0.00	944.11		0.00	943.89	124,932.38	321,333.96		497.55	7.65	459,085.37
Energy	29.15	254.99	148.93	1.59		0.00	20.14		0.00	20.14		318,044.97		6.10	5.83	319,980.53
Mobile	3,682.07	9,861.45	35,902.80	51.42	5,502.21	362.36	5,864.57	191.87	362.36	554.24		5,174,692.94		276.95		5,180,508.86
Total	**6,670.11**	**10,221.20**	**43,448.51**	**67.25**	**5,502.21**	**362.36**	**6,828.82**	**191.87**	**362.36**	**1,518.27**	**124,932.38**	**5,814,071.87**		**780.60**	**13.48**	**5,959,574.76**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3,682.07	9,861.45	35,902.80	51.42	5,502.21	362.36	5,864.57	191.87	362.36	554.24		5,174,692.94		276.95		5,180,508.86
Unmitigated	3,682.07	9,861.45	35,902.80	51.42	5,502.21	362.36	5,864.57	191.87	362.36	554.24		5,174,692.94		276.95		5,180,508.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	167.33	167.33	167.33	477,324	477,324
Condo/Townhouse	30,808.25	33,473.00	28377.25	102,720,390	102,720,390
Elementary School	8,377.10	0.00	0.00	15,327,811	15,327,811
General Light Industry	37,451.20	7,092.62	3653.78	95,437,390	95,437,390
Government Office Building	201,344.53	0.00	0.00	354,642,477	354,642,477
High School	2,822.32	956.83	391.93	6,148,103	6,148,103
Apartments Low Rise	20,692.60	22,482.40	19059.80	68,992,946	68,992,946
Junior High School	3,461.98	0.00	0.00	6,120,547	6,120,547
General Heavy Industry	6,552.15	6,552.15	6552.15	22,107,006	22,107,006
Regional Shopping Center	143,338.01	166,804.86	84253.64	362,490,099	362,490,099
Single Family Housing	94,637.73	99,681.12	86726.53	313,833,519	313,833,519
Office Park	6,708.11	963.34	446.42	16,722,772	16,722,772
Total	556,361.31	338,173.65	229,628.83	1,365,020,383	1,365,020,383

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Condo/Townhouse	12.70	7.00	9.50	40.20	19.20	40.60
Elementary School	8.90	13.30	7.40	65.00	30.00	5.00
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00
Government Office Building	8.90	13.30	7.40	33.00	62.00	5.00
High School	8.90	13.30	7.40	77.80	17.20	5.00
Apartments Low Rise	12.70	7.00	9.50	40.20	19.20	40.60
Junior High School	8.90	13.30	7.40	72.80	22.20	5.00
General Heavy Industry	8.90	13.30	7.40	59.00	28.00	13.00
Regional Shopping Center	8.90	13.30	7.40	16.30	64.70	19.00
Single Family Housing	12.70	7.00	9.50	40.20	19.20	40.60
Office Park	8.90	13.30	7.40	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	29.15	254.99	148.93	1.59		0.00	20.14		0.00	20.14		318,044.97		6.10	5.83	319,980.53
NaturalGas Unmitigated	29.15	254.99	148.93	1.59		0.00	20.14		0.00	20.14		318,044.97		6.10	5.83	319,980.53
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	153963	1.66	14.19	6.04	0.09		0.00	1.15		0.00	1.15		18,113.27		0.35	0.33	18,223.51
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	352421	3.80	32.48	13.82	0.21		0.00	2.63		0.00	2.63		41,461.32		0.79	0.76	41,713.65
Elementary School	14636.3	0.16	1.43	1.21	0.01		0.00	0.11		0.00	0.11		1,721.91		0.03	0.03	1,732.39
General Heavy Industry	405575	4.37	39.76	33.40	0.24		0.00	3.02		0.00	3.02		47,714.72		0.91	0.87	48,005.10
General Light Industry	498898	5.38	48.91	41.09	0.29		0.00	3.72		0.00	3.72		58,693.88		1.12	1.08	59,051.08
Government Office Building	33611.5	0.36	3.30	2.77	0.02		0.00	0.25		0.00	0.25		3,954.29		0.08	0.07	3,978.36
High School	5902.76	0.06	0.58	0.49	0.00		0.00	0.04		0.00	0.04		694.44		0.01	0.01	698.67
Junior High School	6772.94	0.07	0.66	0.56	0.00		0.00	0.05		0.00	0.05		796.82		0.02	0.01	801.67
Office Park	5857.91	0.06	0.57	0.48	0.00		0.00	0.04		0.00	0.04		689.17		0.01	0.01	693.36
Regional Shopping Center	23686.8	0.26	2.32	1.95	0.01		0.00	0.18		0.00	0.18		2,786.68		0.05	0.05	2,803.64
Single Family Housing	1.20206e+006	12.96	110.78	47.14	0.71		0.00	8.96		0.00	8.96		141,418.47		2.71	2.59	142,279.12
Total		**29.14**	**254.98**	**148.95**	**1.58**		**0.00**	**20.15**		**0.00**	**20.15**		**318,044.97**		**6.08**	**5.81**	**319,980.55**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	153.963	1.66	14.19	6.04	0.09		0.00	1.15		0.00	1.15		18,113.27		0.35	0.33	18,223.51
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	352.421	3.80	32.48	13.82	0.21		0.00	2.63		0.00	2.63		41,461.32		0.79	0.76	41,713.65
Elementary School	14.6363	0.16	1.43	1.21	0.01		0.00	0.11		0.00	0.11		1,721.91		0.03	0.03	1,732.39
General Heavy Industry	405.575	4.37	39.76	33.40	0.24		0.00	3.02		0.00	3.02		47,714.72		0.91	0.87	48,005.10
General Light Industry	498.898	5.38	48.91	41.09	0.29		0.00	3.72		0.00	3.72		58,693.88		1.12	1.08	59,051.08
Government Office Building	33.6115	0.36	3.30	2.77	0.02		0.00	0.25		0.00	0.25		3,954.29		0.08	0.07	3,978.36
High School	5.90276	0.06	0.58	0.49	0.00		0.00	0.04		0.00	0.04		694.44		0.01	0.01	698.67
Junior High School	6.77294	0.07	0.66	0.56	0.00		0.00	0.05		0.00	0.05		796.82		0.02	0.01	801.67
Office Park	5.85791	0.06	0.57	0.48	0.00		0.00	0.04		0.00	0.04		689.17		0.01	0.01	693.36
Regional Shopping Center	23.6868	0.26	2.32	1.95	0.01		0.00	0.18		0.00	0.18		2,786.68		0.05	0.05	2,803.64
Single Family Housing	1202.06	12.96	110.78	47.14	0.71		0.00	8.96		0.00	8.96		141,418.47		2.71	2.59	142,279.12
Total		**29.14**	**254.98**	**148.95**	**1.58**		**0.00**	**20.15**		**0.00**	**20.15**		**318,044.97**		**6.08**	**5.81**	**319,980.55**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2,958.89	104.76	7,396.78	14.24		0.00	944.11		0.00	943.89	124,932.38	321,333.96		497.55	7.65	459,085.37
Unmitigated	2,958.89	104.76	7,396.78	14.24		0.00	944.11		0.00	943.89	124,932.38	321,333.96		497.55	7.65	459,085.37
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	166.50					0.00	0.00		0.00	0.00						0.00
Consumer Products	855.68					0.00	0.00		0.00	0.00						0.00
Hearth	1,884.38	86.43	5,860.18	14.16		0.00	936.17		0.00	935.95	124,932.38	318,672.00		494.54	7.65	456,360.26
Landscaping	52.33	18.33	1,536.61	0.08		0.00	7.94		0.00	7.94		2,661.96		3.01		2,725.11
Total	**2,958.89**	**104.76**	**7,396.79**	**14.24**		**0.00**	**944.11**		**0.00**	**943.89**	**124,932.38**	**321,333.96**		**497.55**	**7.65**	**459,085.37**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	166.50					0.00	0.00		0.00	0.00						0.00
Consumer Products	855.68					0.00	0.00		0.00	0.00						0.00
Hearth	1,884.38	86.43	5,860.18	14.16		0.00	936.17		0.00	935.95	124,932.38	318,672.00		494.54	7.65	456,360.26
Landscaping	52.33	18.33	1,536.61	0.08		0.00	7.94		0.00	7.94		2,661.96		3.01		2,725.11
Total	**2,958.89**	**104.76**	**7,396.79**	**14.24**		**0.00**	**944.11**		**0.00**	**943.89**	**124,932.38**	**321,333.96**		**497.55**	**7.65**	**459,085.37**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Colton - Existing Conditions

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	2921	1000sqft
Elementary School	542.91	1000sqft
High School	218.954	1000sqft
Junior High School	251.232	1000sqft
General Light Industry	5373.2	1000sqft
City Park	105.24	Acre
General Heavy Industry	4368.1	1000sqft
Condo/Townhouse	4675	Dwelling Unit
Apartments Low Rise	3140	Dwelling Unit
Single Family Housing	9889	Dwelling Unit
Regional Shopping Center	3338.1	1000sqft
Office Park	587.4	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	32		

1.3 User Entered Comments

Project Characteristics -

Land Use - Actual Acreages

Construction Phase - No construction due to this reflecting existing conditions

Off-road Equipment - No construction due to this reflecting existing conditions

Energy Use - Using Historical data to reflect existing/less efficient land use

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2,958.89	104.76	7,396.78	14.24		0.00	944.11		0.00	943.89	124,932.38	321,333.96		497.55	7.65	459,085.37
Energy	29.15	254.99	148.93	1.59		0.00	20.14		0.00	20.14		318,044.97		6.10	5.83	319,980.53
Mobile	3,672.94	10,408.77	33,504.34	46.60	5,502.21	367.74	5,869.94	191.87	367.74	559.61		4,701,924.81		218.04		4,706,503.64
Total	**6,660.98**	**10,768.52**	**41,050.05**	**62.43**	**5,502.21**	**367.74**	**6,834.19**	**191.87**	**367.74**	**1,523.64**	**124,932.38**	**5,341,303.74**		**721.69**	**13.48**	**5,485,569.54**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2,958.89	104.76	7,396.78	14.24		0.00	944.11		0.00	943.89	124,932.38	321,333.96		497.55	7.65	459,085.37
Energy	29.15	254.99	148.93	1.59		0.00	20.14		0.00	20.14		318,044.97		6.10	5.83	319,980.53
Mobile	3,672.94	10,408.77	33,504.34	46.60	5,502.21	367.74	5,869.94	191.87	367.74	559.61		4,701,924.81		218.04		4,706,503.64
Total	**6,660.98**	**10,768.52**	**41,050.05**	**62.43**	**5,502.21**	**367.74**	**6,834.19**	**191.87**	**367.74**	**1,523.64**	**124,932.38**	**5,341,303.74**		**721.69**	**13.48**	**5,485,569.54**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3,672.94	10,408.77	33,504.34	46.60	5,502.21	367.74	5,869.94	191.87	367.74	559.61		4,701,924.81		218.04		4,706,503.64
Unmitigated	3,672.94	10,408.77	33,504.34	46.60	5,502.21	367.74	5,869.94	191.87	367.74	559.61		4,701,924.81		218.04		4,706,503.64
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	167.33	167.33	167.33	477,324	477,324
Condo/Townhouse	30,808.25	33,473.00	28377.25	102,720,390	102,720,390
Elementary School	8,377.10	0.00	0.00	15,327,811	15,327,811
General Light Industry	37,451.20	7,092.62	3653.78	95,437,390	95,437,390
Government Office Building	201,344.53	0.00	0.00	354,642,477	354,642,477
High School	2,822.32	956.83	391.93	6,148,103	6,148,103
Apartments Low Rise	20,692.60	22,482.40	19059.80	68,992,946	68,992,946
Junior High School	3,461.98	0.00	0.00	6,120,547	6,120,547
General Heavy Industry	6,552.15	6,552.15	6552.15	22,107,006	22,107,006
Regional Shopping Center	143,338.01	166,804.86	84253.64	362,490,099	362,490,099
Single Family Housing	94,637.73	99,681.12	86726.53	313,833,519	313,833,519
Office Park	6,708.11	963.34	446.42	16,722,772	16,722,772
Total	556,361.31	338,173.65	229,628.83	1,365,020,383	1,365,020,383

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Condo/Townhouse	12.70	7.00	9.50	40.20	19.20	40.60
Elementary School	8.90	13.30	7.40	65.00	30.00	5.00
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00
Government Office Building	8.90	13.30	7.40	33.00	62.00	5.00
High School	8.90	13.30	7.40	77.80	17.20	5.00
Apartments Low Rise	12.70	7.00	9.50	40.20	19.20	40.60
Junior High School	8.90	13.30	7.40	72.80	22.20	5.00
General Heavy Industry	8.90	13.30	7.40	59.00	28.00	13.00
Regional Shopping Center	8.90	13.30	7.40	16.30	64.70	19.00
Single Family Housing	12.70	7.00	9.50	40.20	19.20	40.60
Office Park	8.90	13.30	7.40	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	29.15	254.99	148.93	1.59		0.00	20.14		0.00	20.14		318,044.97		6.10	5.83	319,980.53
NaturalGas Unmitigated	29.15	254.99	148.93	1.59		0.00	20.14		0.00	20.14		318,044.97		6.10	5.83	319,980.53
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day											lb/day				
Apartments Low Rise	153963	1.66	14.19	6.04	0.09		0.00	1.15		0.00	1.15		18,113.27		0.35	0.33	18,223.51
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	352421	3.80	32.48	13.82	0.21		0.00	2.63		0.00	2.63		41,461.32		0.79	0.76	41,713.65
Elementary School	14636.3	0.16	1.43	1.21	0.01		0.00	0.11		0.00	0.11		1,721.91		0.03	0.03	1,732.39
General Heavy Industry	405575	4.37	39.76	33.40	0.24		0.00	3.02		0.00	3.02		47,714.72		0.91	0.87	48,005.10
General Light Industry	498898	5.38	48.91	41.09	0.29		0.00	3.72		0.00	3.72		58,693.88		1.12	1.08	59,051.08
Government Office Building	33611.5	0.36	3.30	2.77	0.02		0.00	0.25		0.00	0.25		3,954.29		0.08	0.07	3,978.36
High School	5902.76	0.06	0.58	0.49	0.00		0.00	0.04		0.00	0.04		694.44		0.01	0.01	698.67
Junior High School	6772.94	0.07	0.66	0.56	0.00		0.00	0.05		0.00	0.05		796.82		0.02	0.01	801.67
Office Park	5857.91	0.06	0.57	0.48	0.00		0.00	0.04		0.00	0.04		689.17		0.01	0.01	693.36
Regional Shopping Center	23686.8	0.26	2.32	1.95	0.01		0.00	0.18		0.00	0.18		2,786.68		0.05	0.05	2,803.64
Single Family Housing	1.20206e+006	12.96	110.78	47.14	0.71		0.00	8.96		0.00	8.96		141,418.47		2.71	2.59	142,279.12
Total		**29.14**	**254.98**	**148.95**	**1.58**		**0.00**	**20.15**		**0.00**	**20.15**		**318,044.97**		**6.08**	**5.81**	**319,980.55**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day											lb/day				
Apartments Low Rise	153.963	1.66	14.19	6.04	0.09		0.00	1.15		0.00	1.15		18,113.27		0.35	0.33	18,223.51
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	352.421	3.80	32.48	13.82	0.21		0.00	2.63		0.00	2.63		41,461.32		0.79	0.76	41,713.65
Elementary School	14.6363	0.16	1.43	1.21	0.01		0.00	0.11		0.00	0.11		1,721.91		0.03	0.03	1,732.39
General Heavy Industry	405.575	4.37	39.76	33.40	0.24		0.00	3.02		0.00	3.02		47,714.72		0.91	0.87	48,005.10
General Light Industry	498.898	5.38	48.91	41.09	0.29		0.00	3.72		0.00	3.72		58,693.88		1.12	1.08	59,051.08
Government Office Building	33.6115	0.36	3.30	2.77	0.02		0.00	0.25		0.00	0.25		3,954.29		0.08	0.07	3,978.36
High School	5.90276	0.06	0.58	0.49	0.00		0.00	0.04		0.00	0.04		694.44		0.01	0.01	698.67
Junior High School	6.77294	0.07	0.66	0.56	0.00		0.00	0.05		0.00	0.05		796.82		0.02	0.01	801.67
Office Park	5.85791	0.06	0.57	0.48	0.00		0.00	0.04		0.00	0.04		689.17		0.01	0.01	693.36
Regional Shopping Center	23.6868	0.26	2.32	1.95	0.01		0.00	0.18		0.00	0.18		2,786.68		0.05	0.05	2,803.64
Single Family Housing	1202.06	12.96	110.78	47.14	0.71		0.00	8.96		0.00	8.96		141,418.47		2.71	2.59	142,279.12
Total		**29.14**	**254.98**	**148.95**	**1.58**		**0.00**	**20.15**		**0.00**	**20.15**		**318,044.97**		**6.08**	**5.81**	**319,980.55**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2,958.89	104.76	7,396.78	14.24		0.00	944.11		0.00	943.89	124,932.38	321,333.96		497.55	7.65	459,085.37
Unmitigated	2,958.89	104.76	7,396.78	14.24		0.00	944.11		0.00	943.89	124,932.38	321,333.96		497.55	7.65	459,085.37
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	166.50					0.00	0.00		0.00	0.00						0.00
Consumer Products	855.68					0.00	0.00		0.00	0.00						0.00
Hearth	1,884.38	86.43	5,860.18	14.16		0.00	936.17		0.00	935.95	124,932.38	318,672.00		494.54	7.65	456,360.26
Landscaping	52.33	18.33	1,536.61	0.08		0.00	7.94		0.00	7.94		2,661.96		3.01		2,725.11
Total	**2,958.89**	**104.76**	**7,396.79**	**14.24**		**0.00**	**944.11**		**0.00**	**943.89**	**124,932.38**	**321,333.96**		**497.55**	**7.65**	**459,085.37**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	166.50					0.00	0.00		0.00	0.00						0.00
Consumer Products	855.68					0.00	0.00		0.00	0.00						0.00
Hearth	1,884.38	86.43	5,860.18	14.16		0.00	936.17		0.00	935.95	124,932.38	318,672.00		494.54	7.65	456,360.26
Landscaping	52.33	18.33	1,536.61	0.08		0.00	7.94		0.00	7.94		2,661.96		3.01		2,725.11
Total	**2,958.89**	**104.76**	**7,396.79**	**14.24**		**0.00**	**944.11**		**0.00**	**943.89**	**124,932.38**	**321,333.96**		**497.55**	**7.65**	**459,085.37**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Colton - Proposed GP - Remaining Capacity for All Parcels

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	0	1000sqft
Office Park	0	1000sqft
Elementary School	0	1000sqft
High School	0	1000sqft
Junior High School	0	1000sqft
General Heavy Industry	1583.8	1000sqft
General Light Industry	6362.477	1000sqft
City Park	0	Acre
Apartments Low Rise	1191	Dwelling Unit
Condo/Townhouse	292	Dwelling Unit
Single Family Housing	3707	Dwelling Unit
Regional Shopping Center	4120.224	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	32		

1.3 User Entered Comments

Project Characteristics -

Land Use - Actual Acreages

Construction Phase - No construction due to this reflecting existing conditions

Off-road Equipment - No construction due to this reflecting existing conditions

Energy Use - Using Historical data to reflect existing/less efficient land use

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	110.35	1.42	115.72	0.06		0.00	5.52		0.00	5.52	551.28	3,307.19	3,858.47	1.84	0.08	3,920.66
Energy	2.44	21.63	14.77	0.13		0.00	1.68		0.00	1.68	0.00	78,202.10	78,202.10	2.91	1.37	78,687.85
Mobile	270.54	782.50	2,710.10	3.75	389.16	28.66	417.82	15.10	28.66	43.76	0.00	345,458.57	345,458.57	18.93	0.00	345,856.16
Waste						0.00	0.00		0.00	0.00	79,017.53	0.00	79,017.53	4,669.80	0.00	177,083.37
Water						0.00	0.00		0.00	0.00	0.00	152,155.41	152,155.41	1,219.13	32.67	187,883.80
Total	**383.33**	**805.55**	**2,840.59**	**3.94**	**389.16**	**28.66**	**425.02**	**15.10**	**28.66**	**50.96**	**79,568.81**	**579,123.27**	**658,692.08**	**5,912.61**	**34.12**	**793,431.84**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	110.35	1.42	115.72	0.06		0.00	5.52		0.00	5.52	551.28	3,307.19	3,858.47	1.84	0.08	3,920.66
Energy	2.44	21.63	14.77	0.13		0.00	1.68		0.00	1.68	0.00	78,202.10	78,202.10	2.91	1.37	78,687.85
Mobile	270.54	782.50	2,710.10	3.75	389.16	28.66	417.82	15.10	28.66	43.76	0.00	345,458.57	345,458.57	18.93	0.00	345,856.16
Waste						0.00	0.00		0.00	0.00	79,017.53	0.00	79,017.53	4,669.80	0.00	177,083.37
Water						0.00	0.00		0.00	0.00	0.00	152,155.41	152,155.41	1,219.13	32.67	187,883.80
Total	**383.33**	**805.55**	**2,840.59**	**3.94**	**389.16**	**28.66**	**425.02**	**15.10**	**28.66**	**50.96**	**79,568.81**	**579,123.27**	**658,692.08**	**5,912.61**	**34.12**	**793,431.84**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	270.54	782.50	2,710.10	3.75	389.16	28.66	417.82	15.10	28.66	43.76	0.00	345,458.57	345,458.57	18.93	0.00	345,856.16
Unmitigated	270.54	782.50	2,710.10	3.75	389.16	28.66	417.82	15.10	28.66	43.76	0.00	345,458.57	345,458.57	18.93	0.00	345,856.16
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	7,848.69	8,527.56	7229.37	26,168,981	26,168,981
City Park	0.00	0.00	0.00		
Condo/Townhouse	1,924.28	2,090.72	1772.44	6,415,905	6,415,905
Elementary School	0.00	0.00	0.00		
General Heavy Industry	2,375.70	2,375.70	2375.70	8,015,631	8,015,631
General Light Industry	44,346.46	8,398.47	4326.48	113,008,673	113,008,673
Government Office Building	0.00	0.00	0.00		
High School	0.00	0.00	0.00		
Junior High School	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Regional Shopping Center	176,922.42	205,887.59	103994.45	447,422,308	447,422,308
Single Family Housing	35,475.99	37,366.56	32510.39	117,643,933	117,643,933
Total	268,893.54	264,646.60	152,208.84	718,675,429	718,675,429

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Low Rise	12.70	7.00	9.50	40.20	19.20	40.60
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Condo/Townhouse	12.70	7.00	9.50	40.20	19.20	40.60
Elementary School	8.90	13.30	7.40	65.00	30.00	5.00
General Heavy Industry	8.90	13.30	7.40	59.00	28.00	13.00
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00
Government Office Building	8.90	13.30	7.40	33.00	62.00	5.00
High School	8.90	13.30	7.40	77.80	17.20	5.00
Junior High School	8.90	13.30	7.40	72.80	22.20	5.00
Office Park	8.90	13.30	7.40	33.00	48.00	19.00
Regional Shopping Center	8.90	13.30	7.40	16.30	64.70	19.00
Single Family Housing	12.70	7.00	9.50	40.20	19.20	40.60

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	54,086.46	54,086.46	2.45	0.93	54,425.44
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	54,086.46	54,086.46	2.45	0.93	54,425.44
NaturalGas Mitigated	2.44	21.63	14.77	0.13		0.00	1.68		0.00	1.68	0.00	24,115.64	24,115.64	0.46	0.44	24,262.40
NaturalGas Unmitigated	2.44	21.63	14.77	0.13		0.00	1.68		0.00	1.68	0.00	24,115.64	24,115.64	0.46	0.44	24,262.40
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments Low Rise	2.0053e+007	0.11	0.92	0.39	0.01		0.00	0.07		0.00	0.07	0.00	1,070.10	1,070.10	0.02	0.02	1,076.61
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Condo/Townhouse	7.54115e+006	0.04	0.35	0.15	0.00		0.00	0.03		0.00	0.03	0.00	402.42	402.42	0.01	0.01	404.87
Elementary School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Heavy Industry	5.27247e+007	0.28	2.58	2.17	0.02		0.00	0.20		0.00	0.20	0.00	2,813.59	2,813.59	0.05	0.05	2,830.71
General Light Industry	2.11807e+008	1.14	10.38	8.72	0.06		0.00	0.79		0.00	0.79	0.00	11,302.82	11,302.82	0.22	0.21	11,371.61
Government Office Building	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Junior High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Office Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Regional Shopping Center	9.55892e+006	0.05	0.47	0.39	0.00		0.00	0.04		0.00	0.04	0.00	510.10	510.10	0.01	0.01	513.20
Single Family Housing	1.50225e+008	0.81	6.92	2.95	0.04		0.00	0.56		0.00	0.56	0.00	8,016.60	8,016.60	0.15	0.15	8,065.39
Total		**2.43**	**21.62**	**14.77**	**0.13**		**0.00**	**1.69**		**0.00**	**1.69**	**0.00**	**24,115.63**	**24,115.63**	**0.46**	**0.45**	**24,262.39**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments Low Rise	2.0053e+007	0.11	0.92	0.39	0.01		0.00	0.07		0.00	0.07	0.00	1,070.10	1,070.10	0.02	0.02	1,076.61
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Condo/Townhouse	7.54115e+006	0.04	0.35	0.15	0.00		0.00	0.03		0.00	0.03	0.00	402.42	402.42	0.01	0.01	404.87
Elementary School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Heavy Industry	5.27247e+007	0.28	2.58	2.17	0.02		0.00	0.20		0.00	0.20	0.00	2,813.59	2,813.59	0.05	0.05	2,830.71
General Light Industry	2.11807e+008	1.14	10.38	8.72	0.06		0.00	0.79		0.00	0.79	0.00	11,302.82	11,302.82	0.22	0.21	11,371.61
Government Office Building	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Junior High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Office Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Regional Shopping Center	9.55892e+006	0.05	0.47	0.39	0.00		0.00	0.04		0.00	0.04	0.00	510.10	510.10	0.01	0.01	513.20
Single Family Housing	1.50225e+008	0.81	6.92	2.95	0.04		0.00	0.56		0.00	0.56	0.00	8,016.60	8,016.60	0.15	0.15	8,065.39
Total		**2.43**	**21.62**	**14.77**	**0.13**		**0.00**	**1.69**		**0.00**	**1.69**	**0.00**	**24,115.63**	**24,115.63**	**0.46**	**0.45**	**24,262.39**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	5.32696e+006					1,549.46	0.07	0.03	1,559.17
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	1.44211e+006					419.47	0.02	0.01	422.10
Elementary School	0					0.00	0.00	0.00	0.00
General Heavy Industry	1.75327e+007					5,099.74	0.23	0.09	5,131.70
General Light Industry	7.04326e+007					20,486.78	0.93	0.35	20,615.18
Government Office Building	0					0.00	0.00	0.00	0.00
High School	0					0.00	0.00	0.00	0.00
Junior High School	0					0.00	0.00	0.00	0.00
Office Park	0					0.00	0.00	0.00	0.00
Regional Shopping Center	6.45227e+007					18,767.76	0.85	0.32	18,885.39
Single Family Housing	2.66897e+007					7,763.26	0.35	0.13	7,811.91
Total						**54,086.47**	**2.45**	**0.93**	**54,425.45**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	5.32696e+006					1,549.46	0.07	0.03	1,559.17
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	1.44211e+006					419.47	0.02	0.01	422.10
Elementary School	0					0.00	0.00	0.00	0.00
General Heavy Industry	1.75327e+007					5,099.74	0.23	0.09	5,131.70
General Light Industry	7.04326e+007					20,486.78	0.93	0.35	20,615.18
Government Office Building	0					0.00	0.00	0.00	0.00
High School	0					0.00	0.00	0.00	0.00
Junior High School	0					0.00	0.00	0.00	0.00
Office Park	0					0.00	0.00	0.00	0.00
Regional Shopping Center	6.45227e+007					18,767.76	0.85	0.32	18,885.39
Single Family Housing	2.66897e+007					7,763.26	0.35	0.13	7,811.91
Total						**54,086.47**	**2.45**	**0.93**	**54,425.45**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	110.35	1.42	115.72	0.06		0.00	5.52		0.00	5.52	551.28	3,307.19	3,858.47	1.84	0.08	3,920.66
Unmitigated	110.35	1.42	115.72	0.06		0.00	5.52		0.00	5.52	551.28	3,307.19	3,858.47	1.84	0.08	3,920.66
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	17.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	73.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	17.21	0.43	32.62	0.05		0.00	5.10		0.00	5.10	551.28	3,178.09	3,729.37	1.68	0.08	3,788.39
Landscaping	2.90	0.99	83.10	0.00		0.00	0.42		0.00	0.42	0.00	129.10	129.10	0.15	0.00	132.27
Total	**110.34**	**1.42**	**115.72**	**0.05**		**0.00**	**5.52**		**0.00**	**5.52**	**551.28**	**3,307.19**	**3,858.47**	**1.83**	**0.08**	**3,920.66**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	17.16					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	73.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	17.21	0.43	32.62	0.05		0.00	5.10		0.00	5.10	551.28	3,178.09	3,729.37	1.68	0.08	3,788.39
Landscaping	2.90	0.99	83.10	0.00		0.00	0.42		0.00	0.42	0.00	129.10	129.10	0.15	0.00	132.27
Total	**110.34**	**1.42**	**115.72**	**0.05**		**0.00**	**5.52**		**0.00**	**5.52**	**551.28**	**3,307.19**	**3,858.47**	**1.83**	**0.08**	**3,920.66**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					152,155.41	1,219.13	32.67	187,883.80
Unmitigated					152,155.41	1,219.13	32.67	187,883.80
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	77.5984 / 48.9208					452.86	2.39	0.07	523.64
City Park	0 / 0					0.00	0.00	0.00	0.00
Condo/Townhouse	19.025 / 11.994					111.03	0.59	0.02	128.38
Elementary School	0 / 0					0.00	0.00	0.00	0.00
General Heavy Industry	7787.45 / 0					29,581.73	239.04	6.40	36,585.93
General Light Industry	31283.9 / 0					118,836.45	960.28	25.71	146,973.90
Government Office Building	0 / 0					0.00	0.00	0.00	0.00
High School	0 / 0					0.00	0.00	0.00	0.00
Junior High School	0 / 0					0.00	0.00	0.00	0.00
Office Park	0 / 0					0.00	0.00	0.00	0.00
Regional Shopping Center	305.195 / 187.055					1,763.81	9.40	0.26	2,042.10
Single Family Housing	241.526 / 152.266					1,409.53	7.44	0.21	1,629.85
Total						**152,155.41**	**1,219.14**	**32.67**	**187,883.80**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	77.5984 / 48.9208					452.86	2.39	0.07	523.64
City Park	0 / 0					0.00	0.00	0.00	0.00
Condo/Townhouse	19.025 / 11.994					111.03	0.59	0.02	128.38
Elementary School	0 / 0					0.00	0.00	0.00	0.00
General Heavy Industry	7787.45 / 0					29,581.73	239.04	6.40	36,585.93
General Light Industry	31283.9 / 0					118,836.45	960.28	25.71	146,973.90
Government Office Building	0 / 0					0.00	0.00	0.00	0.00
High School	0 / 0					0.00	0.00	0.00	0.00
Junior High School	0 / 0					0.00	0.00	0.00	0.00
Office Park	0 / 0					0.00	0.00	0.00	0.00
Regional Shopping Center	305.195 / 187.055					1,763.81	9.40	0.26	2,042.10
Single Family Housing	241.526 / 152.266					1,409.53	7.44	0.21	1,629.85
Total						**152,155.41**	**1,219.14**	**32.67**	**187,883.80**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					79,017.53	4,669.80	0.00	177,083.37
Unmitigated					79,017.53	4,669.80	0.00	177,083.37
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	547.86					111.21	6.57	0.00	249.23
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	134.32					27.27	1.61	0.00	61.10
Elementary School	0					0.00	0.00	0.00	0.00
General Heavy Industry	9750.27					1,979.22	116.97	0.00	4,435.55
General Light Industry	370161					75,139.28	4,440.60	0.00	168,391.98
Government Office Building	0					0.00	0.00	0.00	0.00
High School	0					0.00	0.00	0.00	0.00
Junior High School	0					0.00	0.00	0.00	0.00
Office Park	0					0.00	0.00	0.00	0.00
Regional Shopping Center	4326.23					878.19	51.90	0.00	1,968.07
Single Family Housing	4346.82					882.37	52.15	0.00	1,977.44
Total						**79,017.54**	**4,669.80**	**0.00**	**177,083.37**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	547.86					111.21	6.57	0.00	249.23
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	134.32					27.27	1.61	0.00	61.10
Elementary School	0					0.00	0.00	0.00	0.00
General Heavy Industry	9750.27					1,979.22	116.97	0.00	4,435.55
General Light Industry	370161					75,139.28	4,440.60	0.00	168,391.98
Government Office Building	0					0.00	0.00	0.00	0.00
High School	0					0.00	0.00	0.00	0.00
Junior High School	0					0.00	0.00	0.00	0.00
Office Park	0					0.00	0.00	0.00	0.00
Regional Shopping Center	4326.23					878.19	51.90	0.00	1,968.07
Single Family Housing	4346.82					882.37	52.15	0.00	1,977.44
Total						**79,017.54**	**4,669.80**	**0.00**	**177,083.37**

9.0 Vegetation

Colton - Proposed GP - Remaining Capacity for All Parcels

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	0	1000sqft
Office Park	0	1000sqft
Elementary School	0	1000sqft
High School	0	1000sqft
Junior High School	0	1000sqft
General Heavy Industry	1583.8	1000sqft
General Light Industry	6362.477	1000sqft
City Park	0	Acre
Apartments Low Rise	1191	Dwelling Unit
Condo/Townhouse	292	Dwelling Unit
Single Family Housing	3707	Dwelling Unit
Regional Shopping Center	4120.224	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	32		

1.3 User Entered Comments

Project Characteristics -

Land Use - Actual Acreages

Construction Phase - No construction due to this reflecting existing conditions

Off-road Equipment - No construction due to this reflecting existing conditions

Energy Use - Using Historical data to reflect existing/less efficient land use

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,062.74	30.78	2,173.71	4.17		0.00	276.74		0.00	276.68	36,624.44	94,200.36		145.89	2.24	134,583.45
Energy	13.35	118.52	80.95	0.73		0.00	9.23		0.00	9.23		145,659.96		2.79	2.67	146,546.42
Mobile	1,891.82	5,078.05	18,488.95	26.52	2,838.98	186.85	3,025.82	99.00	186.85	285.85		2,669,051.41		142.74		2,672,049.00
Total	**2,967.91**	**5,227.35**	**20,743.61**	**31.42**	**2,838.98**	**186.85**	**3,311.79**	**99.00**	**186.85**	**571.76**	**36,624.44**	**2,908,911.73**		**291.42**	**4.91**	**2,953,178.87**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,062.74	30.78	2,173.71	4.17		0.00	276.74		0.00	276.68	36,624.44	94,200.36		145.89	2.24	134,583.45
Energy	13.35	118.52	80.95	0.73		0.00	9.23		0.00	9.23		145,659.96		2.79	2.67	146,546.42
Mobile	1,891.82	5,078.05	18,488.95	26.52	2,838.98	186.85	3,025.82	99.00	186.85	285.85		2,669,051.41		142.74		2,672,049.00
Total	**2,967.91**	**5,227.35**	**20,743.61**	**31.42**	**2,838.98**	**186.85**	**3,311.79**	**99.00**	**186.85**	**571.76**	**36,624.44**	**2,908,911.73**		**291.42**	**4.91**	**2,953,178.87**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,891.82	5,078.05	18,488.95	26.52	2,838.98	186.85	3,025.82	99.00	186.85	285.85		2,669,051.41		142.74		2,672,049.00
Unmitigated	1,891.82	5,078.05	18,488.95	26.52	2,838.98	186.85	3,025.82	99.00	186.85	285.85		2,669,051.41		142.74		2,672,049.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	7,848.69	8,527.56	7229.37	26,168,981	26,168,981
City Park	0.00	0.00	0.00		
Condo/Townhouse	1,924.28	2,090.72	1772.44	6,415,905	6,415,905
Elementary School	0.00	0.00	0.00		
General Heavy Industry	2,375.70	2,375.70	2375.70	8,015,631	8,015,631
General Light Industry	44,346.46	8,398.47	4326.48	113,008,673	113,008,673
Government Office Building	0.00	0.00	0.00		
High School	0.00	0.00	0.00		
Junior High School	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Regional Shopping Center	176,922.42	205,887.59	103994.45	447,422,308	447,422,308
Single Family Housing	35,475.99	37,366.56	32510.39	117,643,933	117,643,933
Total	268,893.54	264,646.60	152,208.84	718,675,429	718,675,429

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Low Rise	12.70	7.00	9.50	40.20	19.20	40.60
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Condo/Townhouse	12.70	7.00	9.50	40.20	19.20	40.60
Elementary School	8.90	13.30	7.40	65.00	30.00	5.00
General Heavy Industry	8.90	13.30	7.40	59.00	28.00	13.00
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00
Government Office Building	8.90	13.30	7.40	33.00	62.00	5.00
High School	8.90	13.30	7.40	77.80	17.20	5.00
Junior High School	8.90	13.30	7.40	72.80	22.20	5.00
Office Park	8.90	13.30	7.40	33.00	48.00	19.00
Regional Shopping Center	8.90	13.30	7.40	16.30	64.70	19.00
Single Family Housing	12.70	7.00	9.50	40.20	19.20	40.60

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	13.35	118.52	80.95	0.73		0.00	9.23		0.00	9.23		145,659.96		2.79	2.67	146,546.42
NaturalGas Unmitigated	13.35	118.52	80.95	0.73		0.00	9.23		0.00	9.23		145,659.96		2.79	2.67	146,546.42
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	54939.6	0.59	5.06	2.15	0.03		0.00	0.41		0.00	0.41		6,463.49		0.12	0.12	6,502.82
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	20660.7	0.22	1.90	0.81	0.01		0.00	0.15		0.00	0.15		2,430.67		0.05	0.04	2,445.46
Elementary School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
General Heavy Industry	144451	1.56	14.16	11.90	0.08		0.00	1.08		0.00	1.08		16,994.26		0.33	0.31	17,097.69
General Light Industry	580293	6.26	56.89	47.79	0.34		0.00	4.32		0.00	4.32		68,269.74		1.31	1.25	68,685.22
Government Office Building	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Junior High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Office Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Regional Shopping Center	26188.8	0.28	2.57	2.16	0.02		0.00	0.20		0.00	0.20		3,081.04		0.06	0.06	3,099.79
Single Family Housing	411577	4.44	37.93	16.14	0.24		0.00	3.07		0.00	3.07		48,420.77		0.93	0.89	48,715.45
Total		**13.35**	**118.51**	**80.95**	**0.72**		**0.00**	**9.23**		**0.00**	**9.23**		**145,659.97**		**2.80**	**2.67**	**146,546.43**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	54.9396	0.59	5.06	2.15	0.03		0.00	0.41		0.00	0.41		6,463.49		0.12	0.12	6,502.82
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	20.6607	0.22	1.90	0.81	0.01		0.00	0.15		0.00	0.15		2,430.67		0.05	0.04	2,445.46
Elementary School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
General Heavy Industry	144.451	1.56	14.16	11.90	0.08		0.00	1.08		0.00	1.08		16,994.26		0.33	0.31	17,097.69
General Light Industry	580.293	6.26	56.89	47.79	0.34		0.00	4.32		0.00	4.32		68,269.74		1.31	1.25	68,685.22
Government Office Building	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Junior High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Office Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Regional Shopping Center	26.1888	0.28	2.57	2.16	0.02		0.00	0.20		0.00	0.20		3,081.04		0.06	0.06	3,099.79
Single Family Housing	411.577	4.44	37.93	16.14	0.24		0.00	3.07		0.00	3.07		48,420.77		0.93	0.89	48,715.45
Total		**13.35**	**118.51**	**80.95**	**0.72**		**0.00**	**9.23**		**0.00**	**9.23**		**145,659.97**		**2.80**	**2.67**	**146,546.43**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,062.74	30.78	2,173.71	4.17		0.00	276.74		0.00	276.68	36,624.44	94,200.36		145.89	2.24	134,583.45
Unmitigated	1,062.74	30.78	2,173.71	4.17		0.00	276.74		0.00	276.68	36,624.44	94,200.36		145.89	2.24	134,583.45
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	94.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	400.40					0.00	0.00		0.00	0.00						0.00
Hearth	552.41	25.34	1,717.93	4.15		0.00	274.44		0.00	274.38	36,624.44	93,420.00		144.98	2.24	133,783.88
Landscaping	15.92	5.44	455.77	0.02		0.00	2.30		0.00	2.30		780.36		0.91		799.57
Total	**1,062.74**	**30.78**	**2,173.70**	**4.17**		**0.00**	**276.74**		**0.00**	**276.68**	**36,624.44**	**94,200.36**		**145.89**	**2.24**	**134,583.45**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	94.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	400.40					0.00	0.00		0.00	0.00						0.00
Hearth	552.41	25.34	1,717.93	4.15		0.00	274.44		0.00	274.38	36,624.44	93,420.00		144.98	2.24	133,783.88
Landscaping	15.92	5.44	455.77	0.02		0.00	2.30		0.00	2.30		780.36		0.91		799.57
Total	**1,062.74**	**30.78**	**2,173.70**	**4.17**		**0.00**	**276.74**		**0.00**	**276.68**	**36,624.44**	**94,200.36**		**145.89**	**2.24**	**134,583.45**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Colton - Proposed GP - Remaining Capacity for All Parcels

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	0	1000sqft
Office Park	0	1000sqft
Elementary School	0	1000sqft
High School	0	1000sqft
Junior High School	0	1000sqft
General Heavy Industry	1583.8	1000sqft
General Light Industry	6362.477	1000sqft
City Park	0	Acre
Apartments Low Rise	1191	Dwelling Unit
Condo/Townhouse	292	Dwelling Unit
Single Family Housing	3707	Dwelling Unit
Regional Shopping Center	4120.224	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	32		

1.3 User Entered Comments

Project Characteristics -

Land Use - Actual Acreages

Construction Phase - No construction due to this reflecting existing conditions

Off-road Equipment - No construction due to this reflecting existing conditions

Energy Use - Using Historical data to reflect existing/less efficient land use

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,062.74	30.78	2,173.71	4.17		0.00	276.74		0.00	276.68	36,624.44	94,200.36		145.89	2.24	134,583.45
Energy	13.35	118.52	80.95	0.73		0.00	9.23		0.00	9.23		145,659.96		2.79	2.67	146,546.42
Mobile	1,888.01	5,360.72	17,239.84	24.04	2,838.98	189.59	3,028.56	99.00	189.59	288.59		2,425,164.54		112.28		2,427,522.52
Total	**2,964.10**	**5,510.02**	**19,494.50**	**28.94**	**2,838.98**	**189.59**	**3,314.53**	**99.00**	**189.59**	**574.50**	**36,624.44**	**2,665,024.86**		**260.96**	**4.91**	**2,708,652.39**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,062.74	30.78	2,173.71	4.17		0.00	276.74		0.00	276.68	36,624.44	94,200.36		145.89	2.24	134,583.45
Energy	13.35	118.52	80.95	0.73		0.00	9.23		0.00	9.23		145,659.96		2.79	2.67	146,546.42
Mobile	1,888.01	5,360.72	17,239.84	24.04	2,838.98	189.59	3,028.56	99.00	189.59	288.59		2,425,164.54		112.28		2,427,522.52
Total	**2,964.10**	**5,510.02**	**19,494.50**	**28.94**	**2,838.98**	**189.59**	**3,314.53**	**99.00**	**189.59**	**574.50**	**36,624.44**	**2,665,024.86**		**260.96**	**4.91**	**2,708,652.39**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,888.01	5,360.72	17,239.84	24.04	2,838.98	189.59	3,028.56	99.00	189.59	288.59		2,425,164.54		112.28		2,427,522.52
Unmitigated	1,888.01	5,360.72	17,239.84	24.04	2,838.98	189.59	3,028.56	99.00	189.59	288.59		2,425,164.54		112.28		2,427,522.52
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	7,848.69	8,527.56	7229.37	26,168,981	26,168,981
City Park	0.00	0.00	0.00		
Condo/Townhouse	1,924.28	2,090.72	1772.44	6,415,905	6,415,905
Elementary School	0.00	0.00	0.00		
General Heavy Industry	2,375.70	2,375.70	2375.70	8,015,631	8,015,631
General Light Industry	44,346.46	8,398.47	4326.48	113,008,673	113,008,673
Government Office Building	0.00	0.00	0.00		
High School	0.00	0.00	0.00		
Junior High School	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Regional Shopping Center	176,922.42	205,887.59	103994.45	447,422,308	447,422,308
Single Family Housing	35,475.99	37,366.56	32510.39	117,643,933	117,643,933
Total	268,893.54	264,646.60	152,208.84	718,675,429	718,675,429

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Low Rise	12.70	7.00	9.50	40.20	19.20	40.60
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Condo/Townhouse	12.70	7.00	9.50	40.20	19.20	40.60
Elementary School	8.90	13.30	7.40	65.00	30.00	5.00
General Heavy Industry	8.90	13.30	7.40	59.00	28.00	13.00
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00
Government Office Building	8.90	13.30	7.40	33.00	62.00	5.00
High School	8.90	13.30	7.40	77.80	17.20	5.00
Junior High School	8.90	13.30	7.40	72.80	22.20	5.00
Office Park	8.90	13.30	7.40	33.00	48.00	19.00
Regional Shopping Center	8.90	13.30	7.40	16.30	64.70	19.00
Single Family Housing	12.70	7.00	9.50	40.20	19.20	40.60

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	13.35	118.52	80.95	0.73		0.00	9.23		0.00	9.23		145,659.96		2.79	2.67	146,546.42
NaturalGas Unmitigated	13.35	118.52	80.95	0.73		0.00	9.23		0.00	9.23		145,659.96		2.79	2.67	146,546.42
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day											lb/day				
Apartments Low Rise	54939.6	0.59	5.06	2.15	0.03		0.00	0.41		0.00	0.41		6,463.49		0.12	0.12	6,502.82
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	20660.7	0.22	1.90	0.81	0.01		0.00	0.15		0.00	0.15		2,430.67		0.05	0.04	2,445.46
Elementary School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
General Heavy Industry	144451	1.56	14.16	11.90	0.08		0.00	1.08		0.00	1.08		16,994.26		0.33	0.31	17,097.69
General Light Industry	580293	6.26	56.89	47.79	0.34		0.00	4.32		0.00	4.32		68,269.74		1.31	1.25	68,685.22
Government Office Building	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Junior High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Office Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Regional Shopping Center	26188.8	0.28	2.57	2.16	0.02		0.00	0.20		0.00	0.20		3,081.04		0.06	0.06	3,099.79
Single Family Housing	411577	4.44	37.93	16.14	0.24		0.00	3.07		0.00	3.07		48,420.77		0.93	0.89	48,715.45
Total		**13.35**	**118.51**	**80.95**	**0.72**		**0.00**	**9.23**		**0.00**	**9.23**		**145,659.97**		**2.80**	**2.67**	**146,546.43**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day											lb/day				
Apartments Low Rise	54.9396	0.59	5.06	2.15	0.03		0.00	0.41		0.00	0.41		6,463.49		0.12	0.12	6,502.82
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	20.6607	0.22	1.90	0.81	0.01		0.00	0.15		0.00	0.15		2,430.67		0.05	0.04	2,445.46
Elementary School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
General Heavy Industry	144.451	1.56	14.16	11.90	0.08		0.00	1.08		0.00	1.08		16,994.26		0.33	0.31	17,097.69
General Light Industry	580.293	6.26	56.89	47.79	0.34		0.00	4.32		0.00	4.32		68,269.74		1.31	1.25	68,685.22
Government Office Building	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Junior High School	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Office Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Regional Shopping Center	26.1888	0.28	2.57	2.16	0.02		0.00	0.20		0.00	0.20		3,081.04		0.06	0.06	3,099.79
Single Family Housing	411.577	4.44	37.93	16.14	0.24		0.00	3.07		0.00	3.07		48,420.77		0.93	0.89	48,715.45
Total		**13.35**	**118.51**	**80.95**	**0.72**		**0.00**	**9.23**		**0.00**	**9.23**		**145,659.97**		**2.80**	**2.67**	**146,546.43**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,062.74	30.78	2,173.71	4.17		0.00	276.74		0.00	276.68	36,624.44	94,200.36		145.89	2.24	134,583.45
Unmitigated	1,062.74	30.78	2,173.71	4.17		0.00	276.74		0.00	276.68	36,624.44	94,200.36		145.89	2.24	134,583.45
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	94.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	400.40					0.00	0.00		0.00	0.00						0.00
Hearth	552.41	25.34	1,717.93	4.15		0.00	274.44		0.00	274.38	36,624.44	93,420.00		144.98	2.24	133,783.88
Landscaping	15.92	5.44	455.77	0.02		0.00	2.30		0.00	2.30		780.36		0.91		799.57
Total	**1,062.74**	**30.78**	**2,173.70**	**4.17**		**0.00**	**276.74**		**0.00**	**276.68**	**36,624.44**	**94,200.36**		**145.89**	**2.24**	**134,583.45**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	94.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	400.40					0.00	0.00		0.00	0.00						0.00
Hearth	552.41	25.34	1,717.93	4.15		0.00	274.44		0.00	274.38	36,624.44	93,420.00		144.98	2.24	133,783.88
Landscaping	15.92	5.44	455.77	0.02		0.00	2.30		0.00	2.30		780.36		0.91		799.57
Total	**1,062.74**	**30.78**	**2,173.70**	**4.17**		**0.00**	**276.74**		**0.00**	**276.68**	**36,624.44**	**94,200.36**		**145.89**	**2.24**	**134,583.45**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

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KUNZMAN ASSOCIATES, INC.

GENERAL PLAN UPDATE: HOUSING, LAND USE, AND CIRCULATION ELEMENTS NOISE TECHNICAL REPORT

November 21, 2012

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

KUNZMAN ASSOCIATES, INC.

GENERAL PLAN UPDATE: HOUSING, LAND USE, AND CIRCULATION ELEMENTS NOISE TECHNICAL REPORT

November 21, 2012

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Executive Summary

This technical report provides an assessment of the impacts associated with noise that may be expected from the implementation of the proposed changes to the Housing, Land Use and Circulation Elements of the City of Colton General Plan (Proposed Project). It contains background information on noise regulations and standards, describes existing conditions, and examines potential impacts that may occur as a result of future development associated with the Proposed Project.

Sources of noise in the City include transportation noise sources (roadways and railroads), non-transportation noise sources (public, industrial and commercial land uses), temporary noise sources (construction and special events), and nuisance noise sources (barking dogs, un-maintained air conditioning units, loud music, power tools, etc.). A community noise survey was conducted in May 2012 to assess the general noise environment within the City and to take representative land use measurements. Distances to noise contours for the proposed comprehensive roadway network were calculated to estimate the extent of noise exposure from traffic-generated noise. To determine the significance of potential impacts, the estimated noise levels that may be expected from implementation of the Proposed Project are compared to applicable guidelines contained in the proposed City of Colton General Plan Noise Element and Municipal Code as well as other applicable state and federal standards.

The Proposed Project would result in potential impacts associated with transportation noise, non-transportation noise, temporary, and nuisance noise from the sources listed above. Noise impacts will be minimized with implementation of the existing regulations and the recommended measures presented in Section VIII.

I. Purpose and Objectives of Study

This study provides an assessment of the potential noise impacts associated with the implementation of the proposed updates to the Housing, Land Use and Circulation Elements of the City of Colton General Plan. The objectives of this study are to:

- describe the project and project location,
- define commonly used noise terminology,
- describe noise sensitive land uses and health effects,
- present applicable noise regulations and standards,
- discuss noise modeling methodology and procedures,
- document existing noise sources and noise levels,
- estimate future noise levels associated with implementation of the Proposed Project,
- analyze noise from existing land uses which may impact proposed noise-sensitive land uses,
- analyze noise from proposed land uses which may impact existing noise-sensitive land uses,
- analyze noise impacts from the Proposed Project road segments, and
- recommend measures to reduce impacts.

II. Project Location and Description

A. Project Location

The City of Colton is located within San Bernardino County and approximately 58 miles east of Los Angeles. The project location is illustrated on Figure 1 and consists of 18 square miles. Land uses within the City include residential, commercial, industrial, governmental, open space, and undeveloped land. Although much of the City is urbanized, some areas of natural terrain remain. The City's sphere of influence encompasses unincorporated properties in portions of Reche Canyon, an aggregate mine and associated industries south of the I-10 Freeway, and a residential neighborhood just north of the I-10 Freeway, between Hermosa Boulevard and Valencia Drive.

B. Project Description

The City of Colton is in the process of updating the Housing, Land Use, and Circulation Elements of its General Plan. Following is a brief overview of what each element discusses.

1. Housing Element

The primary purpose of the Housing Element is to identify ways in which the housing needs of existing and future City of Colton residents can be met. By law, the Housing Element must contain these following major components:

- An analysis of the City's demographic and housing characteristics and trends,
- A review of potential market, governmental, and environmental constraints to meeting the City's identified housing needs,
- An evaluation of land, administrative, and financial resources available to address the housing goals,
- A review of past accomplishments under the previous Housing Element, and
- A housing plan to address the identified the identified housing needs, including housing goals, policies, and programs.

The City has identified several vacant and underutilized parcels that could be used to increase the existing housing supply (see Figure 2). This study assesses the Project's potential to result in noise related land use compatibility impacts that may be associated with the re-designation of vacant and under-utilized parcels within the City to residential land uses.

2. Land Use Element

The Land Use Element describes the land use policies and designations that guide the physical development of the City. The update of the Land Use Element includes a revised Land Use Plan that proposes changes to land use designations in several areas (see Figure 3). This study assess the Project's potential to result in noise related land

use compatibility impacts that may be associated with the re-designation of land uses in general.

3. Circulation Element

The Circulation Element describes the transportation system within the City and provides guidance for achieving mobility within and through the City. This element includes all forms of transportation within the City, including streets, railroads, and bikeways. As shown on Figure 4, the proposed Circulation Element Update will include the addition or extension of several roadways. This study assesses the potential noise impacts associated with these roadways.

Figure 1
Project Location

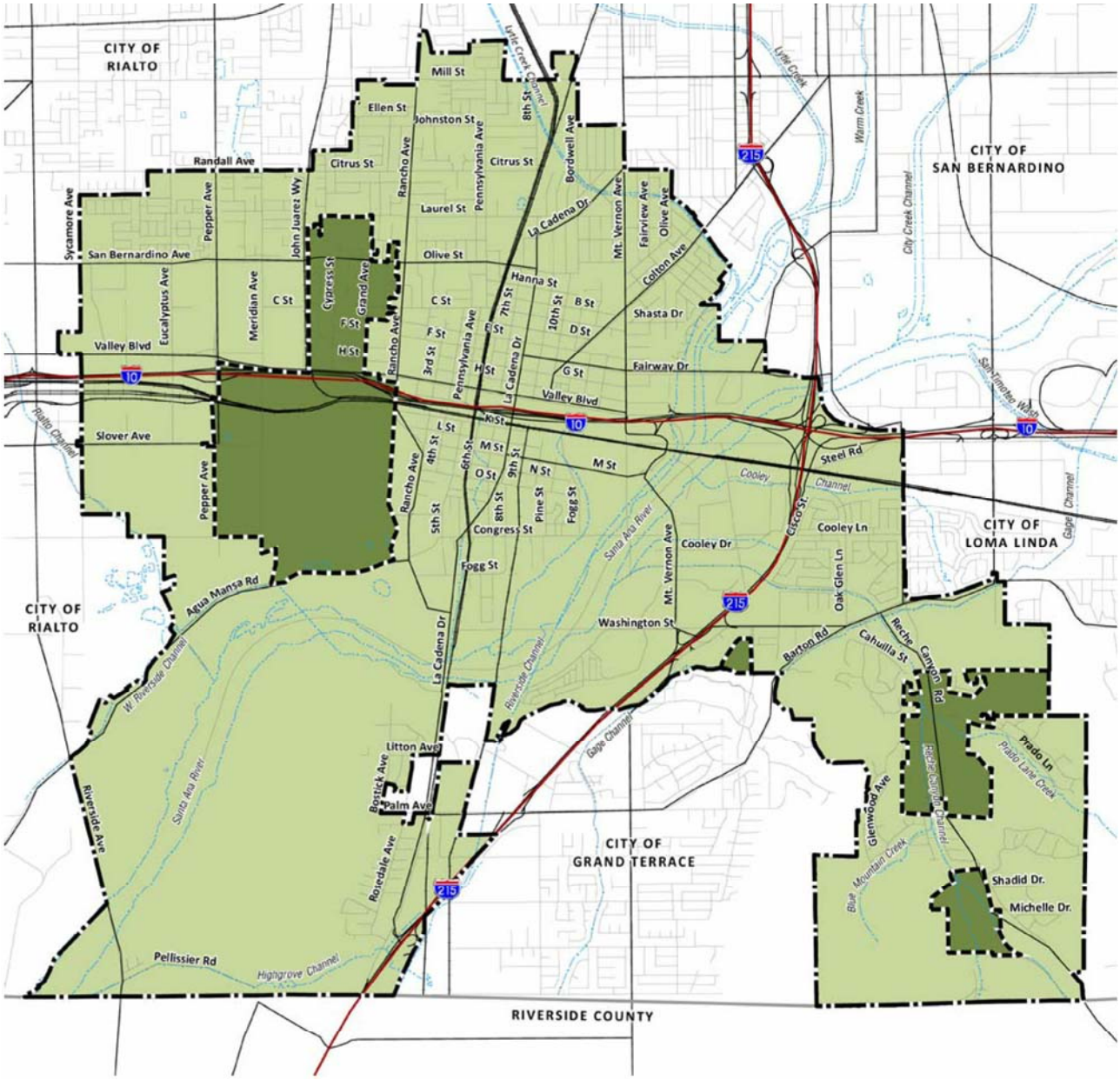

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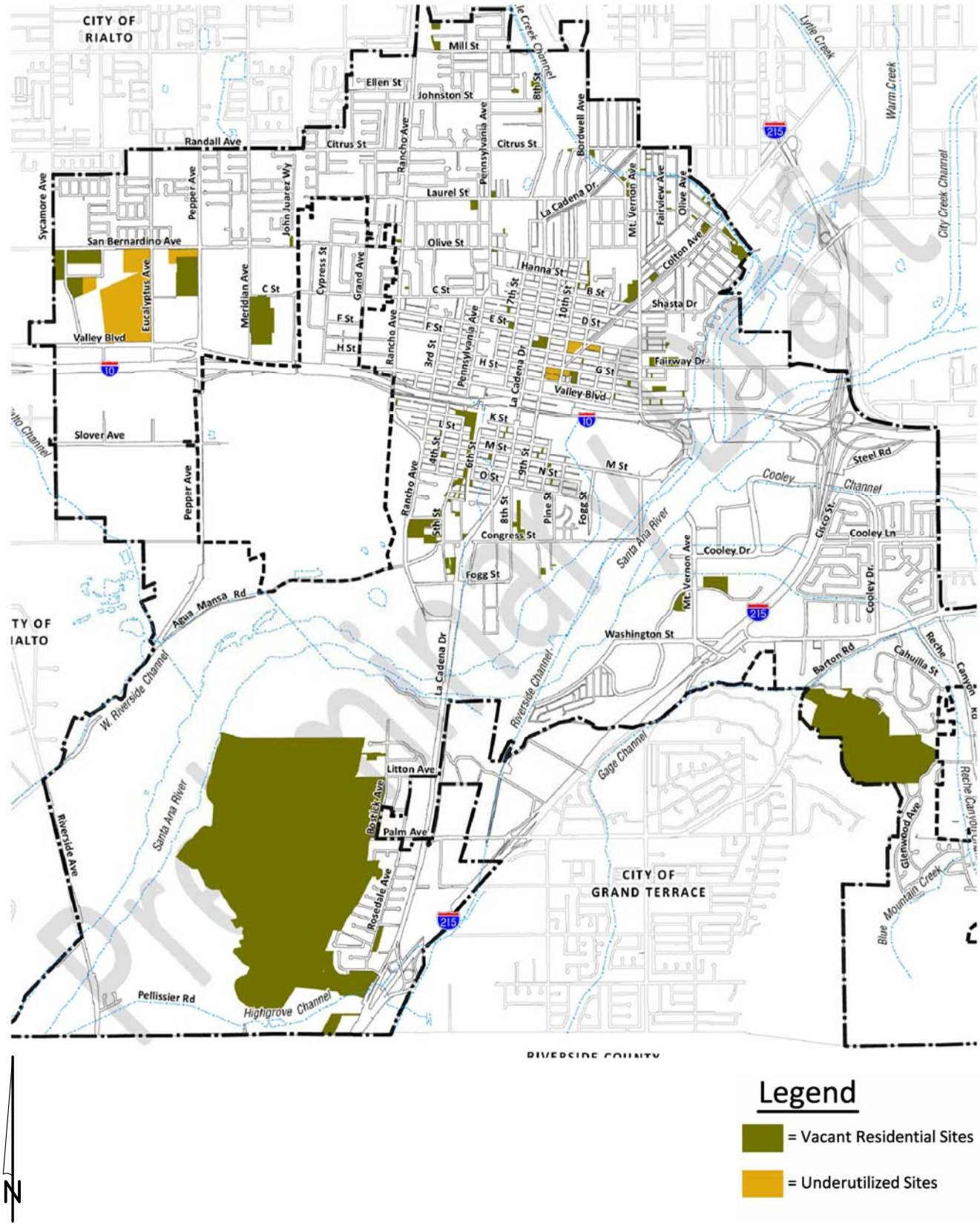
Figure 2
Vacant and Underutilized Housing Parcels



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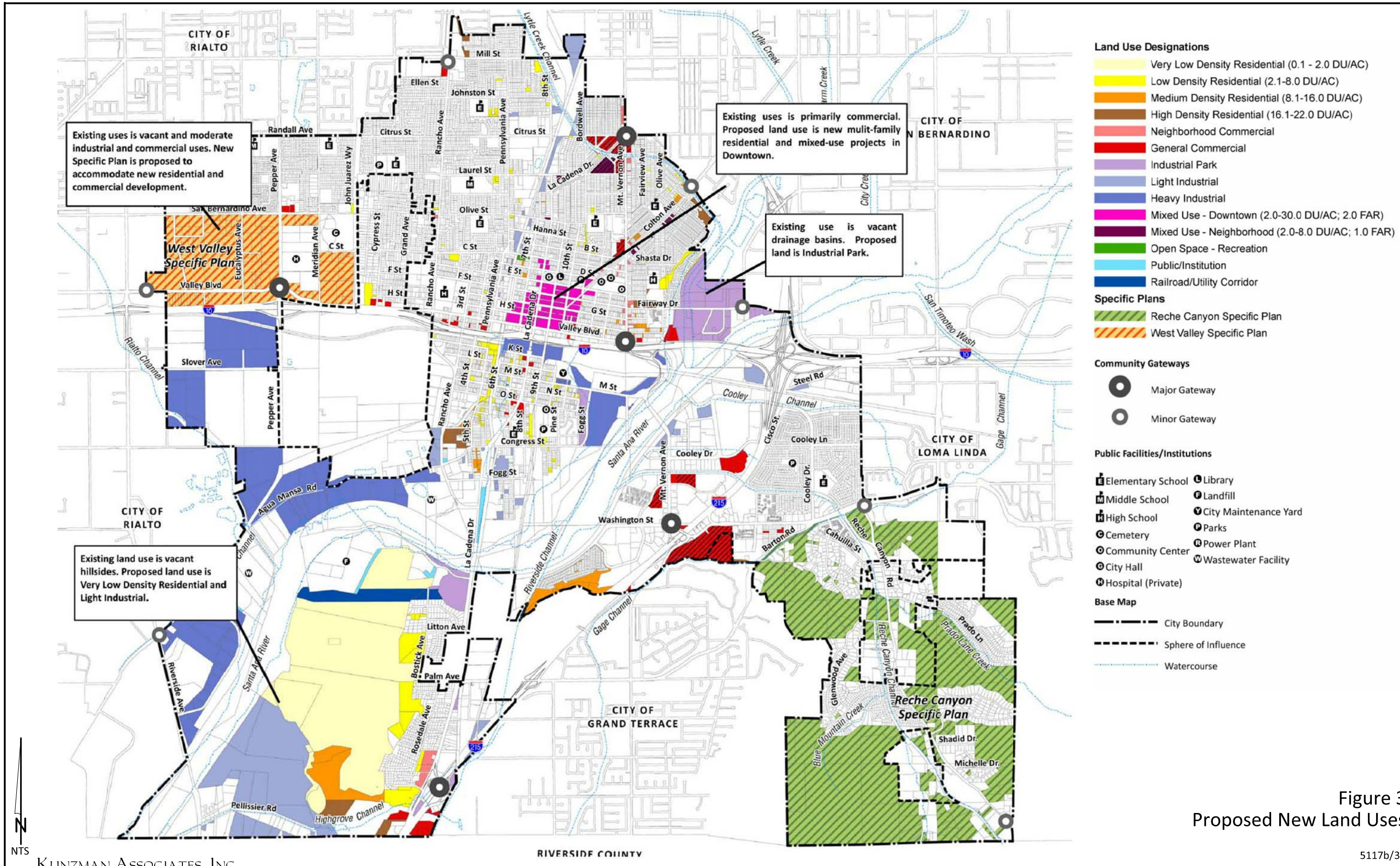

Figure 3
Proposed New Land Uses

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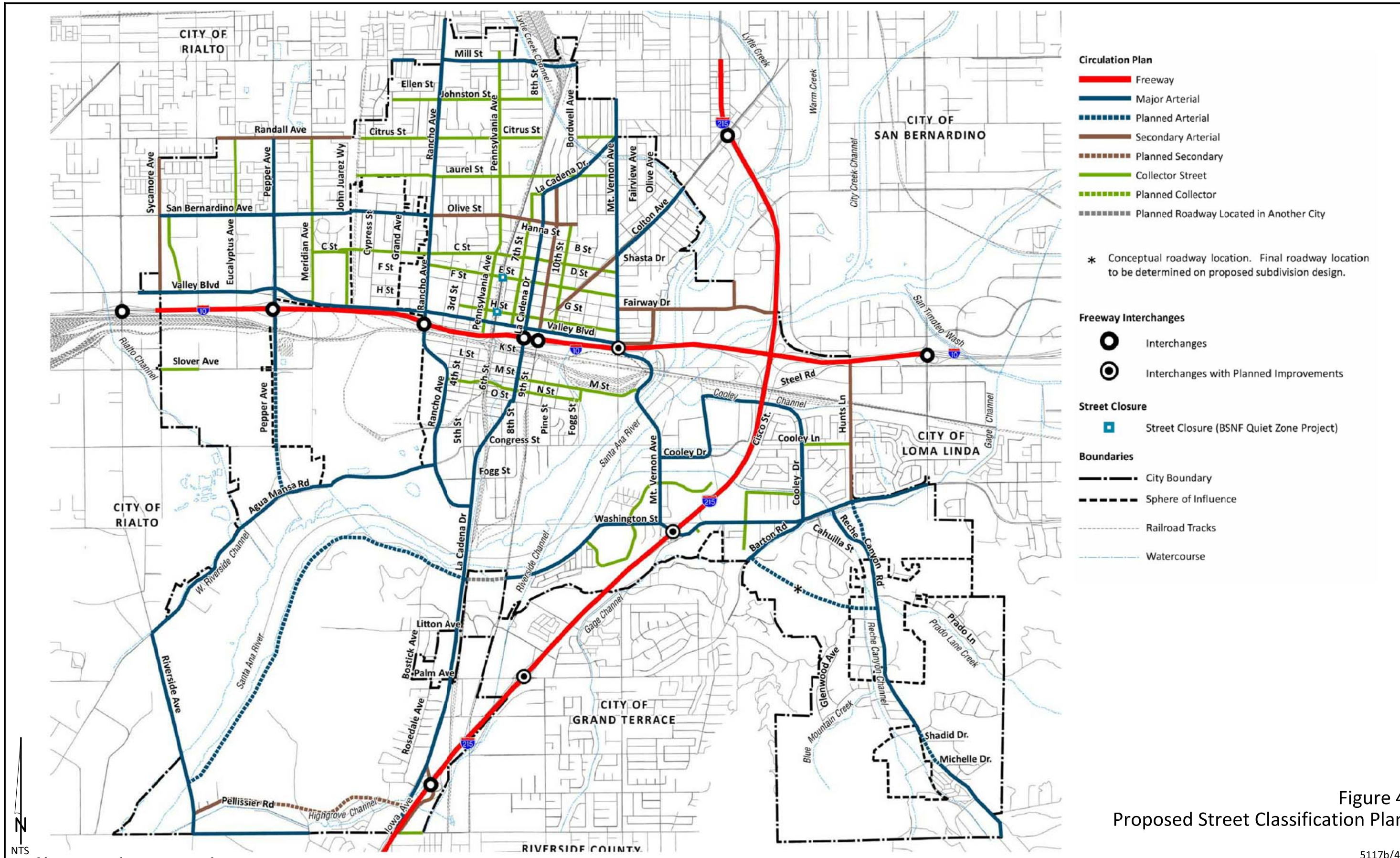

Figure 4
Proposed Street Classification Plan

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III. Definition of Terms

Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in extreme circumstances, hearing impairment.

Commonly used noise terms are presented in Table 1. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dBA or dBA.

Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease. Figure 5 shows the relationship of various noise levels to commonly experienced noise events.

One of the most common descriptors, the L_{eq}, is a time-averaged sound level that expresses the time-varying sound level for a specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period. The Ln value is the level just exceeded for a set percentage of a noise measurement period. For example, the L_{10} value is the level exceeded for 10% of a noise measurement period and L_{50} is the noise level exceeded for 50% of the measurement duration.

Other noise level descriptors include the Community Equivalent Noise Level (CNEL) and the Day-Night Level (L_{dn}). CNEL is a 24-hour weighted average measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. The L_{dn} is a very similar 24-hour average measure that weights only the nighttime hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects.

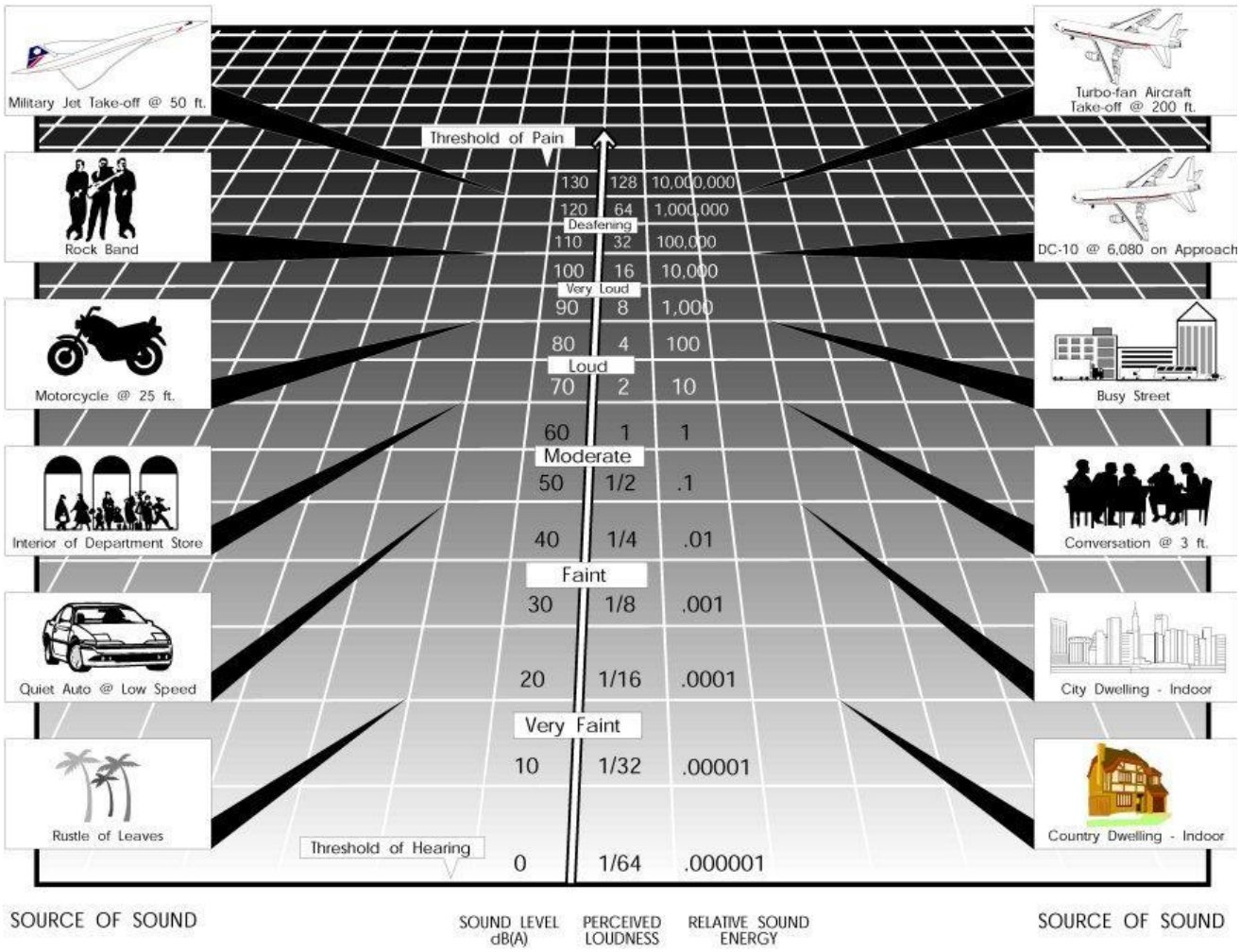
Table 1

Definitions of Acoustical Terms[1]

Term	Definition
Decibel, dB	A logarithmic unit of noise level measurement that relates the energy of a noise source to that of a constant reference level; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hertz	In a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., the number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear.
Root Mean Square (RMS)	A measure of the magnitude of a varying noise source quantity. The name derives from the calculation of the square root of the mean of the squares of the values. It can be calculated from either a series of lone values or a continuous varying function.
Fast/Slow Meter Response	The fast and slow meter responses are different settings on a sound level meter. The fast response setting takes a measurement every 100 milliseconds, while a slow setting takes one every second.
L_{02}, L_{08}, L_{50}, L_{90}	The A-weighted noise levels that are equaled or exceeded by a fluctuating sound level, 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period, respectively.
Equivalent Continuous Noise Level, L_{eq}	A level of steady state sound that in a stated time period, and a stated location, has the same A-weighted sound energy as the time-varying sound.
L_{max}, L_{min}	L_{max} is the RMS (root mean squared) maximum level of a noise source or environment measured on a sound level meter, during a designated time interval, using fast meter response. L_{min} is the minimum level.
Ambient Noise Level	The all-encompassing noise environment associated with a given environment, at a specified time, usually a composite of sound from many sources, at many directions, near and far, in which usually no particular sound is dominant.
Offensive/ Offending/ Intrusive Noise	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of sound depends on its amplitude, duration, frequency, and time of occurrence, and tonal information content as well as the prevailing ambient noise level.

[1] Adapted from: Cyril M. Harris; Handbook of Acoustical Measurement and Noise Control, 1991.

Figure 5
Common Noise Sources and Noise Levels



Source: County of Riverside General Plan Noise Element

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IV. Noise Sensitive Land Uses and Health Effects Related to Noise

A. Noise Sensitive Land Uses

Noise sensitive land uses include areas where an excessive amount of noise would interfere with normal activities. Primarily, noise sensitive land uses include residential uses, public and private educational facilities, hospitals, convalescent homes, hotels/motels, daycare facilities, and passive recreational parks. Sleep disturbance is the most critical concern for a noise sensitive land use on a 24-hour basis or longer compared to activities that are occupied only a portion of a day.

B. Health Effects Related to Noise

Noise has a significant effect on the quality of life. An individual's reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is perceivable, while 1 to 2 dBA changes generally are not perceived. Although the reaction to noise may vary, it is clear that noise is a significant component of the environment, and excessively noisy conditions can affect an individual's health and well-being. The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on a community can be organized into six broad categories: sleep disturbance; permanent hearing loss; human performance and behavior; social interaction of communication; extra-auditory health effects; and general annoyance.

V. Noise Regulations and Standards

Standards that are applicable to the Proposed Project include those set forth by the Federal Transit Authority, the Federal Railroad Administration, the Federal Aviation Administration, the State of California Department of Health Services' Noise/Land Use Compatibility Criteria, Title 24 of the State of California Code of Regulations, and the City of Colton General Plan Noise Element and Municipal Code (Sections 10.20.020, 10.20.030, 18.42.010, and 18.42.040). A summary of the pertinent portions of each of these is presented below.

A. Federal

1. Federal Transit Authority Standards (FTA)/Federal Transit Administration (FTA)

Rail noise impacts are based on the criteria and analytical methodologies provided in the FRA and FTA guidance manuals (FRA 2005 & FTA 2006). The noise impact criteria in the two manuals are identical as they are applied to freight rail projects. Although neither guidance manual is specifically oriented to freight rail projects, FRA/FTA criteria are based on the best available research on community response to noise and have been used to assess potential impacts from a number of freight rail projects.

Table 2 lists the three land-use categories that the FRA/FTA noise impact criteria use along with the applicable noise metric for each category. Category 1 includes land uses such as outdoor amphitheaters, historic landmarks with significant outdoor use, recording studios, and concert pavilions/halls. Category 2 includes homes, hospitals, and hotels, where a nighttime sensitivity to noise is assumed to be of utmost importance. Category 3 includes schools, libraries, and churches. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities can also be considered to be in this category.

For Category 2 land uses, noise exposure is characterized using L_{dn}, while for Category 1 and Category 3 land uses, noise exposure is characterized using the maximum one-hour L_{eq}. The core concept of the FRA/FTA noise impact criteria is to allow more project noise in areas where existing noise is higher, but to reduce the decibel increase in total noise exposure (the decibel sum of existing noise and project noise).

The FRA and FTA define two levels of noise impacts: moderate and severe. In accordance with the FRA and FTA guidance manuals, measures to eliminate noise impacts must be investigated for both degrees of impact. The FRA manual states that for severe impacts "…there is a presumption by FRA that mitigation is incorporated into the project unless there are truly extenuating circumstances which prevent it." In considering measures to reduce potential noise impacts, the goal has been to reduce noise levels to below the moderate impact threshold.

FRA and FTA allow more discretion for mitigation of moderate impacts based on the consideration of factors including cost, number of sensitive receptors affected, community views, the amount by which the predicted levels exceed the impact

threshold, and the sensitivity of the affected receptors. The FRA/FTA noise impact criteria are given in tabular format in Table 3 with the thresholds rounded off to the nearest decibel.

2. Federal Aviation Administration (FAA) Standards

Enforced by the Federal Aviation Administration, Title 14, Part 150 prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes a 65 dBA CNEL as the noise standard associated with aircraft noise.

B. State of California

1. California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) requires lead agencies to consider noise impacts. Under CEQA, lead agencies are directed to assess conformance to locally established noise standards or other agencies' noise standards; measure and identify the potentially significant exposure of people to or generation of excessive noise levels; measure and identify potentially significant permanent or temporary increases in ambient noise levels; and measure and identify potentially significant impacts associated with air traffic.

2. California Noise Control Act of 1973

Sections 46000 – 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

3. California Noise Insulation Standards (CCR Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street,

thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of 45 dBA or below [California's Title 24 Noise Standards, Chap. 2-35].

4. State of California Department of Health Services

The California Department of Health Services establishes noise criteria for various land uses, Noise/Land Use Compatibility Criteria. The City of Colton has incorporated a modified version of the state standards in the General Plan Noise Element (see Table 4).

C. Local

1. City of Colton General Plan Noise Element

The City of Colton Noise Element sets forth Principles and Standards as guidelines for future land development and policies for existing development, as follows:

Principles:

(1) Establish criteria defining compatible land uses as a function of the level of noise exposure.

(2) Control noise exposure from future noise generators so the ambient environment will be kept within acceptable limits.

(3) Establish acceptable noise standards consistent with health and quality of life goals.

Standards:

(1) Residential structures should be constructed to maintain interior noise levels of not greater than 45 dBA, through the use of sound barrier improvements, building design, construction materials and/or insulating techniques.

(2) Residential growth in Community Noise Exposure Areas greater than 70 dBA should be discouraged, unless on-site noise levels can be reduced to 60 dBA or lower via on- and off-site noise alleviating improvements.

(3) Exterior noise levels should not exceed 65 dBA during the day or 55 dBA at night for commercial land uses, including general business and general merchandising.

(4) Exterior noise levels should not exceed 60 dBA at any time for such areas important to public need, and where the preservation of serenity and quietness is essential if the area is to continue to serve its intended purpose. Such areas could include parks, open spaces, amphitheaters, and other areas dedicated for activities requiring special qualities of serenity.

The project is subject to the land use compatibility for community noise environments standards set forth in the City of Colton General Plan Noise Element. These standards set outdoor noise levels that are acceptable, conditionally acceptable and unacceptable, for a variety of land uses (see Table 4). The standards present ranges of compatibility which are intended to allow for enough flexibility to accommodate a range of projects and environments. For example, a commercial project would be evaluated differently than a residential project in a rural area or a mixed-use project in a more densely developed area of the City.

2. City of Colton Municipal Code

The following sections of the City of Colton Municipal Code are applicable to the Proposed Project:

10.20.030 – Whistles and horns—Sounding within the city prohibited—Exceptions: It is unlawful for any person, firm or corporation to sound or blow any whistle, horn or other sounding device or cause to sound or cause to blow any whistle, horn or other sounding device upon any railroad locomotive or railroad engine within the city limits of the city unless the same is absolutely necessary at the time as a danger signal to avoid an impending accident or other imminent danger.

10.20.020 – Speed limit in city: It is unlawful for any locomotive, engine, railway train or car to be driven or propelled by steam at a greater rate of speed than ten miles per hour in the city. However, these limits are not applicable to freight train operations because the Federal Railroad Administration is the only government body with the authority to regulate freight rail systems.

18.42.010 – Purpose: The purpose of this chapter is to protect properties in all residential zones and the health and safety of persons from environmental nuisances and hazards and to provide a pleasing environment in keeping with the nature of the residential character. The performance standards set maximum tolerability limits on adverse environmental effects created by any use or development of land.

18.42.010A – Prohibition: Notwithstanding any other provisions of this code and in addition thereto, it shall be unlawful and is hereby declared a public nuisance for any person or entity to willfully make, suffer, permit, continue, or cause to be made or continued, any loud, unnecessary, and unusual noise or any disturbance, commotion, gathering or event, which disturbs or tends to disturb the peace or quiet of any neighborhood or which causes or tends to cause discomfort or annoyance to any reasonable person of normal sensitivity within the area.

18.42.010B – Standards: The standards which may be considered in determining whether violation of the provisions of this section exists may include, but not be limited to, the following:

Noise:

a. The level of the noise;
b. Whether the nature of the noise is usual or unusual;
c. Whether the origin of the noise is natural or unnatural;
d. The level and intensity of the background noise, if any;
e. The proximity of the noise to residential sleeping facilities;
f. The nature and zoning of the area within which the noise emanates;
g. The density of the inhabitation of the area within which the noise emanates;
h. The time of the day and night the noise occurs;
i. The duration of the noise;
j. Whether the noise is recurrent, intermittent, or constant; or
k. Whether the noise is produced by a commercial or noncommercial activity.

Section 18.42.040 – Noise: The maximum sound level radiated by any use of facility, when measured at the boundary line of the property on which the sound is generated, shall not be obnoxious by reason of its intensity, pitch or dynamic characteristics as determined by the city, and shall not exceed 65 dBA.

Table 2

FRA/FTA Land Use Categories and Noise Metrics[1,2]

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor $L_{eq}(h)$[1]	A tract of land where quiet is an essential element of their intended purpose. This category includes lands set aside for serenity and quiet and such land uses as outdoor amphitheaters and concert pavilions, as well as national historic landmarks with significant outdoor use. Also included are recording studios and concert halls.
2	Outdoor L_{dn}	Residences and buildings in which people sleep. This category includes homes, hospitals, and hotels, where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor $L_{eq}(h)$[1]	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, and churches, where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities can also be considered to be in this category. Certain historical sites and parks are also included.

Table 3

FRA/FTA Noise Impact Thresholds[1]

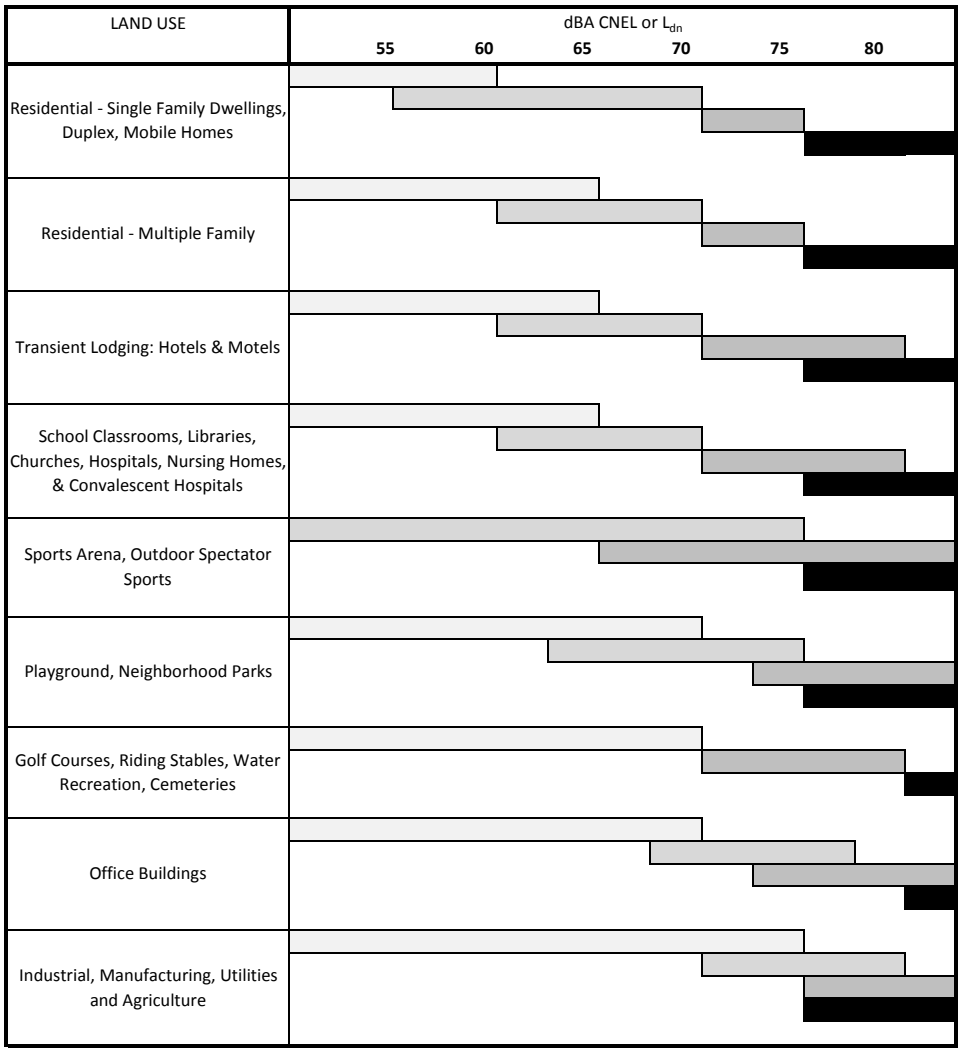
Existing Noise Exposure Exposure, Leq or Ldn	Project Noise Exposure Impact Thresholds, Leq or Ldn (dBA)			
	Category 1 or 2 Land Uses		Category 3 Land Uses	
	Moderate Impact	Severe Impact	Moderate Impact	Severe Impact
<43	Ambient+10	Ambient+15	Ambient+15	Ambient+20
43	52	58	57	63
44	52	58	57	63
45	52	58	57	63
46	53	59	58	64
47	53	59	58	64
48	53	59	58	64
49	54	59	59	64
50	54	59	59	64
51	54	60	59	65
52	55	60	60	65
53	54	60	60	65
54	55	61	60	66
55	56	61	61	66
56	56	62	61	67
57	57	62	62	67
58	57	62	62	67
59	58	63	63	68
60	58	63	63	68
61	59	64	64	69
62	59	64	64	69
63	60	65	65	70
64	61	65	66	70
65	61	66	66	71
66	62	67	67	72
67	63	67	68	72
68	63	68	68	73
69	64	69	69	74
70	65	69	70	74
71	65	70	71	75
72	66	71	71	76
73	66	71	71	76
74	66	72	71	77
75	66	73	71	78
76	66	74	71	79
77	66	74	71	79
>77	66	75	71	80

[1] FRA Guidance Manual, Oct 2005.

Note: Ldn is used for land uses where nighttime sensitivity is a factor; maximum one hour Leq is used for land use involving only daytime activities

Table 4

Land Use Compatibility for Community Noise Environments[1]



Normally Acceptable: Specified land uses is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation or requirements.	**Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.	**Normally Unacceptable:** New construction and development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.	**Clearly Unacceptable:** New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

[1] Source: City of Colton General Plan Table 5-1, 1987.

VI. Environmental Setting and Existing Conditions

The City of Colton is characterized as a predominantly urban environment. The primary noise source within the planning area is vehicular traffic on the local arterial system, highways, and freeways that surround the City. Other sources of noise include significant passenger and freight rail operations along the two major lines that traverse the City, aircraft overflights largely associated with the San Bernardino International Airport, light industrial facilities, and retail centers, as well as schools and parks. The following is a summary of existing noise environments categorized by noise source.

A. Existing Noise Sources

1. Roadways

Traffic noise, including automobiles, trucks, and other motor vehicles, is the most pervasive source of noise in the City of Colton. There are several key factors associated with roadway or traffic noise, including: traffic volumes; the speed of the traffic; the type or "mix" of vehicles using a particular roadway; and pavement conditions. The roadway network in the City consists of the I-10 and I-215 Freeways, regional arterials, local public roads, and private roads.

2. Railroads

Two major intercontinental freight railroad lines and operators utilize multiple rail corridors within the City: the Union Pacific Rail Road (UPRR) and Burlington Northern Santa Fe (BNSF). Both railroads have large transfer yards within or close to the City, and both have the same primary destinations of the Los Angeles metro area, port facilities of Los Angeles and Long Beach, and inland ports in the Cajon Pass, high desert (Victor Valley), and low desert (Coachella Valley). Also, both railroads have small rail spur lines that serve local industrial businesses.

The UPRR has a major east-west track along the south side of the I-10 Freeway and north/south lines located east of Meridian Avenue within the City. The tracks that parallel along the I-10 Freeway include a major transfer yard referred to as the West Colton yard.

BNSF operates lines that run in north-south through the City, along a corridor between Pennsylvania Avenue and 6th Street. A BNSF transfer yard partially lies within the City near 8th Street and Mill Street.

Metrolink service is also provided on the railroad tracks, with the nearest stations in the City of Riverside to the south and the City of San Bernardino to the north. The only arterial roadways crossings of these railroads are at Main Street and Barton Road. The Barton Road crossings currently are grade separated. The Main Street crossing is at grade, which results in roadway traffic delays when trains are utilizing the railroad tracks. The Project includes a proposal for a Metrolink station in the City to be located south of the I-10 Freeway in the vicinity of South Rancho Avenue.

The City of Colton is the site of Colton Crossing, one of the busiest at-grade railroad crossings in the United States. The main transcontinental trunk lines of UPRR and BNSF cross at this point. As traffic on each line has soared since the mid-1990s, fueled largely by the vast increase in imports passing through the ports of Los Angeles and Long Beach, the primitive crossing has become a serious bottleneck.

The San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Caltrans), with input from the Federal Rail Administration (FRA), BNSF, UPRR, and the City of Colton, are currently pursuing a project to provide a grade separation at the UPRR and BNSF mainline tracks that currently intersect at the Colton Crossing. The project includes grade separation of the mainline tracks and would require the modification, relocation, and/or construction of retaining structures, bridges, new embankments, tracks, rail devices, and/or other features. The Colton Crossing project will improve train efficiency for both UPRR and BNSF within this area, and also reduce vehicular traffic delays at street crossings caused by slow-moving or stopped trains.

The primary noise sources observed during the Colton Crossing Study north of the I-10 Freeway included: 1) BNSF and Metrolink train pass-bys, including wheel-rail noise and locomotive engine noise, 2) train horns near the BNSF grade crossings, 3) warning bells at the grade crossings, and 4) traffic on the I-10 Freeway and local arterials. The primary noise sources south of the I-10 Freeway included: 1) Union Pacific, BNSF and Metrolink train pass-bys, including wheel-rail noise and locomotive engine noise, 2) train horn noise near the Colton Crossing diamond, 3) wheel impacts at the Colton Crossing diamond and other special trackwork, and 4) traffic on the I-10 Freeway and local arterials.

The City is currently pursuing several projects that will result in a reduction of rail noise including the establishment of a Quiet Zone between Valley Boulevard and Olive Street, construction of the Colton Crossing grade separation project, construction of the Laurel Street grade separation, and the realignment of the 9th Street Rail Line. The Quiet Zone and the grade separation projects would eliminate most BNSF horn noise north of I-10, which would substantially reduce noise levels at the sensitive receivers north of I-10. There also would be a small noise reduction south of I-10 because northbound BNSF trains would no longer be required to sound the horn prior to the Valley Boulevard grade crossing. The Realignment of the 9th Street Rail Line would reduce train noise and vibration at receivers located on 9th Street by removing the existing rail lines and railroad signage on 9th Street.

Each of the observed noise sources are discussed below:

- Train horns: Federal Railroad Administration requirements are that unless a special quiet zone has been established, horns on the lead locomotive must be sounded starting 1/4 mile or 20 seconds before any at-grade rail/roadway crossing. The horn is to be sounded in a long - long - short - long pattern with the sequence ending as the lead locomotive clears the grade crossing. The horns are required to generate a sound level of 94 to 105 dBA at a distance of 100 ft in front of the locomotive. At the measurement locations in Colton, the maximum

sound level from the horns exceeded 100 dBA at two locations near BNSF grade crossings and exceeded 90 dBA at several other when approaching men or equipment on or near the track.

- Locomotives: The noise levels generated by locomotives vary depending on throttle setting and are relatively independent of speed. That is, a locomotive cruising at 50 mph and a low-throttle setting will generate less noise than a locomotive accelerating from a stop at full power. All freight trains have locomotives located at the front of the trains; a number of the trains observed during the noise measurement program also had "helper" locomotives in the middle or at the end of the train.

- Rail cars: The steel wheels of the rail cars rolling on the steels rails will generate noise that is directly related to speed: the higher the speed, the louder the noise. Rail cars with good condition wheels operating on smooth track are relatively quiet. However, there are often several "bad actor" vehicles on a long train that generate substantially higher noise and vibration levels.

- Wheel squeal: Locomotives and rail cars operating on sharp radius curves will often generate wheel squeal. The amount of squeal can vary widely with one train generating little or no squeal and the next train generating substantial squeal. Factors such as track lubrication, rail condition, and humidity can have a strong influence on the amount of wheel squeal.

- Yard movements: Switching in and around yards will generate additional impact noises as trains decelerate and accelerate. There will also be impact noise generated when rail cars are maneuvered into position and joined into a train. This noise source was audible but not an important contributor to averaged noise levels.

3. Aircraft

Overflights to and from San Bernardino International Airport are audible in the City. The San Bernardino International Airport is operated by the San Bernardino International Airport Authority, a joint powers authority comprised of the County of San Bernardino and the Cities of San Bernardino, Colton, Loma Linda, and Highland. San Bernardino International has been converted to a commercial airport from its previous use as Norton Air Force Base and is seeking to establish itself as an alternative destination for both passenger and cargo carriers.

According to a Noise Contour Map provided by Mr. Bill Ingraham, the San Bernardino International Airport Aviation Director (May 31, 2012), the ultimate 65 dBA CNEL noise contour for the airport does not encroach into the City of Colton. Mr. Ingraham provided a draft Airport Noise Contour Map.

4. Non-Transportation Noise Sources

Non-transportation related noise generators are commonly called “stationary,” “fixed,” “area,” or “point” sources of noise. Industrial processing, mechanical equipment, pumping stations, and heating, ventilating, and air conditioning (HVAC) equipment are examples of fixed location, non-transportation noise sources within the City. Some non-transportation sources are not stationary but are typically assessed as point or area sources due to the limited area in which they operate, such as truck deliveries.

Noise generated by industrial and commercial operations, maintenance, manufacturing, truck traffic (loading docks), and warehousing noise can affect surrounding noise sensitive land uses.

Intermittent or temporary neighborhood noise from amplified music, public address systems, barking dogs, landscape maintenance, and stand-by power generators can be disturbing to residents but are difficult to attenuate and control.

B. Ambient Noise Levels

1. Noise Measurements

A community noise survey was conducted in order to document the existing noise environment and to establish the baseline ambient noise levels for transportation and non-transportation noise generators throughout the City of Colton. Locations were monitored using an ANSI Level 1 Larson-Davis LxT sound level meter to establish existing ambient noise levels.

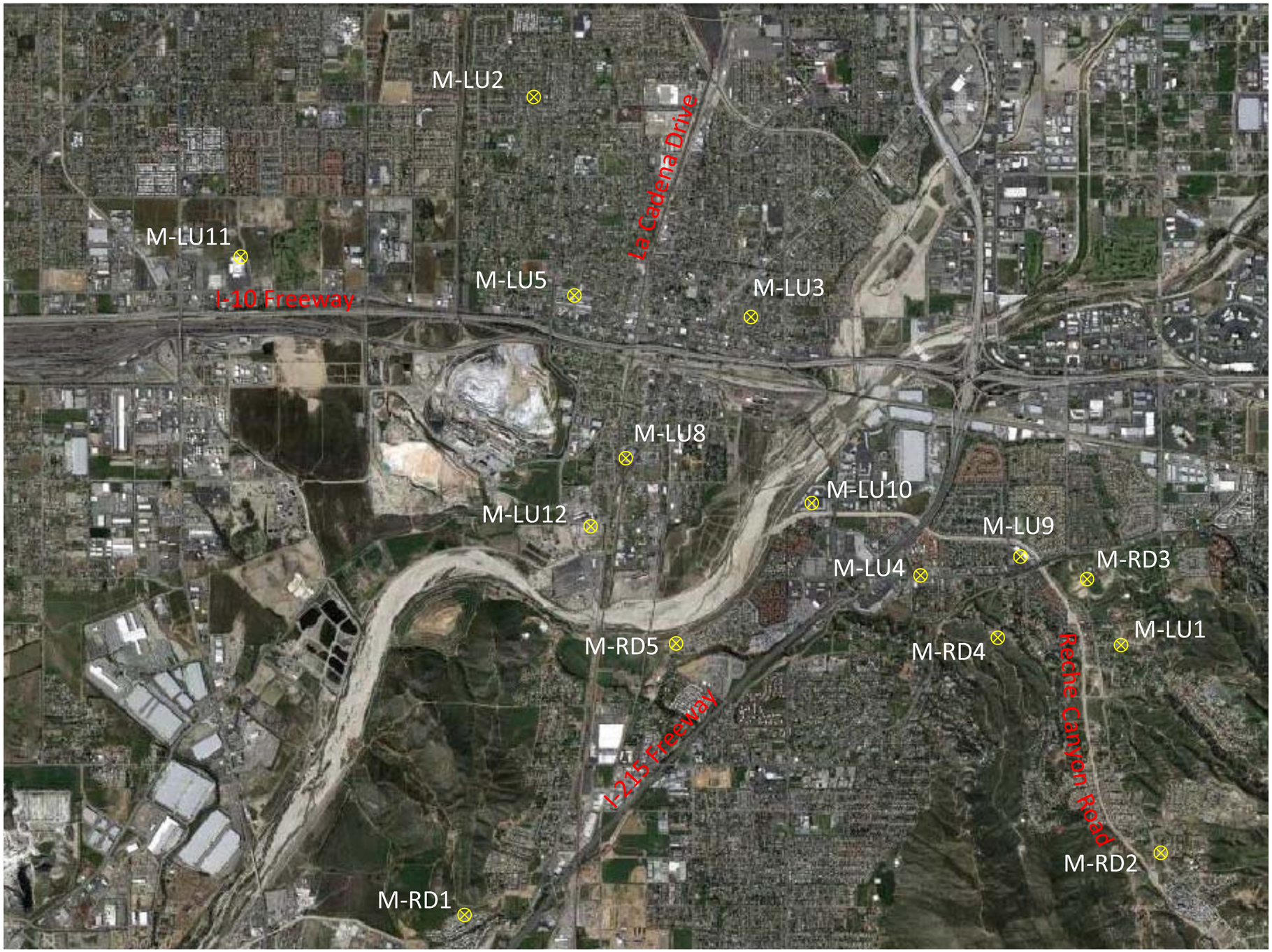
A total of 17 short-term (15-minute) representative measurements were conducted to provide a basis for understanding the overall existing noise environment of the City of Colton. Short-term measurement locations are shown on Figure 6. Table 5 lists the corresponding land uses and 15 minute noise levels. Field data sheets and noise meter output sheets are included as Appendix A.

A 15-minute sample is considered a “snapshot” of the baseline noise environment at a given time; the sound level may vary depending on time, day or season.

Table 5

Ambient Noise Measurements[1]

Name	Associated Land Use	Description	Existing Ambient Noise Levels (dBA L_{eq})
LU-1	Very Low Density Residential	2839 Cambria Court	54.5
LU-2	Low Density Residential	1656 North Randall Avenue	54.7
LU-3	Medium Density Residential	590 East F Street	60.8
LU-4	High Density Residential	Apartment Complex, 1915 East Washington Street	56.8
LU-5	Public Institution	High school, 400 North 2nd Street	66.0
LU-6	Mixed Use Neighborhood	---	58.2
LU-7	Mixed Use Downtown	---	60.3
LU-8	Neighborhood Commercial	Thrift Store, 725 South La Cadena Drive	66.2
LU-9	General Commercial	Grocery, tire shop, pharmacy, bank, etc, 2053 East Washington Street	62.5
LU-10	Industrial Park	Business Park, 600 East Cooley Drive	55.3
LU-11	Light Industrial	Bakery product factory, 354 North Wildrose Avenue	66.0
LU-12	Heavy Industrial	Aggregate crushing & auto repair, 446 West Fogg Street	61.1



Legend

⊗ = Measurement Location

N

NTS

Figure 6
Noise Measurement Locations
5117/6

VII. Future Noise Levels/Noise Impact Analysis

Future traffic noise levels associated with the proposed Circulation Element road network was modeled and the noise/land use compatibility of the proposed parcel re-designations associated with the Housing and Land Use Element updates was assessed.

These calculations were then utilized to evaluate the Proposed Project in light of the applicable City of Colton General Plan goals and policies and Municipal Code and the California Environmental Quality Act (CEQA) Guidelines found in Appendix G of CEQA Guidelines (The City of Colton has not adopted any noise impact thresholds).

A. Noise Prediction Modeling, Methodology and Procedures

1. Noise Model and Input

   In order to estimate future traffic noise levels with the completion of the Proposed Project, future noise levels associated with the proposed roadway network was modeled using the Federal Highway Administration Noise Prediction Model (FHWA-RD-77-108). Modeling data sheets are included in Appendix B.

2. Site Parameters

   The entire project was modeled as a "hard site" to predict worst-case noise levels. A hard site, such as pavement, is highly reflective and does not attenuate noise as quickly as grass or other soft sites.

   Projected 2030 General Plan volumes of existing road segments were obtained from the traffic study prepared for the Project (KOA, 2009). The projected volume was used in the model if it represented LOS C or better. If the projected volume was worse than LOS C, then Buildout capacity was multiplied by 75% to obtain Level of Service C (LOS C) conditions. LOS C represents the traffic condition where the greatest amount of vehicles pass at the greatest speed, and therefore represents the worst case noise scenario. LOS C traffic volumes were also used for the roadway extensions planned as part of the Circulation Element Update.

   Vehicle mix was calculated for each road segment that had truck counts provided in the traffic study. Riverside County's standard traffic mix was utilized for road segments without truck counts because neither the City of Colton nor the County of San Bernardino has a published truck mix. Riverside County's mix includes 92% (autos)/3% (medium trucks)/5% (heavy trucks) for Major Arterials or larger, and of 97.4% (autos)/1.84% (medium trucks)/0.74% (heavy trucks) for Secondary Arterials or smaller. Speeds for each road segment were provided in the traffic study.

B. Transportation Noise

1. Proposed Roadway Network

a. Existing Road Segments

Future noise levels associated with the Proposed General Plan volumes for existing roadway segments were modeled. Distances to the 60, 65 and 70 dBA CNEL noise contours were calculated for 20 existing road segments, as shown in Table 6.

Long-term development facilitated by the Project would result in additional traffic on Citywide roadways, thereby increasing the vehicular noise in the City. The traffic noise levels identified in Table 6 represent conservative potential noise exposure. In reality, noise levels may vary from those represented in Table 6 as the calculations do not assume natural or artificial shielding nor do they assume reflection from existing or proposed structures or topography. Intervening structures or other noise-attenuating obstacles between a roadway and a receptor may reduce roadway noise levels at the receptor.

While there are several policies in the *General Plan* that would help reduce the impact of traffic noise on receptors, these would mostly influence noise impacts on new receptors. This is because existing receptors cannot easily be redesigned to provide more noise attenuation, and it is not always feasible to construct barriers between existing development and roadways. Therefore, the exposure of existing and future noise sensitive land uses to traffic noise level increases that would be facilitated with Project implementation would be substantial. Implementation of Recommendations 1-3 listed in Section VIII of this report will reduce vehicle noise impacts to sensitive receptors.

b. Proposed Road Segments

Future noise levels associated with the proposed roadway additions and road extensions were modeled. Distances to the 60, 65 and 70 dBA CNEL noise contours were calculated for each of the following newly proposed Circulation Element road segments:

- The extension of Pellisier Road to Iowa Avenue,
- The southerly extension Pepper Avenue,
- The realignment of Reche Canyon Road between Shadid Drive and Michelle Drive,
- The connection of Hunts Lane to Reche Canyon Road,
- The arterial proposed in the Reche Canyon Specific Plan, and
- The westerly extension of Washington Street.

Table 7 presents a comparison of existing and existing plus future buildout L_{eq} noise levels for each of the above road segments. Table 8 shows the modeled existing plus future buildout CNEL noise levels. A brief discussion regarding the potential for

these new road segments to result in significant land use compatibility impacts is presented below.

Pellisier Road - extension to Iowa Avenue

Pellisier Road is currently an existing local street that serves several businesses. The Project proposes to extend the alignment of Pellisier Road east from Riverside Avenue to Iowa Avenue. Although the existing portion of this road abuts only industrial properties, its extension will pass very near to an existing mobile home park. For the purposes of modeling, a distance of 75 feet between the edge of the mobile home park and the centerline of the proposed roadway was assumed as a worst case scenario. Buildout traffic volumes along the extension of Pellisier Road would result in a 14.1 dB increase over existing noise levels, and future buildout noise levels due to vehicle traffic along the extension are expected to reach 66.7 dBA CNEL. This level is considered to be "conditionally acceptable[1]" and requires the preparation of a noise study to determine what mitigation, if any, would most efficiently reduce future traffic noise impacts. The Proposed Project may expose residents at the mobile home park to noise levels that are twice as loud as what currently exists. Implementation of Recommendations 1-4 listed in Section VIII of this report will reduce potential noise impacts related to the extension of this road segment.

Pepper Avenue - southerly extension

Pepper Avenue is currently an arterial with an interchange with the I-10 Freeway. However, south of the I-10 Freeway, Pepper Avenue becomes a two-lane facility that ends at East Slover Avenue after traveling only 2,000 feet. The Project proposes to extend Pepper Avenue south to Agua Mansa Road as a four-lane major arterial. There are no existing or proposed noise sensitive land uses near this facility, so no modeling was necessary. Implementation of Recommendations 1-4 listed in Section VIII of this report will reduce potential noise impacts related to the extension of this road segment.

Reche Canyon Road – realignment between Shadid Drive and Michelle Drive

Reche Canyon is currently a busy two-lane major arterial that connects the City with the City of Moreno Valley. The Project proposes to move the roadway slightly to the east between Shadid Drive and Michelle Drive in the Reche Canyon Specific Plan area. This area is characterized by low and very low density residential. Reche Canyon Road was modeled as a four-lane major arterial at a worst case distance of 110 feet from the nearest residential yard. This model resulted in a 6.6 dB increase over existing noise levels, and future buildout traffic noise levels of 70.0 dBA CNEL. This increase will be noticeable to the average ear. Noise levels between 60 and 70

[1] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy. - City of Colton General Plan Noise Element, Land Use Compatibility for Community Noise Environments.

dBA are considered to be "conditionally acceptable" and require the preparation of a noise study to determine what mitigation if any, would most efficiently reduce future traffic noise impacts. The Project may expose nearby residences to noise levels that are twice as loud as what currently exists. Implementation of Recommendations 1-4 listed in Section VIII of this report will reduce potential noise impacts related to the extension of this road segment.

Hunts Lane – connection to Reche Canyon Road

Hunts Lane is currently a secondary arterial which ends at Washington Street just over an eighth of a mile to the east of the intersection of Reche Canyon Road with Washington Street. The Project proposes a spur to connect Reche Canyon Road to the intersection of Hunts Lane and Washington Street. This spur will place traffic closer to an existing cemetery and chapel. The City is currently studying two options for this road segment. Alternative one would consist of a four-lane major arterial with two way traffic and the second alternative would include only two northbound lanes. Therefore, both alternatives were modeled to estimate future noise levels at a worst case distance of 450 feet from the nearest cemetery gathering area. Alternative one would result in an 8.2 dB increase over existing noise levels and a future buildout noise level of 63.9 dBA CNEL; alternative two would result in a 5.2 dB increase over existing noise levels and a future buildout noise level of 60.9 dBA CNEL. Both alternatives would result in a noticeable increase in ambient noise levels, though outdoor noise levels of up to 65 dBA CNEL are considered to be "acceptable" for churches and parks as shown in the City's Land Use Compatibility for Community Noise Environments Table. Implementation of Recommendations 1-4 listed in Section VIII of this report will reduce potential noise impacts related to the extension of this road segment.

Proposed Reche Canyon Specific Plan Arterial

The Project proposes a preliminary alignment for a major arterial in the Reche Canyon Specific Plan area. The roadway is proposed to extend east from Barton Road through a canyon to Reche Canyon Road, with the potential to impact areas planned for or developed with low density residential land uses. The proposed roadway was modeled as a four-lane major arterial at a worst case distance of 500 feet from the nearest residential home. The model resulted in a 9.2 dB increase over existing noise levels, and a future buildout noise level of 63.5 dBA CNEL. Noise levels between 60 and 70 dBA are considered to be "conditionally acceptable" and require the preparation of a noise study to determine what mitigation if any, would most efficiently reduce future traffic noise impacts. Nearby residences may experience noise levels that are twice as loud as what exists currently. Implementation of Recommendations 1-4 listed in Section VIII of this report will reduce potential noise impacts related to the extension of this road segment.

Washington Street – westerly extension

Washington Street is currently a four-lane major arterial that runs through most of the City. The western portion of Washington Street becomes a two lane road west

of RV Center Drive. The Project proposes to extend Washington Street as a four-lane major arterial west along the Santa Ana River to Riverside Avenue. Most of this extension will run through undeveloped and industrial areas. However, the easternmost portion will affect an existing mobile home park. The proposed roadway was modeled at a worst case distance of 60 feet from the nearest mobile home yard. The model resulted in an 18.8 dB increase over existing noise levels, and a future buildout noise level of 72.7 dBA CNEL. This level is considered to be "normally unacceptable" and requires the preparation of a noise study to determine what mitigation if any, would most efficiently reduce future traffic noise impacts. Residents at the mobile home park may experience noise levels that are twice as loud as what currently exists. Implementation of Recommendations 1-4 listed in Section VIII of this report will reduce potential noise impacts related to the extension of this road segment.

2. Land Use/Railroad Conflicts

As described previously, the City is served by two freight railroad lines and operators that utilize multiple rail corridors within the City: UPRR and BNSF. The UPRR has a major east-west track along the south side of the I-10 Freeway and north/south lines located east of Meridian Avenue within the City. The tracks that parallel along the I-10 Freeway include a major transfer yard referred to as the West Colton yard. BNSF operates lines that run in north-south through the City, along a corridor between Pennsylvania Avenue and 6th Street. A BNSF transfer yard partially lies within the City near 8th Street and Mill Street.

Although the Proposed Project does not propose new rail lines, it does propose changes to the land use designation of multiple parcels in the vicinity of rail lines. The proposed changes include Low, Medium and High Density Residential, Neighborhood Commercial, Commercial, Industrial Park, Light Industrial and Public/Institution. To the greatest extent possible, however, the City has avoided the re-designation of properties along rail lines from a non-residential to a residential use in recognition of the noise, vibration, and risk of upset associated with active rail lines.

One Metrolink Station is proposed in the City. It is to be located south of the I-10 Freeway in the vicinity of South Rancho Avenue in an area with light and heavy industrial land uses. Proposed land use changes in the area include additional light industrial and Public.

According to the data presented in the ATS report (2011) prepared for the Colton Crossing Grade Separation Project, noise from passing trains could reach up to 94 dBA L_{dn}/CNEL at 30 feet from the rail lines and train horn noise could reach up to 115 dBA SEL at 50 feet (FRA 2005) at sensitive receptors located adjacent to the rail lines. These levels exceed the City of Colton Municipal Code 18.42.040 which establishes a maximum property-line sound level standard of 65 dBA. Assuming that there are no intervening structures, the maximum noise level due to train horns could exceed 65 for up to 14,300 feet (2.7 miles) from a rail line.

Outdoor activities near the grade crossings may experience temporary disruption during train passes and horn events. Interior noise levels would also be affected by train noise. Building structures typically provide 20-25 dB attenuation from exterior to interior noise levels with windows closed. With windows open a 12 dB reduction can be expected. Enforcement of General Plan Noise Standard 1 which states that residential structures should be constructed to maintain interior noise levels of not greater than 45 dBA, through the use of sound barrier improvements, building design, construction materials and/or insulating, could minimize impacts associated with train horn noise.

Implementation of Recommendations 5 and 6 listed in Section VIII of this report will reduce rail related noise impacts to sensitive receptors.

C. Noise/Land Use Compatibility

Land uses within the City of Colton can be divided into six main categories: Residential, Commercial, Mixed Use, Industrial, Public/ Institutional, Utilities, and Open Space. An inventory of the proposed changes in land uses associated with the Project was conducted. Each change was identified and the adjacent existing and planned land uses were noted in Appendix C.

Activities associated with the proposed land uses could generate noise that will directly affect land use compatibility. Higher noise levels are often associated with industrial, commercial, and mixed use development. Noise-sensitive land uses include: residences, hospitals, convalescent and day care facilities, schools, and libraries. Noise measurements were taken in May 2012 at representative land uses throughout the City in order to assess potential noise/land use impacts associated with the Proposed Project (see Appendix A). Potential noise/land use conflicts associated with the Proposed Project are presented below. As discussed in Section VIII of this report (Recommendations 7-18), good planning and site design can be used to avoid many of the potential issues.

Residential

Although residential land uses are typically noise sensitive land uses, they can also be noise generators. With similar noise sources, low, medium and high density residential land uses are considered to be compatible with each other. However, the number of sources per acre (density of the noise sources) generally increases as the residential density increases, i.e., car and parking lot noises, landscaping noises, children at play, etc.

Many existing vacant parcels in the City that would be designated for residential land uses with implementation of the Proposed Project are located near existing or proposed land uses that are considered to be noise sources, including: Mixed Use, Commercial, Public/Institutional, and Heavy and Light Industrial. At the time development applications are received, the City will continue to review plans to provide for residential land uses to be either sufficiently separated or sufficiently buffered from residential land uses to maintain acceptable noise levels. Existing zoning provisions apply a Sensitive Development Area (SDA) overlay to areas where residential and industrial zones abut each other provide for review of potential noise impacts and other land use conflicts.

Commercial

The Neighborhood Commercial designation provides for a variety of retail, office, and service-oriented business activities that serve a local neighborhood area and population. Proposed Neighborhood Commercial uses are located along roadways traveled by localized or residential commuter traffic, and at intersections bisecting residential neighborhoods. Drive-through and auto service/repair businesses may be restricted through zoning regulations to minimize traffic and noise impacts on adjacent residential uses. Parking lot activities, truck delivery and air conditioning noise are typical noise sources found in an area designated for Neighborhood Commercial.

The General Commercial designation permits a wide range of retail and commercial services, professional offices, and medical facilities. The General Commercial designation supports higher-intensity commercial uses such as fast-food and sit-down restaurants, offices, auto services, and community-wide and regional retail establishments. Noise sources associated with this commercial designation are similar to those listed in Neighborhood Commercial but are usually more intensive with larger areas of commercial uses clustered together. This land use designation also allows development of noisier commercial uses such as drive-through and auto service with fewer restrictions than those proposed in area designated for Neighborhood Commercial land uses.

Mixed Use

A Mixed Use District will usually include on-site grocery stores, retail, restaurants, and entertainment venues may have a noise impact to proposed residences or hotel uses where these uses occur adjacent to each other or are stacked residential/hotel over commercial. These impacts would likely be from HVAC systems and other types of air movement systems such as restaurant kitchen fans (grease fans), with noticeable impacts from amplified music systems. Since building plans and specific uses/tenants have not yet been developed or identified, it is not feasible to accurately analyze the potential noise compatibility issues. It will important for each mixed use project to be evaluated on a case by case basis.

Mixed-use development projects often include both residential uses located above or in close proximity to commercial uses and stand-alone multi-family residential uses, especially in areas served by rail and bus transit, along major roadways and the railroad corridor. Noise generated by commercial uses can include mechanical equipment operations, maintenance activities, public address systems, vehicles, entertainment, parking lots, loading operations, and trash collection, as well as pedestrian and business patron noise. A unique challenge presented by mixed-use development is that on one hand, such uses desire locations along busy street corridors and within activity centers, and on the other hand, state-mandated interior noise requirements for residential uses must be met within the residential portions of such use.

Industrial

Industrial land uses have the potential to generate noise that can be considered intrusive to sensitive land uses. Depending on the type of industrial operation, noise sources could involve mechanical equipment, loading and unloading of vehicles and trucks, as well as

amplified or unamplified outdoor communications. The level and intrusiveness of the noise generated also vary depending on the size of the facility, type of business, hours of operation, and location relative to sensitive land uses.

Public/Institutional

The Public/Institutional land use designation generally includes all major public, quasi-public, and institutional land uses, including the Civic Center, fire stations, hospitals, libraries, community centers, water treatment facilities, waste disposal facilities, and public schools. While Civic Center, hospitals, libraries, community centers, and public schools are usually considered to be sensitive noise receptors, they can be noise sources as well. Fire stations, water treatment facilities and waste disposal facilities are usually considered to be noise sources. Noise sensitive land uses should be adequately set back or buffered from noisier Public/Institutional land uses.

Railroad/Utility Corridor

The Railroad/Utility Corridor designation applies to all railroad corridors and associated railroad uses, as well as properties used for energy resource transmission and other utility lines. Rail noise sources are discussed specifically above. Noise associated with utility land uses includes utility operation, development/construction, and maintenance. Noise sources associated with these activities include construction equipment, trucks, deliveries, generators and noise utility production.

Open Space

Open spaces can also be noise sources and sensitive noise receptors depending on the type of recreational use that is proposed. Recreational land uses are typically compatible with most other land uses. An example of how possible noise conflicts could occur is if the proposed recreational uses included amplified noise or if large parking areas were placed adjacent to residential areas. Alternatively, a noisy industrial use could negatively affect the noise environment of a more passive recreational use.

D. CEQA Impact Analysis

1. Consistency with Noise Standards

Threshold: The project would result in a significant impact if it exposes people to or generates noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (CEQA Guidelines Appendix G).

The Project's consistency with the City of Colton General Plan and the City of Colton Municipal Code and its consistency with applicable standards of other agencies are discussed below.

Federal Transit Authority Standards (FTA)

According to the data presented in the ATS report (2011) prepared for the Colton Crossing Grade Separation Project, noise from passing trains could reach up to 94 dBA L_{dn}/CNEL at 30 feet from the rail lines, and train horn noise could reach up to 115 dBA SEL at 50 feet (FRA 2005) at sensitive receptors located adjacent to the rail lines. These levels exceed the City of Colton Municipal Code 18.42.040 which establishes a maximum property-line sound level standard of 65 dBA. Assuming that there are no intervening structures the maximum noise level due to train horns could exceed 65 for up to 14,300 feet (2.7 miles) from a rail line. The General Plan CNEL noise/land use compatibility criteria would not be achieved for noise-sensitive land uses adjacent to and near rail lines. However, most land along the rail lines north of I-10 is already developed, with uses currently exposed to high noise levels. Further, the City's quiet zone project which is now underway will alleviate some of the train horn noise impacts. As described above, the City's goal as part of the General Plan update has been to limit the establishment of any new residential uses along rail corridors through the Colton.

Outdoor activities near the grade crossings may experience temporary disruption during train passes and horn events. Interior noise levels would also be affected by train noise. Building structures typically provide 20-25 dB attenuation from exterior to interior noise levels with windows closed. With windows open a 12 dB reduction can be expected. Enforcement of General Plan Noise Standard 1 which states that residential structures should be constructed to maintain interior noise levels of not greater than 45 dBA, through the use of sound barrier improvements, building design, construction materials and/or insulating, could minimize impacts associated with train horn noise. Implementation measures (5 & 6) to reduce potential impacts are presented in Section VIII.

Federal Aviation Administration (FAA) Standards

The FAA establishes a 65 dBA CNEL as the noise standard associated with aircraft noise. According to the San Bernardino Airport Authority's Draft Existing and Ultimate Noise Contour Map (November 2009), the ultimate 65 dBA CNEL noise contour for the airport does not encroach into the City of Colton. The project is not expected to result in impacts related to aircraft noise.

California Noise Control Act of 1973

With implementation of City of Colton General Plan Noise Element Policies, Municipal Code, and the recommended measures to reduce impacts presented in Section VIII, buildout of the Proposed Project would not create noise environments in the City of Colton that would jeopardize the health or welfare of citizens.

California Noise Insulation Standards (CCR Title 24)

The Proposed Project will not conflict with the California Noise Insulation Standards. Interior and Exterior Noise Standards, from the General Plan presents standards that are

complimentary to the Title 24. These standards continue to be applied to all development projects.

City of Colton General Plan, Noise Element

Sensitive land uses will be exposed to noise levels that exceed what is normally acceptable per General Plan noise/land use compatibility criteria presented in Table 4 with implementation of the Proposed Project. Measures to reduce these impacts (Recommendations 1-18) are presented in Section VIII.

City of Colton Municipal Code

Buildout of the Proposed General Plan will result in conversion of existing land uses to mixed use developments which will establish residential and commercial land uses in close proximity to each other. Infill residential land uses may also be allowed to be developed near land currently designated for industrial land uses. Operation of commercial or industrial land uses can cause the exposure of on or offsite areas to increased noise associated with mechanical equipment (pumps, rooftop equipment, condenser units, A/C units, pneumatic equipment), operation-related traffic (vehicle movement, engine noise), speakers, bells, chimes, and outdoor human activity in defined limited areas.

Implementation of the Proposed Project would result in the proximity of residential land uses to commercial and industrial land uses, which could result in increased noise complaints to the City in reference to Municipal Code Section 18.42.040 which sets a maximum noise level standard of 65 dBA when measured at the property line and Municipal Code 18.42.010 which states that health and safety of persons in all residential zones should be protected. Measures to reduce these impacts are presented in Section VIII.

2. Permanent Noise Increases

Threshold: Based on the thresholds found in the CEQA Guidelines Appendix G, the Proposed Project would be considered to have a significant impact if it results in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Road segments additions proposed as part of the Project would result in permanent noise level increases ranging from 5.2 dBA to 18.8 dBA. Anticipated increases vary widely due to the varied existing noise environment. Increases will be greater in rural areas than in urban areas. A 5 dBA increase is noticeable to most people and a 10 decibel increase is perceived by most people as a doubling of the existing noise level.

Future development and expansion of infrastructure in the City consistent with the Land Use, Housing and Circulation Element Updates would also contribute to a permanent increase in the ambient noise level to varying degrees. Measures to reduce potential impacts associated with permanent noise increases are presented in Section VIII.

Non-Transportation Noise Sources

Implementation of the proposed General Plan Update would result in the addition of a mixed use land use designation and additional development on properties designated for single family residential, medium density residential, industrial and recreational open space, commercial and public land uses. The conversion of existing land uses to a mixed use designation is the most likely to result in a noise/land use compatibility impact. The mixed use land use may include both residential and commercial land uses that inherently have the potential to conflict. Operation of commercial or industrial land uses can cause the exposure of on- or off-site areas to increased noise associated with mechanical equipment (pumps, rooftop equipment, condenser units, A/C units, pneumatic equipment), operation-related traffic (vehicle movement, engine noise), speakers, bells, chimes, and outdoor human activity in defined limited areas. Measures to reduce potential noise impacts related to non-transportation noise are presented in Section VIII (Recommendation measures 12-18).

3. Temporary and Nuisance Noise

Threshold: *The Proposed Project may result in a significant impact if it results in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

Intermittent or temporary neighborhood noise from amplified music, public address systems, barking dogs, landscape maintenance, and stand-by power generators are disturbing to residents but are difficult to attenuate and control. These noise sources could result in a significant impact if they violate the Municipal Code Section 8.108.020. This Section states that "It is unlawful for any person to make, continue or cause to be made or continued any loud, unnecessary and excessive noise which disturbs, offends, injures or endangers the peace, quiet, comfort, repose, health or safety of any neighborhood or person within the limits of the City.

The Proposed Project would accommodate the development of additional residential and mixed-use development, which may result in an increased number of residents registering noise complaints from neighboring uses. Continuing enforcement of the Municipal Code would reduce potential nuisance noise impacts.

Table 6

Future CNEL along Existing Road Segments due to Implementation of General Plan

Road Segment			Distance from Centerline to CNEL Contour (ft)		
Name	From	To	60 dBA	65 dBA	70 dBA
La Cadena Drive	I-10 Freeway	N Street	987	312	99
	South of Rancho Avenue	n/a	1,795	568	179
	North of I-215 Interchange	n/a	1,508	477	151
Mt Vernon Avenue	Colton Avenue	La Cadena Drive	738	234	74
	Colton Avenue	E Street	743	235	74
	I-10 Freeway	M Street	257	81	26
	Santo Antonio Drive	Centre Pointe Drive	700	222	70
	I-215 Interchange	Grand Terrace City Limits	319	101	32
Rancho Avenue	Olive Street	C Street	459	145	46
	C Street	Valley Boulevard	452	143	45
	I-10 Freeway	N Street	1,090	345	109
	N Street	O Street	1,281	405	128
Reche Canyon Road	South of Washington Street	n/a	1,020	323	102
Riverside Avenue	South of Agua Mansa Road	n/a	1,492	472	149
San Bernardino Avenue	Indigo Avenue	Pepper Avenue	248	79	25
	Pepper Avenue	Meridian Avenue	248	78	25
Valley Boulevard	Meridian Avenue	Pepper Avenue	318	101	32
	Rancho Avenue	Cypress Avenue	431	136	43
Washington Street	Mt. Vernon Avenue (east int)	Meadow Lane	1,527	483	153
	Barton Road/Cooley Drive	Reche Canyon Road	1,527	483	153

Table 7

Change in Ambient Noise Levels due to Proposed Road Segments

Nearest Sensitive Receptor				Noise Levels			
Name	Description	Associated Road Segment	Distance, receiver to roadway centerline	Existing Ambient (dBA L_{eq})	Estimated Buildout (dBA L_{eq})	Increase (dBA L_{eq})	Significant Impact? (Unmitigated)
RD-1	Cadena Creek Mobile Home Park, South Graymoor Avenue	Pellisier Road	75'	50.7	64.8	+ 14.1	Yes
RD-2	Existing low density residential, 3008 Shadid Drive	Reche Canyon Road	110'	59.4	66.0	+ 6.6	Yes
RD-3	Our Lady Queen of Peace Cemetery & Mausoleum, 3510 East Washington Street	Hunts Lane Connection, 4-lane Alternative	450'	51.6	59.8	+ 8.2	Yes
		Hunts Lane Connection, 2-lane Alternative			56.8	+ 5.2	Yes
RD-4	Existing very low density residential, 2001 Skyview Drive	Proposed Reche Canyon Specific Plan Arterial	500'	50.2	59.4	+ 9.2	Yes
RD-5	Existing mobile home park, 700 East Washington Street	Washington Street	60'	49.8	68.6	+ 18.8	Yes

[1] Source: Community Noise Survey, Kunzman Associates, Inc. (May 3 & 17, 2012).

Table 8

Future CNEL due to Proposed Road Segments[1, 2, 3, 4]

Name	Description	Associated Road Segment	Assumed distance, receiver to roadway centerline	Noise Standard (dBA CNEL)	Future Noise Level (dBA CNEL)	Impact?
RD-1	Cadena Creek Mobile Home Park, South Graymoor Avenue	Pellisier Road	75'	60	66.7	Conditionally Acceptable[2]
RD-2	Existing low density residential, 3008 Shadid Drive	Reche Canyon Road	110'	60	70.0	Conditionally Acceptable[2]
RD-3	Our Lady Queen of Peace Cemetery & Mausoleum, 3510 East Washington Street	Hunts Lane Connection, 4-lane Alternative	450'	70	63.9	Normally Acceptable[1]
		Hunts Lane Connection, 2-lane Alternative			60.9	Normally Acceptable[1]
RD-4	Existing very low density residential, 2001 Skyview Drive	Proposed Reche Canyon Specific Plan Arterial	500'	60	63.5	Conditionally Acceptable[2]
RD-5	Existing mobile home park, 700 East Washington Street	Washington Street	60'	60	72.7	Normally Unacceptable[3]

VIII. Recommendations

Transportation Noise

1. Implement and enforce of the following General Plan Noise Element Policies:

   Residential structures should be constructed to maintain interior noise levels of not greater than 45 dBA, through the use of sound barrier improvements, building design, construction materials and/or insulating techniques.

   Residential growth in Community Noise Exposure Areas greater than 70 dBA should be discouraged, unless on-site noise levels can be reduced to 60 dBA or lower via on- and off-site noise alleviating improvements.

   Exterior noise levels should not exceed 65 dBA during the day or 55 dBA at night for commercial land uses, including general business and general merchandising.

   Exterior noise levels should not exceed 60 dBA at any time for such areas important to public need, and where the preservation of serenity and quietness is essential if the area is to continue to serve its intended purpose. Such areas could include parks, open spaces, amphitheaters, and other areas dedicated for activities requiring special qualities of serenity.

2. Account for potential excessive roadway and rail noise levels when making land use planning decisions.

3. Review General Plan Noise Element Noise Contours to determine if newly proposed projects are likely to be exposed to unacceptable traffic noise levels per the standards presented in Land Use Compatibility for Community Noise Environments Table found in the City's General Plan Noise Element, and require project specific acoustical studies accordingly. Standards in this table apply to all land uses. Project specific noise studies should include modeling of the proposed land uses, the acoustically significant roadways and any intervening topography and/or structures. Appropriate mitigation should be determined on a site by site basis.

4. When grading plans become available, project level noise studies should be conducted for the Pellisier Road extension, the Reche Canyon Road realignment, the Hunts Lane connection, the proposed Reche Canyon arterial and the westerly extension of Washington Avenue. The studies should include modeling of the proposed road alignments, nearby sensitive receptors and any intervening topography or structures in order to determine what type of barrier and/or other mitigation will be the most effective.

5. Continue to support train-horn “quiet zones” such as the one between Valley Boulevard and Olive Street, consistent with the federal Train Horn Rule.

6. Coordinate with rail agencies and operators, and the Federal Railroad Administration (FRA) in the planning of noise abatement along rail corridors.

Land Use Compatibility

7. At which time a developer submits project plans and building elevations, require noise studies for each individual development project so that project specific impacts and mitigation measures can be identified.

8. Use the project review process afforded by the Special Development Area (SDA) Overlay zone to require new development projects to provide sufficient spatial buffers to separate excessive noise-generating land uses and noise sensitive land uses.

9. Require developers to incorporate design features into residential and mixed use projects that can be used to shield residents from excessive noise.

10. Require that the design and construction of mixed use structures minimize commercial noise within the residential components of the development.

11. Encourage new mixed use development to locate the residential component of the development away from noise-generating sources such as mechanical equipment, entertainment facilities, gathering places, loading bays, parking lots, driveways, and trash enclosures.

12. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses.

13. Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible (Equipment manufacturer's specifications for venting and access to outside air shall be maintained).

14. Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line-of-sight to the noise source from the property line of the noise sensitive receptors is blocked (Equipment manufacturer's specifications for venting and access to outside air shall be maintained).

15. When the City exercises discretionary review, provides financial assistance, or otherwise facilitates residential development within a mixed use area, make providing written warnings to potential residents about noise intrusion a condition of that approval, assistance, or facilitation. The following language is provided as an example:

    "All potential buyers and/or renters of residential property within mixed use districts in the City of Colton are hereby notified that they may be subject to audible noise levels generated by business and entertainment related operations common to such areas, including amplified sound, music, delivery and passenger vehicles, mechanical noise, pedestrians, and other urban noise sources."

16. Where planned industrial land uses abut noise-sensitive land uses, require that the design and construction of industrial uses to minimize excessive noise through project design features that include noise control.

17. Through project review processes, consider limiting the hours of following to avoid noise impacts:

    - Deliveries to commercial, mixed use, and industrial uses adjacent to residential and other noise sensitive land uses,

    - Operation of commercial/retail/entertainment uses to limit noise intrusion into nearby residential and other noise sensitive land uses,

    - Operation of commercial and industrial uses,

    - Operation of outdoor industrial activities,

    - Operation of high noise-generating industrial equipment, and

    - Operation for refuse vehicles and parking lot sweepers if their activity results in an excessive noise level that adversely affects adjacent residential uses.

18. Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities.

IX. References

ATS Consulting

2011 Final Report: Noise and Vibration Assessment, Colton Crossing Grade Separation Project, February 8.

California Department of Health Services

1988 California Noise Insulation Standards, State Building Code, Part 2, Title 24,CCR, Appendix Chapter 35 Sound Transmission Control.

California Department of Transportation (Caltrans)

2009 Technical Noise Supplement. Division of Environmental Analysis, November.

City of Colton, Municipal Code

1986 Title 8 Public Health and Safety, Chapter 8.108 Noise

City of Colton, Community and Economic Development Department

2009 City of Colton Noise Element. October 23, 2009

City of Orange

2010 General Plan – Noise Element

Federal Railroad Administration (FRA), Administration Office of Railroad Development

2005 High-Speed Ground Transportation Noise and Vibration Impact Assessment, October.

Federal Transit Administration (FTA), Office of Planning and Environment

2006 Transit Noise & Vibration Impact Assessment, FTA-VA-90-1003-06, May.

Housing and Urban Development (HUD)

1991 HUD Noise Limits. The Noise Guide Book. September 1991

Kimley-Horn Associates, Inc.

2006 Riverside County Rail Crossing Priority Analysis, October of 2006

KOA Corporation

2012 Draft Traffic Impact Analysis for The City of Colton Circulation Element and EIR

Riverside County Planning Department

2003 General Plan – Noise Element

San Bernardino International Airport

2012 Personal conversation and email correspondence with Mr. Bill Ingraham, Aviation Director.

Wieland Acoustics, Inc.

2010 Evaluation of the Existing Noise Environment for the City of Colton General Plan

Appendices

Appendix A – Noise Measurement Field Data Sheets

Appendix B – FHWA-RD-77-108 - Traffic Noise Worksheets

Appendix C – Noise/Land Use Compatibility Assessment

APPENDIX A

Noise Measurement Field Data Sheets

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-LU1

Technician: Chris Pylant

Date: 5/17/12

Address: 2839 Cambria

Site Description: VLDR

Temperature: 88°

Wind: light (5-10mph)

Weather: sunny

Settings: (SLOW) FAST

Terrain: Hillside. Ridges to E, S

Primary Source: traffic on Reche Cyn Rd., cars passing on Cambria

Secondary Sources: birds, wind, car doors, talking

1	Start: 4:37	End: 4:52	Leq: 54.5	Lmax: 73.3	Other:	L_1=63.6, L_5=56.0, L_{15}=53.1, L_{30}=50.8
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

Lmax - truck passing (4:46)

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-LD2

Technician: Chris Pylant

Date: 5/17/13

Address: 1656 N Randall Ave.

Site Description: low density residential

Temperature: 89°

Wind: light (0-5 mph)

Weather: sunny

Settings: (SLOW) FAST

Terrain: 5' high berm to west (25'), otherwise flat

Primary Source: cars on Randall

Secondary Sources: talking, car doors, birds, honking (2:56)
airplane overhead (2:50)

1	Start: 2:48	End: 3:03	Leq: 54.7	Lmax: 72.3	Other:	L_1=66.3, L_5=57.2, L_{15}=49.0, L_{30}=45.1
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

google loc sent @ 2:53

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-LU3

Technician: Chris Pylant

Date: 5/17/22

Address: 590 E F st.

Site Description: medium density residential

Temperature: 89°

Settings: (SLOW) FAST

Wind: (5-10 mph) light

Terrain: flat

Weather: sunny

Primary Source: Cars on F & 13th St.

Secondary Sources: birds, wind, talking, siren (3:29), traffic on I-10, child crying

1	Start: 3:20	End: 3:35	Leq: 60.8	Lmax: 73.3	Other:	$L_1 = 69.2, L_5 = 65.5, L_{15} = 59.5, L_{30} = 56.8$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

Lmax: school bus (3:21)

google loc sent @

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-LV4

Technician: Chris Rylant

Date: 5/17/12

Address: 1915 E Washington St.

Site Description: Terrace Oak Apts (High Density Residential)

Temperature: 88°

Wind: light (0-5 mph)

Weather: sunny

Settings: (SLOW) FAST

Terrain: flat

Primary Source: traffic on Washington St. & I-215??

Secondary Sources: talking, furniture being moved, maintenance workers

1	Start: 4:16	End: 4:31	Leq: 56.8	Lmax: 70.9	Other:	$L_1 = 65.6$, $L_5 = 59.1$, $L_{15} = 56.6$, $L_{30} = 53.8$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-LV5

Technician: Chris Pylant

Date: 5/17/12

Address:

Site Description: Colton H.S.

Temperature: 89°

Wind: light (0-5 mph)

Weather: sunny

Settings: (SLOW) FAST

Terrain: flat (parking lot)

Primary Source: talking/yelling

Secondary Sources: air conditioning units, gate being opened/closed, bell @ 2:29, 2:35 car doors, School Busses passing/air brakes

1	Start: 2:24	End: 2:39	Leq: 66.0	Lmax: 86.6	Other:	$L_1 = 76.3, L_5 = 67.4, L_{15} = 61.8, L_{30} = 59.0$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

google loc sent: 2:21 pm

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton
Project #:

Receiver Name: M-LV8
Technician: Chris Rylant
Date: 5/17/12

Address: 725 S La Cadena Dr.
Site Description: Deseret Industries

Temperature: 84°
Wind: light (~5 mph)
Weather: sunny

Settings: (SLOW) FAST
Terrain: flat (parking lot)

Primary Source: music over loudspeaker
Secondary Sources: strip to alert of vehicle presence, banging inside warehouse, cars passing in parking lot, car doors, trains passing (12:31)(12:35)

1	Start: 12:22	End: 12:37	Leq: 66.2	Lmax: 87.8	Other:	$L_1 = 76.6, L_5 = 66.8, L_{15} = 59.9, L_{30} = 57.8$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch: Lmax → passing train (wheels)

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-LU9

Technician: Chris Pylant

Date: 5/17/12

Address: 2097 E Washington St.

Site Description: General Commercial: shopping center (grocery, tire shop, pharmacy, bank, small shops)

Temperature: 80°

Settings: (SLOW) FAST

Wind: moderate (~10 mph)

Terrain: flat (parking lot)

Weather: sunny

Primary Source: traffic on Washington St.

Secondary Sources: pneumatic tools, rolling jack, car horns, cars passing in lot, talking, car doors, shopping carts

1	Start: 6:15	End: 6:30	Leq: 62.5	Lmax: 76.8	Other:	L_1=70.6, L_5=64.7, L_{15}=62.3, L_{30}=60.9
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton
Project #:

Receiver Name: M-LU10
Technician: Chris Pylant
Date: 5/17/12

Address: 600 E Cooley Dr
Site Description: Business/Industrial Park

Temperature: 88°
Wind: light (~ 5 mph)
Weather: sunny

Settings: (SLOW) FAST
Terrain: flat (parking lot)

Primary Source:
Secondary Sources: delivery truck (3:49), repair truck, idling cars, birds, talking, car doors

1	Start: 3:49	End: 4:04	Leq: 55.3	Lmax: 74.9	Other:	$L_1 = 65.8$, $L_5 = 57.4$, $L_{15} = 52.2$, $L_{30} = 49.9$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

google loc. sent @ 3:51

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-LD11

Technician: Chris Pylant

Date: 5/17/12

Address: 354 N Wildrose Ave.

Site Description: Bakery Products

Temperature: 88°

Settings: (SLOW) FAST

Wind: light (0-5 mph)

Terrain: flat

Weather: sunny

Primary Source: Vehicles on Wildrose, refrigeration units

Secondary Sources: birds

1	Start: 1:47	End: 2:02	Leq: 66.0	Lmax: 76.3	Other:	$L_1 = 73.7, L_5 = 70.3, L_{15} = 65.8, L_{30} = 62.7$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

google loc: 1:57

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton
Project #:

Receiver Name: M-LU12
Technician: Chris Pylant
Date: 5/17/12

Address: 446 W Fogg St.
Site Description: Dan Copp crushing corp., Mingo's Transmissions

Temperature: 88°
Wind: Calm
Weather: sunny

Settings: (SLOW) FAST
Terrain: flat

Primary Source: Trucks, cars passing on Fogg / La Cadena
Secondary Sources: Birds, trucks exiting/entering Dan Copp

1	Start: 1:23	End: 1:38	Leq: 61.1	Lmax: 80.6	Other:	$L_1 = 71.8$, $L_5 = 69.4$, $L_{15} = 53.2$, $L_{30} = 48.4$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

Lmax → passing truck
google loc emailed: 1:37 PM

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-RD1

Technician: Chris Pylant

Date: 5/17/12

Address: S Graymoor Ave.

Site Description: Cadena Creek Mobile Home Park, closest sensitive receptor to proposed extension of Pellisier Rd.

Temperature: 73°

Settings: (SLOW) FAST

Wind: calm

Terrain: gently rolling hills, large hill to north

Weather: sunny

Primary Source: children playing, talking, cars passing in mobile home park

Secondary Sources: birds

1	Start: 7:25	End: 7:40	Leq: 50.7	Lmax: 68.9	Other:	L_1=57.4, L_5=52.3, L_{15}=49.8, L_{30}=48.1
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

google loc sent @ 7:27 pm

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-RD2

Technician: Chris Rylant

Date: 5/17/12

Address: 3008 Shadid Dr.

Site Description: existing residential closest to proposed realignment of Reche Cyn Rd.

Temperature: 86°

Settings: (SLOW) FAST

Wind: light (~5 mph)

Terrain: gentle hillside

Weather: sunny

Primary Source: traffic on Reche Cyn Rd.

Secondary Sources: vehicles passing on Shadid, birds, talking, car doors

1	*Start: 5:30	End: 5:45	Leq: 59.4	Lmax: 76.8	Other:	$L_1 = 67.6, L_5 = 61.6, L_{15} = 58.2, L_{30} = 56.4$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-RD3

Technician: Chris Pylant

Date: 5/17/12

Address: 3510 E Washington St.

Site Description: Our Lady Queen of Peace Cemetery & Mausoleum, closest sensitive receptor to proposed southerly extension of Hunts. Ln.

Temperature: 85°

Settings: (SLOW) FAST

Wind: Light (0-5mph)

Terrain: hill to south, cemetery on ridge

Weather: Sunny

Primary Source: traffic on Washington St., Reche Cyn. Rd.

Secondary Sources: birds, talking

1	Start: 5:53	End: 6:08	Leq: 51.6	Lmax: 60.5	Other:	$L_1 = 55.5$, $L_5 = 53.4$, $L_{15} = 51.9$, $L_{30} = 51.1$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

google loc sent @ 5:58 pm

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-RD4

Technician: Chris Pylant

Date: 5/17/12

Address: 2001 Skyview Dr.

Site Description: VLDR, closest sensitive receptor to proposed arterial in the Redlands Cyn Specific Plan

Temperature: 79°

Settings: (SLOW) FAST

Wind: light (0-5 mph)

Terrain: ridge top. Proposed alignment is in valley ≈ 50'-75' lower

Weather: sunny

Primary Source: traffic on Barton Rd., Washington St.?

Secondary Sources: Dog Barking, wind, birds

1	Start: 6:31	End: 6:46	Leq: 50.2	Lmax: 68.5	Other:	$L_1 = 57.0, L_5 = 51.5, L_{15} = 49.3, L_{30} = 47.8$
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

Lmax: car passing at 6:42

google loc sent @ 6:34 pm

Noise Measurement Field Data

KUNZMAN ASSOCIATES, INC.
OVER 30 YEARS OF EXCELLENT SERVICE

Project Name: Colton

Project #:

Receiver Name: M-RD5

Technician: Chris Rylant

Date: 5/17/12

Address: 700 E Washington St.

Site Description: Mobile home park (closest sensitive receptor to proposed extension of Washington St.)

Temperature: 79°

Wind: light (0-5 mph)

Weather: sunny

Settings: (SLOW) FAST

Terrain: Valley. Ridge to S, berm to N

Primary Source: cars entering/exiting mobile home park

Secondary Sources: gate opening, music from cars, dog barking (7:00), talking, birds, buzz from utility building

1	Start: 6:55	End: 7:10	Leq: 49.8	Lmax: 62.5	Other:	L_1=58.6, L_5=54.4, L_{15}=48.5, L_{30}=44.6
2	Start:	End:	Leq:	Lmax:	Other:	
3	Start:	End:	Leq:	Lmax:	Other:	
4	Start:	End:	Leq:	Lmax:	Other:	

Additional Notes/Sketch

google loc sent @ 6:59 pm

APPENDIX B

FHWA-RD-77-108 - Traffic Noise Worksheets

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Barton Rd to I-215

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	946.73	43.08	27.32	175.71	1.80	1.14	130.72	44.88	28.46
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	22.47	9.05	7.07	15.15	-4.75	-6.73	13.87	9.22	7.25
Distance	-14.86	-14.86	-14.86	-14.86	-14.86	-14.86	-14.86	-14.86	-14.86
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.72	47.98	50.23	46.41	34.17	36.42	45.12	48.15	50.40

DAY LEQ	56.06	EVENING LEQ	47.05	NIGHT LEQ	53.17	
CNEL	60.00					

ADT	33599.00	#VALUE!		
SPEED	50.00			
DISTANCE	1508.00			
		0.32		
% A	89.52	% DAY	75.54	
		% EVENING	14.02	
		% NIGHT	10.43	
% MT	6.41	% DAY	48.00	
		% EVENING	2.00	
		% NIGHT	50.00	
% HT	4.07	% DAY	48.00	
		% EVENING	2.00	
		% NIGHT	50.00	
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	56.06			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Barton Rd to I-215

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	946.73	43.08	27.32	175.71	1.80	1.14	130.72	44.88	28.46
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	22.47	9.05	7.07	15.15	-4.75	-6.73	13.87	9.22	7.25
Distance	-9.87	-9.87	-9.87	-9.87	-9.87	-9.87	-9.87	-9.87	-9.87
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.72	52.98	55.22	51.41	39.17	41.42	50.12	53.15	55.40

DAY LEQ	61.06	EVENING LEQ	52.05	NIGHT LEQ	58.17	
CNEL	65.00					

ADT	33599.00	#VALUE!		
SPEED	50.00			
DISTANCE	477.00			
		0.32		
% A	89.52	% DAY	75.54	67.63
		% EVENING	14.02	12.55
		% NIGHT	10.43	9.34
% MT	6.41	% DAY	48.00	3.08
		% EVENING	2.00	0.13
		% NIGHT	50.00	3.21
% HT	4.07	% DAY	48.00	1.95
		% EVENING	2.00	0.08
		% NIGHT	50.00	2.03
LEFT	-90.00			
RIGHT	90.00			
CNEL	65.00			
DAY LEQ	61.06			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Barton Rd to I-215

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	946.73	43.08	27.32	175.71	1.80	1.14	130.72	44.88	28.46
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	22.47	9.05	7.07	15.15	-4.75	-6.73	13.87	9.22	7.25
Distance	-4.86	-4.86	-4.86	-4.86	-4.86	-4.86	-4.86	-4.86	-4.86
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.72	57.98	60.23	56.41	44.17	46.42	55.12	58.15	60.40

DAY LEQ	66.06	EVENING LEQ	57.05	NIGHT LEQ	63.17	
CNEL	70.00					

ADT	33599.00	#VALUE!			
SPEED	50.00				
DISTANCE	151				
		0.32			
% A	89.52	% DAY	75.54	67.63	
		% EVENING	14.02	12.55	
		% NIGHT	10.43	9.34	
% MT	6.41	% DAY	48.00	3.08	
		% EVENING	2.00	0.13	
		% NIGHT	50.00	3.21	
% HT	4.07	% DAY	48.00	1.95	
		% EVENING	2.00	0.08	
		% NIGHT	50.00	2.03	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	66.06				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - La Cadena Dr., I-10 Fwy to N St

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	731.12	33.27	21.10	135.69	1.39	0.88	100.95	34.66	21.98
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.80	8.38	6.40	14.49	-5.42	-7.40	13.20	8.56	6.58
Distance	-13.02	-13.02	-13.02	-13.02	-13.02	-13.02	-13.02	-13.02	-13.02
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.12	47.98	50.52	45.81	34.18	36.72	44.52	48.16	50.70

DAY LEQ	55.81	EVENING LEQ	46.57	NIGHT LEQ	53.25
CNEL	60.00				

ADT	25947.00	#VALUE!			
SPEED	45.00				
DISTANCE	987.00				
		0.32			
% A	89.52	% DAY	75.54	[illegible]	
		% EVENING	14.02	[illegible]	
		% NIGHT	10.43	[illegible]	
% MT	6.41	% DAY	48.00	[illegible]	
		% EVENING	2.00	[illegible]	
		% NIGHT	50.00	[illegible]	
% HT	4.07	% DAY	48.00	[illegible]	
		% EVENING	2.00	[illegible]	
		% NIGHT	50.00	[illegible]	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.81				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - La Cadena Dr., I-10 Fwy to N St

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	731.12	33.27	21.10	135.69	1.39	0.88	100.95	34.66	21.98
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.80	8.38	6.40	14.49	-5.42	-7.40	13.20	8.56	6.58
Distance	-8.02	-8.02	-8.02	-8.02	-8.02	-8.02	-8.02	-8.02	-8.02
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.12	52.98	55.52	50.81	39.18	41.72	49.53	53.16	55.70

DAY LEQ	60.81	EVENING LEQ	51.57	NIGHT LEQ	58.25	
CNEL	65.00					

ADT	25947.00	#VALUE!			
SPEED	45.00				
DISTANCE	312.00				
		0.32			
% A	89.52	% DAY	75.54	67.63	
		% EVENING	14.02	12.55	
		% NIGHT	10.43	9.34	
% MT	6.41	% DAY	48.00	3.08	
		% EVENING	2.00	0.13	
		% NIGHT	50.00	3.21	
% HT	4.07	% DAY	48.00	1.95	
		% EVENING	2.00	0.08	
		% NIGHT	50.00	2.03	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	60.81				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - La Cadena Dr., I-10 Fwy to N St

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	731.12	33.27	21.10	135.69	1.39	0.88	100.95	34.66	21.98
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.80	8.38	6.40	14.49	-5.42	-7.40	13.20	8.56	6.58
Distance	-3.02	-3.02	-3.02	-3.02	-3.02	-3.02	-3.02	-3.02	-3.02
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.12	57.98	60.52	55.81	44.18	46.72	54.52	58.16	60.70

DAY LEQ	65.81	EVENING LEQ	56.57	NIGHT LEQ	63.25	
CNEL	70.00					

ADT	25947.00	#VALUE!			
SPEED	45.00				
DISTANCE	99				
		0.32			
% A	89.52	% DAY	75.54	67.63	
		% EVENING	14.02	12.55	
		% NIGHT	10.43	9.34	
% MT	6.41	% DAY	48.00	3.08	
		% EVENING	2.00	0.13	
		% NIGHT	50.00	3.21	
% HT	4.07	% DAY	48.00	1.95	
		% EVENING	2.00	0.08	
		% NIGHT	50.00	2.03	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.81				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho St to Barton Rd

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1126.31	51.25	32.50	209.04	2.14	1.35	155.51	53.39	33.86
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	23.22	9.80	7.82	15.91	-4.00	-5.98	14.62	9.98	8.00
Distance	-15.62	-15.62	-15.62	-15.62	-15.62	-15.62	-15.62	-15.62	-15.62
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.72	47.97	50.22	46.41	34.17	36.42	45.12	48.15	50.40

DAY LEQ	56.06	EVENING LEQ	47.05	NIGHT LEQ	53.17	
CNEL	60.00					

ADT	39972.00	#VALUE!		
SPEED	50.00			
DISTANCE	1795.00			
		0.32		
% A	89.52	% DAY	75.54	67.63
		% EVENING	14.02	12.55
		% NIGHT	10.43	9.34
% MT	6.41	% DAY	48.00	3.08
		% EVENING	2.00	0.13
		% NIGHT	50.00	3.21
% HT	4.07	% DAY	48.00	1.95
		% EVENING	2.00	0.08
		% NIGHT	50.00	2.03
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	56.06			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho St to Barton Rd

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1126.31	51.25	32.50	209.04	2.14	1.35	155.51	53.39	33.86
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	23.22	9.80	7.82	15.91	-4.00	-5.98	14.62	9.98	8.00
Distance	-10.62	-10.62	-10.62	-10.62	-10.62	-10.62	-10.62	-10.62	-10.62
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.72	52.97	55.22	51.40	39.17	41.42	50.12	53.15	55.40

DAY LEQ	61.06	EVENING LEQ	52.05	NIGHT LEQ	58.17	
CNEL	65.00					

ADT	39972.00	#VALUE!			
SPEED	50.00				
DISTANCE	568.00				
		0.32			
% A	89.52	% DAY	75.54	67.63	
		% EVENING	14.02	12.55	
		% NIGHT	10.43	9.34	
% MT	6.41	% DAY	48.00	3.08	
		% EVENING	2.00	0.13	
		% NIGHT	50.00	3.21	
% HT	4.07	% DAY	48.00	1.95	
		% EVENING	2.00	0.08	
		% NIGHT	50.00	2.03	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	61.06				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

Existing Traffic Noise - Rancho St to Barton Rd

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1126.31	51.25	32.50	209.04	2.14	1.35	155.51	53.39	33.86
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	23.22	9.80	7.82	15.91	-4.00	-5.98	14.62	9.98	8.00
Distance	-5.61	-5.61	-5.61	-5.61	-5.61	-5.61	-5.61	-5.61	-5.61
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.73	57.99	60.23	56.42	44.18	46.43	55.13	58.16	60.41

DAY LEQ	66.07	EVENING LEQ	57.06	NIGHT LEQ	63.18	
CNEL	70.01					

ADT	39972.00	#VALUE!		
SPEED	50.00			
DISTANCE	179.00			
		0.32		
% A	89.52	% DAY	75.54	67.63
		% EVENING	14.02	12.55
		% NIGHT	10.43	9.34
% MT	6.41	% DAY	48.00	3.08
		% EVENING	2.00	0.13
		% NIGHT	50.00	3.21
% HT	4.07	% DAY	48.00	1.95
		% EVENING	2.00	0.08
		% NIGHT	50.00	2.03
LEFT	-90.00			
RIGHT	90.00			
CNEL	70.01			
DAY LEQ	66.07			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Colton Ave to E St

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	691.80	20.63	21.58	128.40	0.86	0.90	95.52	21.49	22.48
Speed in MPH	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	67.36	76.31	81.16	67.36	76.31	81.16	67.36	76.31	81.16
ADJUSTMENTS									
Flow	22.07	6.82	7.01	14.76	-6.98	-6.79	13.47	7.00	7.19
Distance	-11.79	-11.79	-11.79	-11.79	-11.79	-11.79	-11.79	-11.79	-11.79
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	52.64	46.34	51.38	45.33	32.54	37.58	44.04	46.52	51.56

DAY LEQ	55.62	EVENING LEQ	46.19	NIGHT LEQ	53.29
CNEL	60.00				

ADT	24090.00	#VALUE!		
SPEED	40.00			
DISTANCE	743.00			
		0.32		
% A	91.24	% DAY	75.54	68.92
		% EVENING	14.02	12.79
		% NIGHT	10.43	9.52
% MT	4.28	% DAY	48.00	2.06
		% EVENING	2.00	0.09
		% NIGHT	50.00	2.14
% HT	4.48	% DAY	48.00	2.15
		% EVENING	2.00	0.09
		% NIGHT	50.00	2.24
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.62			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Colton Ave to E St

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	691.80	20.63	21.58	128.40	0.86	0.90	95.52	21.49	22.48
Speed in MPH	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	67.36	76.31	81.16	67.36	76.31	81.16	67.36	76.31	81.16
ADJUSTMENTS									
Flow	22.07	6.82	7.01	14.76	-6.98	-6.79	13.47	7.00	7.19
Distance	-6.79	-6.79	-6.79	-6.79	-6.79	-6.79	-6.79	-6.79	-6.79
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	57.64	51.34	56.38	50.33	37.54	42.58	49.04	51.52	56.56

DAY LEQ	60.61	EVENING LEQ	51.19	NIGHT LEQ	58.29	
CNEL	65.00					

ADT	24090.00	#VALUE!		
SPEED	40.00			
DISTANCE	235.00			
		0.32		
% A	91.24	% DAY	75.54	68.92
		% EVENING	14.02	12.79
		% NIGHT	10.43	9.52
% MT	4.28	% DAY	48.00	2.06
		% EVENING	2.00	0.09
		% NIGHT	50.00	2.14
% HT	4.48	% DAY	48.00	2.15
		% EVENING	2.00	0.09
		% NIGHT	50.00	2.24
LEFT	-90.00			
RIGHT	90.00			
CNEL	65.00			
DAY LEQ	60.61			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Colton Ave to E St

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	691.80	20.63	21.58	128.40	0.86	0.90	95.52	21.49	22.48
Speed in MPH	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	67.36	76.31	81.16	67.36	76.31	81.16	67.36	76.31	81.16
ADJUSTMENTS									
Flow	22.07	6.82	7.01	14.76	-6.98	-6.79	13.47	7.00	7.19
Distance	-1.79	-1.79	-1.79	-1.79	-1.79	-1.79	-1.79	-1.79	-1.79
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	62.64	56.34	61.38	55.33	42.54	47.58	54.04	56.52	61.56

DAY LEQ	65.62	EVENING LEQ	56.19	NIGHT LEQ	63.29	
CNEL	70.00					

ADT	24090.00	#VALUE!			
SPEED	40.00				
DISTANCE	74				
		0.32			
% A	91.24	% DAY	75.54	68.92	
		% EVENING	14.02	12.79	
		% NIGHT	10.43	9.52	
% MT	4.28	% DAY	48.00	2.05	
		% EVENING	2.00	0.09	
		% NIGHT	50.00	2.14	
% HT	4.48	% DAY	48.00	2.15	
		% EVENING	2.00	0.09	
		% NIGHT	50.00	2.24	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.62				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Colton Ave to La Cadena Dr

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	491.53	14.65	15.34	91.23	0.61	0.64	67.87	15.26	15.97
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	19.62	4.36	4.56	12.31	-9.44	-9.24	11.02	4.54	4.74
Distance	-11.76	-11.76	-11.76	-11.76	-11.76	-11.76	-11.76	-11.76	-11.76
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.98	46.40	50.82	46.66	32.59	37.02	45.38	46.57	51.00

DAY LEQ	56.17	EVENING LEQ	47.26	NIGHT LEQ	53.13	
CNEL	60.00					

ADT	17116.00	#VALUE!		
SPEED	50.00			
DISTANCE	738.00			
		0.32		
% A	91.24	% DAY	75.54	68.92
		% EVENING	14.02	12.79
		% NIGHT	10.43	9.52
% MT	4.28	% DAY	48.00	2.05
		% EVENING	2.00	0.09
		% NIGHT	50.00	2.14
% HT	4.48	% DAY	48.00	2.15
		% EVENING	2.00	0.09
		% NIGHT	50.00	2.24
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	56.17			
Day hour	89.00			
Absorbtive?	no	*TO TURN ON, COPY K2 TO J2*		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Colton Ave to La Cadena Dr

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	491.53	14.65	15.34	91.23	0.61	0.64	67.87	15.26	15.97
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	19.62	4.36	4.56	12.31	-9.44	-9.24	11.02	4.54	4.74
Distance	-6.77	-6.77	-6.77	-6.77	-6.77	-6.77	-6.77	-6.77	-6.77
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.97	51.38	55.81	51.65	37.58	42.01	50.37	51.56	55.99

DAY LEQ	61.16	EVENING LEQ	52.25	NIGHT LEQ	58.12
CNEL	64.99				

ADT	17116.00	#VALUE!		
SPEED	50.00			
DISTANCE	234.00			
		0.32		
% A	91.24	% DAY	75.54	68.92
		% EVENING	14.02	12.79
		% NIGHT	10.43	9.52
% MT	4.28	% DAY	48.00	2.05
		% EVENING	2.00	0.09
		% NIGHT	50.00	2.14
% HT	4.48	% DAY	48.00	2.15
		% EVENING	2.00	0.09
		% NIGHT	50.00	2.24
LEFT	-90.00			
RIGHT	90.00			
CNEL	64.99			
DAY LEQ	61.16			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Colton Ave to La Cadena Dr

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	491.53	14.65	15.34	91.23	0.61	0.64	67.87	15.26	15.97
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	19.62	4.36	4.56	12.31	-9.44	-9.24	11.02	4.54	4.74
Distance	-1.76	-1.76	-1.76	-1.76	-1.76	-1.76	-1.76	-1.76	-1.76
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.98	56.40	60.82	56.66	42.59	47.02	55.38	56.57	61.00

DAY LEQ	66.17	EVENING LEQ	57.26	NIGHT LEQ	63.13	
CNEL	70.00					

ADT	17116.00	#VALUE!			
SPEED	50.00				
DISTANCE	74				
		0.32			
% A	91.24	% DAY	75.54	68.92	
		% EVENING	14.02	12.79	
		% NIGHT	10.43	9.52	
% MT	4.28	% DAY	48.00	2.05	
		% EVENING	2.00	0.09	
		% NIGHT	50.00	2.14	
% HT	4.48	% DAY	48.00	2.15	
		% EVENING	2.00	0.09	
		% NIGHT	50.00	2.24	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	66.17				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, I-10 to M St

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	438.54	10.88	10.46	81.39	0.45	0.44	60.55	11.33	10.90
Speed in MPH	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	62.51	73.11	78.76	62.51	73.11	78.76	62.51	73.11	78.76
ADJUSTMENTS									
Flow	21.34	5.29	5.12	14.03	-8.51	-8.68	12.74	5.47	5.30
Distance	-7.18	-7.18	-7.18	-7.18	-7.18	-7.18	-7.18	-7.18	-7.18
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	51.68	46.22	51.70	44.36	32.42	37.90	43.08	46.40	51.88

DAY LEQ	55.27	EVENING LEQ	45.47	NIGHT LEQ	53.38
CNEL	60.00				

ADT	15000.00	#VALUE!		
SPEED	30.00			
DISTANCE	257.00			
		0.32		
% A	92.89	% DAY	75.54	70.17
		% EVENING	14.02	13.02
		% NIGHT	10.43	9.69
% MT	3.63	% DAY	48.00	1.74
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.81
% HT	3.49	% DAY	48.00	1.67
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.74
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.27			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, I-10 to M St

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	438.54	10.88	10.46	81.39	0.45	0.44	60.55	11.33	10.90
Speed in MPH	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	62.51	73.11	78.76	62.51	73.11	78.76	62.51	73.11	78.76
ADJUSTMENTS									
Flow	21.34	5.29	5.12	14.03	-8.51	-8.68	12.74	5.47	5.30
Distance	-2.17	-2.17	-2.17	-2.17	-2.17	-2.17	-2.17	-2.17	-2.17
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	56.69	51.24	56.71	49.38	37.44	42.91	48.09	51.42	56.89

DAY LEQ	60.29	EVENING LEQ	50.48	NIGHT LEQ	58.40
CNEL	65.01				

ADT	15000.00	#VALUE!			
SPEED	30.00				
DISTANCE	81.00				
		0.32			
% A	92.89	% DAY	75.54	70.17	
		% EVENING	14.02	13.02	
		% NIGHT	10.43	9.69	
% MT	3.63	% DAY	48.00	1.74	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	3.49	% DAY	48.00	1.67	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.74	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.01				
DAY LEQ	60.29				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, I-10 to M St

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	438.54	10.88	10.46	81.39	0.45	0.44	60.55	11.33	10.90
Speed in MPH	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	62.51	73.11	78.76	62.51	73.11	78.76	62.51	73.11	78.76
ADJUSTMENTS									
Flow	21.34	5.29	5.12	14.03	-8.51	-8.68	12.74	5.47	5.30
Distance	2.82	2.82	2.82	2.82	2.82	2.82	2.82	2.82	2.82
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	61.68	56.22	61.70	54.36	42.42	47.90	53.08	56.40	61.88

DAY LEQ	65.27	EVENING LEQ	55.47	NIGHT LEQ	63.38	
CNEL	70.00					

ADT	15000.00	#VALUE!			
SPEED	30.00				
DISTANCE	26				
		0.32			
% A	92.89	% DAY	75.54	70.17	
		% EVENING	14.02	13.03	
		% NIGHT	10.43	9.69	
% MT	3.63	% DAY	48.00	1.74	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	3.49	% DAY	48.00	1.67	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.7	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.27				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, I-215 to Grand Terrace CL

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	438.54	10.88	10.46	81.39	0.45	0.44	60.55	11.33	10.90
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	20.67	4.62	4.45	13.36	-9.18	-9.35	12.07	4.80	4.63
Distance	-8.12	-8.12	-8.12	-8.12	-8.12	-8.12	-8.12	-8.12	-8.12
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	52.67	46.33	51.38	45.35	32.53	37.57	44.07	46.51	51.55

DAY LEQ	55.62	EVENING LEQ	46.21	NIGHT LEQ	53.29
CNEL	59.99				

ADT	15000.00	#VALUE!			
SPEED	35.00				
DISTANCE	319.00				
		0.32			
% A	92.89	% DAY	75.54	70.17	
		% EVENING	14.02	13.02	
		% NIGHT	10.43	9.69	
% MT	3.63	% DAY	48.00	1.74	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	3.49	% DAY	48.00	1.67	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.74	
LEFT	-90.00				
RIGHT	90.00				
CNEL	59.99				
DAY LEQ	55.62				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, I-215 to Grand Terrace CL

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	438.54	10.88	10.46	81.39	0.45	0.44	60.55	11.33	10.90
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	20.67	4.62	4.45	13.36	-9.18	-9.35	12.07	4.80	4.63
Distance	-3.12	-3.12	-3.12	-3.12	-3.12	-3.12	-3.12	-3.12	-3.12
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	57.66	51.32	56.37	50.35	37.52	42.57	49.06	51.50	56.55

DAY LEQ	60.62	EVENING LEQ	51.21	NIGHT LEQ	58.28	
CNEL	64.99					

ADT	15000.00	#VALUE!			
SPEED	35.00				
DISTANCE	101.00				
		0.32			
% A	92.89	% DAY	75.54	79.17	
		% EVENING	14.02	13.02	
		% NIGHT	10.43	9.80	
% MT	3.63	% DAY	48.00	1.74	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	3.49	% DAY	48.00	1.67	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.74	
LEFT	-90.00				
RIGHT	90.00				
CNEL	64.99				
DAY LEQ	60.62				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, I-215 to Grand Terrace CL

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	438.54	10.88	10.46	81.39	0.45	0.44	60.55	11.33	10.90
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	20.67	4.62	4.45	13.36	-9.18	-9.35	12.07	4.80	4.63
Distance	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	62.67	56.33	61.38	55.35	42.53	47.57	54.07	56.51	61.55

DAY LEQ	65.62	EVENING LEQ	56.21	NIGHT LEQ	63.29	
CNEL	69.99					

ADT	15000.00	#VALUE!			
SPEED	35.00				
DISTANCE	32				
		0.32			
% A	92.89	% DAY	75.54	70.17	
		% EVENING	14.02	13.02	
		% NIGHT	10.43	9.69	
% MT	3.63	% DAY	48.00	1.74	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	3.49	% DAY	48.00	1.67	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.74	
LEFT	-90.00				
RIGHT	90.00				
CNEL	69.99				
DAY LEQ	65.62				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Santo Antonio Dr to Centrepointe Dr

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	963.71	23.91	22.99	178.86	1.00	0.96	133.06	24.90	23.94
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	24.09	8.04	7.87	16.78	-5.76	-5.93	15.49	8.22	8.05
Distance	-11.53	-11.53	-11.53	-11.53	-11.53	-11.53	-11.53	-11.53	-11.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	52.67	46.34	51.38	45.36	32.53	37.58	44.07	46.51	51.56

DAY LEQ	55.63	EVENING LEQ	46.22	NIGHT LEQ	53.30	
CNEL	60.00					

ADT	32963.00	#VALUE!		
SPEED	35.00			
DISTANCE	700.00			
		0.32		
% A	92.89	% DAY	75.54	70.17
		% EVENING	14.02	13.02
		% NIGHT	10.43	9.69
% MT	3.63	% DAY	48.00	1.74
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.81
% HT	3.49	% DAY	48.00	1.67
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.74
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.63			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Santo Antonio Dr to Centrepointe Dr

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	963.71	23.91	22.99	178.86	1.00	0.96	133.06	24.90	23.94
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	24.09	8.04	7.87	16.78	-5.76	-5.93	15.49	8.22	8.05
Distance	-6.54	-6.54	-6.54	-6.54	-6.54	-6.54	-6.54	-6.54	-6.54
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	57.66	51.32	56.37	50.34	37.52	42.57	49.06	51.50	56.55

DAY LEQ	60.62	EVENING LEQ	51.20	NIGHT LEQ	58.28	
CNEL	64.99					

ADT	32963.00	#VALUE!			
SPEED	35.00				
DISTANCE	222.00				
		0.32			
% A	92.89	% DAY	75.54	70.17	
		% EVENING	14.02	13.02	
		% NIGHT	10.43	9.69	
% MT	3.63	% DAY	48.00	1.74	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	3.49	% DAY	48.00	1.67	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.74	
LEFT	-90.00				
RIGHT	90.00				
CNEL	64.99				
DAY LEQ	60.62				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Mt Vernon Ave, Santo Antonio Dr to Centrepointe Dr

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	963.71	23.91	22.99	178.86	1.00	0.96	133.06	24.90	23.94
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	24.09	8.04	7.87	16.78	-5.76	-5.93	15.49	8.22	8.05
Distance	-1.53	-1.53	-1.53	-1.53	-1.53	-1.53	-1.53	-1.53	-1.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	62.67	56.34	61.38	55.36	42.53	47.58	54.07	56.51	61.56

DAY LEQ	65.63	EVENING LEQ	56.22	NIGHT LEQ	63.30	
CNEL	70.00					

ADT	32963.00	#VALUE!			
SPEED	35.00				
DISTANCE	70				
		0.32			
% A	92.89	% DAY	75.54	70.17	
		% EVENING	14.02	13.02	
		% NIGHT	10.43	9.69	
% MT	3.63	% DAY	48.00	1.74	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	3.49	% DAY	48.00	1.67	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.74	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.63				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, C St to Valley Blvd

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	699.05	16.43	13.95	129.74	0.68	0.58	96.52	17.12	14.54
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	22.70	6.41	5.70	15.38	-7.39	-8.10	14.10	6.59	5.88
Distance	-9.63	-9.63	-9.63	-9.63	-9.63	-9.63	-9.63	-9.63	-9.63
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.18	46.61	51.11	45.86	32.81	37.31	44.58	46.78	51.29

DAY LEQ	55.83	EVENING LEQ	46.61	NIGHT LEQ	53.24	
CNEL	60.00					

ADT	23729.00	#VALUE!		
SPEED	35.00			
DISTANCE	452.00			
		0.32		
% A	93.60	% DAY	75.54	70.70
		% EVENING	14.02	13.12
		% NIGHT	10.43	9.76
% MT	3.46	% DAY	48.00	1.66
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.73
% HT	2.94	% DAY	48.00	1.41
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.47
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.83			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, C St to Valley Blvd

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	699.05	16.43	13.95	129.74	0.68	0.58	96.52	17.12	14.54
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	22.70	6.41	5.70	15.38	-7.39	-8.10	14.10	6.59	5.88
Distance	-4.63	-4.63	-4.63	-4.63	-4.63	-4.63	-4.63	-4.63	-4.63
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.17	51.61	56.11	50.86	37.80	42.31	49.58	51.78	56.29

DAY LEQ	60.83	EVENING LEQ	51.61	NIGHT LEQ	58.24	
CNEL	65.00					

ADT	23729.00	#VALUE!			
SPEED	35.00				
DISTANCE	143.00				
		0.32			
% A	93.60	% DAY	75.54	70.70	
		% EVENING	14.02	13.12	
		% NIGHT	10.43	9.76	
% MT	3.46	% DAY	48.00	1.66	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.73	
% HT	2.94	% DAY	48.00	1.41	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.47	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	60.83				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, C St to Valley Blvd

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	699.05	16.43	13.95	129.74	0.68	0.58	96.52	17.12	14.54
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	22.70	6.41	5.70	15.38	-7.39	-8.10	14.10	6.59	5.88
Distance	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.18	56.61	61.11	55.86	42.81	47.31	54.58	56.78	61.29

DAY LEQ	65.83	EVENING LEQ	56.61	NIGHT LEQ	63.24	
CNEL	70.00					

ADT	23729.00	#VALUE!			
SPEED	35.00				
DISTANCE	45				
		0.32			
% A	93.60	% DAY	75.54	70.70	
		% EVENING	14.02	13.12	
		% NIGHT	10.43	9.76	
% MT	3.46	% DAY	48.00	1.66	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.73	
% HT	2.94	% DAY	48.00	1.41	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.47	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.83				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, I-10 to N St

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	788.61	19.89	29.50	146.36	0.83	1.23	108.89	20.72	30.73
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.13	6.15	7.86	14.82	-7.65	-5.94	13.53	6.33	8.04
Distance	-13.45	-13.45	-13.45	-13.45	-13.45	-13.45	-13.45	-13.45	-13.45
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.02	45.32	51.55	45.71	31.51	37.75	44.42	45.49	51.73

DAY LEQ	55.77	EVENING LEQ	46.49	NIGHT LEQ	53.26
CNEL	60.00				

ADT	27525.00	#VALUE!		
SPEED	45.00			
DISTANCE	1090.00			
		0.32		
% A	91.03	% DAY	75.54	68.76
		% EVENING	14.02	12.76
		% NIGHT	10.43	9.49
% MT	3.61	% DAY	48.00	1.73
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.81
% HT	5.36	% DAY	48.00	2.57
		% EVENING	2.00	0.11
		% NIGHT	50.00	2.68
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.77			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, I-10 to N St

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	788.61	19.89	29.50	146.36	0.83	1.23	108.89	20.72	30.73
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.13	6.15	7.86	14.82	-7.65	-5.94	13.53	6.33	8.04
Distance	-8.46	-8.46	-8.46	-8.46	-8.46	-8.46	-8.46	-8.46	-8.46
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.02	50.31	56.54	50.70	36.51	42.74	49.42	50.49	56.72

DAY LEQ	60.76	EVENING LEQ	51.49	NIGHT LEQ	58.26	
CNEL	65.00					

ADT	27525.00	#VALUE!			
SPEED	45.00				
DISTANCE	345.00				
		0.32			
% A	91.03	% DAY	75.54	68.76	
		% EVENING	14.02	12.76	
		% NIGHT	10.43	9.49	
% MT	3.61	% DAY	48.00	1.73	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	5.36	% DAY	48.00	2.57	
		% EVENING	2.00	0.11	
		% NIGHT	50.00	2.67	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	60.76				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, I-10 to N St

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	788.61	19.89	29.50	146.36	0.83	1.23	108.89	20.72	30.73
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.13	6.15	7.86	14.82	-7.65	-5.94	13.53	6.33	8.04
Distance	-3.45	-3.45	-3.45	-3.45	-3.45	-3.45	-3.45	-3.45	-3.45
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.02	55.32	61.55	55.71	41.51	47.75	54.42	55.49	61.73

DAY LEQ	65.77	EVENING LEQ	56.49	NIGHT LEQ	63.26	
CNEL	70.00					

ADT	27525.00	#VALUE!			
SPEED	45.00				
DISTANCE	109				
		0.32			
% A	91.03	% DAY	75.54	68.76	
		% EVENING	14.02	12.76	
		% NIGHT	10.43	9.49	
% MT	3.61	% DAY	48.00	1.73	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.81	
% HT	5.36	% DAY	48.00	2.57	
		% EVENING	2.00	0.11	
		% NIGHT	50.00	2.68	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.77				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, N St to O St

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	725.89	17.97	39.14	134.72	0.75	1.63	100.23	18.72	40.77
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.77	5.71	9.09	14.46	-8.09	-4.71	13.17	5.89	9.27
Distance	-14.16	-14.16	-14.16	-14.16	-14.16	-14.16	-14.16	-14.16	-14.16
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	51.96	44.17	52.07	44.65	30.37	38.27	43.36	44.35	52.25

DAY LEQ	55.37	EVENING LEQ	45.68	NIGHT LEQ	53.36	
CNEL	60.00					

ADT	25918.00	#VALUE!		
SPEED	45.00			
DISTANCE	1281.00			
		0.32		
% A	88.98	% DAY	75.54	67.22
		% EVENING	14.02	12.48
		% NIGHT	10.43	9.28
% MT	3.47	% DAY	48.00	1.66
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.73
% HT	7.55	% DAY	48.00	3.62
		% EVENING	2.00	0.15
		% NIGHT	50.00	3.77
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.37			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, N St to O St

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	725.89	17.97	39.14	134.72	0.75	1.63	100.23	18.72	40.77
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.77	5.71	9.09	14.46	-8.09	-4.71	13.17	5.89	9.27
Distance	-9.15	-9.15	-9.15	-9.15	-9.15	-9.15	-9.15	-9.15	-9.15
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	56.96	49.18	57.07	49.65	35.37	43.27	48.36	49.35	57.25

DAY LEQ	60.37	EVENING LEQ	50.68	NIGHT LEQ	58.36	
CNEL	65.00					

ADT	25918.00	#VALUE!			
SPEED	45.00				
DISTANCE	405.00				
		0.32			
% A	88.98	% DAY	75.54	67.22	
		% EVENING	14.02	12.48	
		% NIGHT	10.43	9.28	
% MT	3.47	% DAY	48.00	1.66	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.73	
% HT	7.55	% DAY	48.00	3.62	
		% EVENING	2.00	0.15	
		% NIGHT	50.00	3.78	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	60.37				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, N St to O St

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	725.89	17.97	39.14	134.72	0.75	1.63	100.23	18.72	40.77
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.77	5.71	9.09	14.46	-8.09	-4.71	13.17	5.89	9.27
Distance	-4.16	-4.16	-4.16	-4.16	-4.16	-4.16	-4.16	-4.16	-4.16
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	61.96	54.17	62.07	54.65	40.37	48.27	53.36	54.35	62.25

DAY LEQ 65.37 EVENING LEQ 55.68 NIGHT LEQ 63.36

CNEL 70.00

ADT	25918.00	#VALUE!		
SPEED	45.00			
DISTANCE	128			
		0.32		
% A	88.98	% DAY	75.54	67.22
		% EVENING	14.02	12.48
		% NIGHT	10.43	9.28
% MT	3.47	% DAY	48.00	1.66
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.73
% HT	7.55	% DAY	48.00	3.62
		% EVENING	2.00	0.15
		% NIGHT	50.00	3.78
LEFT	-90.00			
RIGHT	90.00			
CNEL	70.00			
DAY LEQ	65.37			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, Olive St to C St

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	709.39	16.68	14.16	131.66	0.69	0.59	97.95	17.37	14.75
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	22.76	6.47	5.76	15.45	-7.33	-8.04	14.16	6.65	5.94
Distance	-9.70	-9.70	-9.70	-9.70	-9.70	-9.70	-9.70	-9.70	-9.70
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.17	46.60	51.11	45.86	32.80	37.31	44.57	46.78	51.29

DAY LEQ	55.83	EVENING LEQ	46.61	NIGHT LEQ	53.24	
CNEL	60.00					

ADT	24080.00	#VALUE!		
SPEED	35.00			
DISTANCE	459.00			
		0.32		
% A	93.60	% DAY	75.54	70.70
		% EVENING	14.02	13.12
		% NIGHT	10.43	9.76
% MT	3.46	% DAY	48.00	1.66
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.73
% HT	2.94	% DAY	48.00	1.41
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.47
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.83			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, Olive St to C St

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	709.39	16.68	14.16	131.66	0.69	0.59	97.95	17.37	14.75
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	22.76	6.47	5.76	15.45	-7.33	-8.04	14.16	6.65	5.94
Distance	-4.69	-4.69	-4.69	-4.69	-4.69	-4.69	-4.69	-4.69	-4.69
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.18	51.61	56.12	50.86	37.81	42.31	49.58	51.79	56.29

DAY LEQ	60.83	EVENING LEQ	51.62	NIGHT LEQ	58.25	
CNEL	65.01					

ADT	24080.00	#VALUE!			
SPEED	35.00				
DISTANCE	145.00				
		0.32			
% A	93.60	% DAY	75.54	70.70	
		% EVENING	14.02	13.12	
		% NIGHT	10.43	9.76	
% MT	3.46	% DAY	48.00	1.66	
		% EVENING	2.00	0.07	
		% NIGHT	50.00	1.73	
% HT	2.94	% DAY	48.00	1.41	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.47	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.01				
DAY LEQ	60.83				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Rancho Ave, Olive St to C St

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	709.39	16.68	14.16	131.66	0.69	0.59	97.95	17.37	14.75
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	22.76	6.47	5.76	15.45	-7.33	-8.04	14.16	6.65	5.94
Distance	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.17	56.60	61.11	55.86	42.80	47.31	54.57	56.78	61.29

DAY LEQ 65.83 EVENING LEQ 56.61 NIGHT LEQ 63.24

CNEL 70.00

ADT	24080.00	#VALUE!		
SPEED	35.00			
DISTANCE	46			
		0.32		
% A	93.60	% DAY	75.54	70.70
		% EVENING	14.02	13.12
		% NIGHT	10.43	9.76
% MT	3.46	% DAY	48.00	1.66
		% EVENING	2.00	0.07
		% NIGHT	50.00	1.73
% HT	2.94	% DAY	48.00	1.41
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.47
LEFT	-90.00			
RIGHT	90.00			
CNEL	70.00			
DAY LEQ	65.83			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Reche Cyn Rd, South of Washington St

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	797.04	16.52	27.53	147.93	0.69	1.15	110.05	17.20	28.67
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.18	5.34	7.56	14.86	-8.46	-6.24	13.58	5.52	7.74
Distance	-13.17	-13.17	-13.17	-13.17	-13.17	-13.17	-13.17	-13.17	-13.17
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.53	46.04	30.99	37.73	44.76	44.97	51.71

DAY LEQ	55.90	EVENING LEQ	46.76	NIGHT LEQ	53.21	
CNEL	60.00					

ADT	27525.00	#VALUE!		
SPEED	45.00			
DISTANCE	1020.00			
		0.32		
% A	92.00	% DAY	75.54	69.50
		% EVENING	14.02	12.90
		% NIGHT	10.43	9.60
% MT	3.00	% DAY	48.00	1.44
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.50
% HT	5.00	% DAY	48.00	2.40
		% EVENING	2.00	0.10
		% NIGHT	50.00	2.50
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.90			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Reche Cyn Rd, South of Washington St

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	797.04	16.52	27.53	147.93	0.69	1.15	110.05	17.20	28.67
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.18	5.34	7.56	14.86	-8.46	-6.24	13.58	5.52	7.74
Distance	-8.17	-8.17	-8.17	-8.17	-8.17	-8.17	-8.17	-8.17	-8.17
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.35	49.79	56.53	51.03	35.99	42.73	49.75	49.97	56.71

DAY LEQ	60.89	EVENING LEQ	51.75	NIGHT LEQ	58.21	
CNEL	64.99					

ADT	27525.00	#VALUE!			
SPEED	45.00				
DISTANCE	323.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	64.99				
DAY LEQ	60.89				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Reche Cyn Rd, South of Washington St

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	797.04	16.52	27.53	147.93	0.69	1.15	110.05	17.20	28.67
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.18	5.34	7.56	14.86	-8.46	-6.24	13.58	5.52	7.74
Distance	-3.17	-3.17	-3.17	-3.17	-3.17	-3.17	-3.17	-3.17	-3.17
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.36	54.80	61.53	56.04	40.99	47.73	54.76	54.97	61.71

DAY LEQ	65.90	EVENING LEQ	56.76	NIGHT LEQ	63.21	
CNEL	70.00					

ADT	27525.00	#VALUE!			
SPEED	45.00				
DISTANCE	102				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.90				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Riverside Ave, South of Agua Mansa

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	996.44	20.65	34.41	184.94	0.86	1.43	137.58	21.51	35.84
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	22.69	5.85	8.07	15.37	-7.95	-5.73	14.09	6.03	8.25
Distance	-14.82	-14.82	-14.82	-14.82	-14.82	-14.82	-14.82	-14.82	-14.82
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.99	44.83	51.27	46.68	31.03	37.47	45.39	45.01	51.45

DAY LEQ	56.18	EVENING LEQ	47.27	NIGHT LEQ	53.14	
CNEL	60.00					

ADT	34411.00	#VALUE!			
SPEED	50.00				
DISTANCE	1492.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	56.18				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Riverside Ave, South of Agua Mansa

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	996.44	20.65	34.41	184.94	0.86	1.43	137.58	21.51	35.84
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	22.69	5.85	8.07	15.37	-7.95	-5.73	14.09	6.03	8.25
Distance	-9.82	-9.82	-9.82	-9.82	-9.82	-9.82	-9.82	-9.82	-9.82
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.99	49.83	56.27	51.67	36.02	42.47	50.39	50.00	56.45

DAY LEQ	61.18	EVENING LEQ	52.27	NIGHT LEQ	58.14
CNEL	65.00				

ADT	34411.00	#VALUE!		
SPEED	50.00			
DISTANCE	472.00			
		0.32		
% A	92.00	% DAY	75.54	69.50
		% EVENING	14.02	12.90
		% NIGHT	10.43	9.60
% MT	3.00	% DAY	48.00	1.44
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.50
% HT	5.00	% DAY	48.00	2.40
		% EVENING	2.00	0.10
		% NIGHT	50.00	2.50
LEFT	-90.00			
RIGHT	90.00			
CNEL	65.00			
DAY LEQ	61.18			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Riverside Ave, South of Agua Mansa

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	996.44	20.65	34.41	184.94	0.86	1.43	137.58	21.51	35.84
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	22.69	5.85	8.07	15.37	-7.95	-5.73	14.09	6.03	8.25
Distance	-4.82	-4.82	-4.82	-4.82	-4.82	-4.82	-4.82	-4.82	-4.82
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.99	54.83	61.27	56.68	41.03	47.47	55.39	55.01	61.45

DAY LEQ	66.18	EVENING LEQ	57.27	NIGHT LEQ	63.14	
CNEL	70.00					

ADT	34411.00	#VALUE!			
SPEED	50.00				
DISTANCE	149				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	66.18				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - San Bernardino Ave, Indigo Ave to Pepper Ave

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	275.32	5.70	9.51	51.10	0.24	0.40	38.01	5.94	9.90
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	18.65	1.82	4.03	11.34	-11.99	-9.77	10.05	1.99	4.21
Distance	-7.02	-7.02	-7.02	-7.02	-7.02	-7.02	-7.02	-7.02	-7.02
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	51.74	44.62	52.06	44.42	30.82	38.25	43.14	44.80	52.23

DAY LEQ	55.30	EVENING LEQ	45.51	NIGHT LEQ	53.38	
CNEL	60.00					

ADT	9508.00	#VALUE!		
SPEED	35.00			
DISTANCE	248.00			
		0.32		
% A	92.00	% DAY	75.54	69.50
		% EVENING	14.02	12.90
		% NIGHT	10.43	9.60
% MT	3.00	% DAY	48.00	1.44
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.50
% HT	5.00	% DAY	48.00	2.40
		% EVENING	2.00	0.10
		% NIGHT	50.00	2.50
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	55.30			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - San Bernardino Ave, Indigo Ave to Pepper Ave

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	275.32	5.70	9.51	51.10	0.24	0.40	38.01	5.94	9.90
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	18.65	1.82	4.03	11.34	-11.99	-9.77	10.05	1.99	4.21
Distance	-2.06	-2.06	-2.06	-2.06	-2.06	-2.06	-2.06	-2.06	-2.06
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	56.71	49.59	57.02	49.39	35.79	43.22	48.11	49.76	57.20

DAY LEQ	60.27	EVENING LEQ	50.48	NIGHT LEQ	58.35	
CNEL	64.97					

ADT	9508.00	#VALUE!			
SPEED	35.00				
DISTANCE	79.00				
		0.32			
% A	92.00	% DAY	75.54	69.60	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	64.97				
DAY LEQ	60.27				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - San Bernardino Ave, Indigo Ave to Pepper Ave

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	275.32	5.70	9.51	51.10	0.24	0.40	38.01	5.94	9.90
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	18.65	1.82	4.03	11.34	-11.99	-9.77	10.05	1.99	4.21
Distance	2.98	2.98	2.98	2.98	2.98	2.98	2.98	2.98	2.98
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	61.74	54.62	62.06	54.42	40.82	48.25	53.14	54.80	62.23

DAY LEQ	65.30	EVENING LEQ	55.51	NIGHT LEQ	63.38
CNEL	70.00				

ADT	9508.00	#VALUE!			
SPEED	35.00				
DISTANCE	25				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.30				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - San Bernardino Ave, Pepper Ave to Meridian Ave

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	274.57	5.69	9.48	50.96	0.24	0.40	37.91	5.93	9.88
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	18.64	1.80	4.02	11.33	-12.00	-9.78	10.04	1.98	4.20
Distance	-7.02	-7.02	-7.02	-7.02	-7.02	-7.02	-7.02	-7.02	-7.02
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	51.72	44.61	52.04	44.41	30.81	38.24	43.13	44.78	52.22

DAY LEQ	55.29	EVENING LEQ	45.50	NIGHT LEQ	53.37	
CNEL	59.99					

ADT	9482.00	#VALUE!			
SPEED	35.00				
DISTANCE	248.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.5	
LEFT	-90.00				
RIGHT	90.00				
CNEL	59.99				
DAY LEQ	55.29				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - San Bernardino Ave, Pepper Ave to Meridian Ave

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	274.57	5.69	9.48	50.96	0.24	0.40	37.91	5.93	9.88
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	18.64	1.80	4.02	11.33	-12.00	-9.78	10.04	1.98	4.20
Distance	-2.00	-2.00	-2.00	-2.00	-2.00	-2.00	-2.00	-2.00	-2.00
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	56.75	49.63	57.07	49.43	35.83	43.27	48.15	49.81	57.24

DAY LEQ	60.31	EVENING LEQ	50.52	NIGHT LEQ	58.40	
CNEL	65.02					

ADT	9482.00	#VALUE!			
SPEED	35.00				
DISTANCE	78.00				
		0.32			
% A	92.00	% DAY	75.54	69.51	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.02				
DAY LEQ	60.31				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - San Bernardino Ave, Pepper Ave to Meridian Ave

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	274.57	5.69	9.48	50.96	0.24	0.40	37.91	5.93	9.88
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	65.11	74.83	80.05
ADJUSTMENTS									
Flow	18.64	1.80	4.02	11.33	-12.00	-9.78	10.04	1.98	4.20
Distance	2.98	2.98	2.98	2.98	2.98	2.98	2.98	2.98	2.98
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	61.72	54.61	62.04	54.41	40.81	48.24	53.13	54.78	62.22

DAY LEQ	65.29	EVENING LEQ	55.50	NIGHT LEQ	63.37	
CNEL	69.99					

ADT	9482.00	#VALUE!			
SPEED	35.00				
DISTANCE	25				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	1.25	
LEFT	-90.00				
RIGHT	90.00				
CNEL	69.99				
DAY LEQ	65.29				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Valley Blvd, Pepper Ave to Meridian Ave

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	360.54	1.68	5.98	66.92	0.07	0.25	49.78	1.75	6.23
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	18.27	-5.04	0.47	10.96	-18.84	-13.33	9.68	-4.86	0.65
Distance	-8.10	-8.10	-8.10	-8.10	-8.10	-8.10	-8.10	-8.10	-8.10
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	56.29	40.65	50.39	48.98	26.85	36.58	47.69	40.83	50.56

DAY LEQ	57.38	EVENING LEQ	49.24	NIGHT LEQ	52.67	
CNEL	60.00					

ADT	11838.00	#VALUE!			
SPEED	50.00				
DISTANCE	318.00				
		0.32			
% A	96.76	% DAY	75.54	73.10	
		% EVENING	14.02	13.57	
		% NIGHT	10.43	10.09	
% MT	0.71	% DAY	48.00	0.34	
		% EVENING	2.00	0.01	
		% NIGHT	50.00	0.36	
% HT	2.53	% DAY	48.00	1.21	
		% EVENING	2.00	0.05	
		% NIGHT	50.00	1.26	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	57.38				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Valley Blvd, Pepper Ave to Meridian Ave

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	360.54	1.68	5.98	66.92	0.07	0.25	49.78	1.75	6.23
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	18.27	-5.04	0.47	10.96	-18.84	-13.33	9.68	-4.86	0.65
Distance	-3.12	-3.12	-3.12	-3.12	-3.12	-3.12	-3.12	-3.12	-3.12
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	61.27	45.63	55.37	53.96	31.83	41.57	52.67	45.81	55.55

DAY LEQ	62.36	EVENING LEQ	54.22	NIGHT LEQ	57.65	
CNEL	64.98					

ADT	11838.00	#VALUE!			
SPEED	50.00				
DISTANCE	101.00				
		0.32			
% A	96.76	% DAY	75.54	73.10	
		% EVENING	14.02	13.57	
		% NIGHT	10.43	10.09	
% MT	0.71	% DAY	48.00	0.34	
		% EVENING	2.00	0.01	
		% NIGHT	50.00	0.36	
% HT	2.53	% DAY	48.00	1.21	
		% EVENING	2.00	0.05	
		% NIGHT	50.00	1.26	
LEFT	-90.00				
RIGHT	90.00				
CNEL	64.98				
DAY LEQ	62.36				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Valley Blvd, Pepper Ave to Meridian Ave

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	360.54	1.68	5.98	66.92	0.07	0.25	49.78	1.75	6.23
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	18.27	-5.04	0.47	10.96	-18.84	-13.33	9.68	-4.86	0.65
Distance	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	66.29	50.65	60.39	58.98	36.85	46.58	57.69	50.83	60.56

DAY LEQ	67.38	EVENING LEQ	59.24	NIGHT LEQ	62.67	
CNEL	70.00					

ADT	11838.00	#VALUE!		
SPEED	50.00			
DISTANCE	32			
		0.32		
% A	96.76	% DAY	75.54	73.10
		% EVENING	14.02	13.57
		% NIGHT	10.43	10.09
% MT	0.71	% DAY	48.00	0.34
		% EVENING	2.00	0.01
		% NIGHT	50.00	0.36
% HT	2.53	% DAY	48.00	1.21
		% EVENING	2.00	0.05
		% NIGHT	50.00	1.26
LEFT	-90.00			
RIGHT	90.00			
CNEL	70.00			
DAY LEQ	67.38			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Valley Blvd, Rancho Ave to Cypress Ave

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	488.64	2.28	8.10	90.69	0.09	0.34	67.47	2.37	8.44
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	19.59	-3.72	1.79	12.28	-17.52	-12.01	11.00	-3.54	1.97
Distance	-9.43	-9.43	-9.43	-9.43	-9.43	-9.43	-9.43	-9.43	-9.43
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	56.29	40.65	50.39	48.98	26.85	36.58	47.69	40.83	50.56

DAY LEQ	57.38	EVENING LEQ	49.24	NIGHT LEQ	52.67
CNEL	60.00				

ADT	16044.00	#VALUE!		
SPEED	50.00			
DISTANCE	431.00			
		0.32		
% A	96.76	% DAY	75.54	73.10
		% EVENING	14.02	13.57
		% NIGHT	10.43	10.09
% MT	0.71	% DAY	48.00	0.34
		% EVENING	2.00	0.01
		% NIGHT	50.00	0.35
% HT	2.53	% DAY	48.00	1.21
		% EVENING	2.00	0.05
		% NIGHT	50.00	1.27
LEFT	-90.00			
RIGHT	90.00			
CNEL	60.00			
DAY LEQ	57.38			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Valley Blvd, Rancho Ave to Cypress Ave

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	488.64	2.28	8.10	90.69	0.09	0.34	67.47	2.37	8.44
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	19.59	-3.72	1.79	12.28	-17.52	-12.01	11.00	-3.54	1.97
Distance	-4.42	-4.42	-4.42	-4.42	-4.42	-4.42	-4.42	-4.42	-4.42
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	61.30	45.66	55.40	53.98	31.86	41.59	52.70	45.84	55.57

DAY LEQ	62.38	EVENING LEQ	54.25	NIGHT LEQ	57.67	
CNEL	65.01					

ADT	16044.00	#VALUE!			
SPEED	50.00				
DISTANCE	136.00				
		0.32			
% A	96.76	% DAY	75.54	73.10	
		% EVENING	14.02	13.57	
		% NIGHT	10.43	10.09	
% MT	0.71	% DAY	48.00	0.34	
		% EVENING	2.00	0.01	
		% NIGHT	50.00	0.36	
% HT	2.53	% DAY	48.00	1.21	
		% EVENING	2.00	0.05	
		% NIGHT	50.00	1.26	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.01				
DAY LEQ	62.38				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Valley Blvd, Rancho Ave to Cypress Ave

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	488.64	2.28	8.10	90.69	0.09	0.34	67.47	2.37	8.44
Speed in MPH	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	71.12	78.79	83.02	71.12	78.79	83.02	71.12	78.79	83.02
ADJUSTMENTS									
Flow	19.59	-3.72	1.79	12.28	-17.52	-12.01	11.00	-3.54	1.97
Distance	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	66.29	50.65	60.39	58.98	36.85	46.58	57.69	50.83	60.56

DAY LEQ	67.38	EVENING LEQ	59.24	NIGHT LEQ	62.67
CNEL	70.00				

ADT	16044.00	#VALUE!			
SPEED	50.00				
DISTANCE	43				
		0.32			
% A	96.76	% DAY	75.54	73.10	
		% EVENING	14.02	13.57	
		% NIGHT	10.43	10.09	
% MT	0.71	% DAY	48.00	0.34	
		% EVENING	2.00	0.01	
		% NIGHT	50.00	0.36	
% HT	2.53	% DAY	48.00	1.21	
		% EVENING	2.00	0.05	
		% NIGHT	50.00	1.26	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	67.38				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Washington St, Barton Rd to Reche Cyn Rd

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1194.48	24.75	41.25	221.69	1.03	1.72	164.92	25.78	42.97
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	23.93	7.10	9.32	16.62	-6.70	-4.49	15.33	7.28	9.49
Distance	-14.92	-14.92	-14.92	-14.92	-14.92	-14.92	-14.92	-14.92	-14.92
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.54	46.05	31.00	37.74	44.76	44.98	51.72

DAY LEQ	55.91	EVENING LEQ	46.76	NIGHT LEQ	53.22	
CNEL	60.00					

ADT	41250.00	#VALUE!			
SPEED	45.00				
DISTANCE	1527.00				
		0.32			
% A	92.00	% DAY	75.54	69.56	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Washington St, Barton Rd to Reche Cyn Rd

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1194.48	24.75	41.25	221.69	1.03	1.72	164.92	25.78	42.97
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	23.93	7.10	9.32	16.62	-6.70	-4.49	15.33	7.28	9.49
Distance	-9.92	-9.92	-9.92	-9.92	-9.92	-9.92	-9.92	-9.92	-9.92
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.36	49.80	56.54	51.04	36.00	42.74	49.76	49.98	56.72

DAY LEQ	60.90	EVENING LEQ	51.76	NIGHT LEQ	58.22	
CNEL	65.00					

ADT	41250.00	#VALUE!			
SPEED	45.00				
DISTANCE	483.00				
		0.32			
% A	92.00	% DAY	75.54	69.59	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	60.90				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Washington St, Barton Rd to Reche Cyn Rd

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1194.48	24.75	41.25	221.69	1.03	1.72	164.92	25.78	42.97
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	23.93	7.10	9.32	16.62	-6.70	-4.49	15.33	7.28	9.49
Distance	-4.92	-4.92	-4.92	-4.92	-4.92	-4.92	-4.92	-4.92	-4.92
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.36	54.80	61.54	56.05	41.00	47.74	54.76	54.98	61.72

DAY LEQ	65.91	EVENING LEQ	56.76	NIGHT LEQ	63.22	
CNEL	70.00					

ADT	41250.00	#VALUE!			
SPEED	45.00				
DISTANCE	153				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Washington St, Mt Vernon Ave (E Int) to Meadow Ln

60 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1194.48	24.75	41.25	221.69	1.03	1.72	164.92	25.78	42.97
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	23.93	7.10	9.32	16.62	-6.70	-4.49	15.33	7.28	9.49
Distance	-14.92	-14.92	-14.92	-14.92	-14.92	-14.92	-14.92	-14.92	-14.92
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.54	46.05	31.00	37.74	44.76	44.98	51.72

DAY LEQ	55.91	EVENING LEQ	46.76	NIGHT LEQ	53.22	
CNEL	60.00					

ADT	41250.00	#VALUE!			
SPEED	45.00				
DISTANCE	1527.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Washington St, Mt Vernon Ave (E Int) to Meadow Ln

65 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1194.48	24.75	41.25	221.69	1.03	1.72	164.92	25.78	42.97
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	23.93	7.10	9.32	16.62	-6.70	-4.49	15.33	7.28	9.49
Distance	-9.92	-9.92	-9.92	-9.92	-9.92	-9.92	-9.92	-9.92	-9.92
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.36	49.80	56.54	51.04	36.00	42.74	49.76	49.98	56.72

DAY LEQ	60.90	EVENING LEQ	51.76	NIGHT LEQ	58.22	
CNEL	65.00					

ADT	41250.00	#VALUE!			
SPEED	45.00				
DISTANCE	483.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	60.90				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Existing Traffic Noise - Washington St, Mt Vernon Ave (E Int) to Meadow Ln

70 dBA Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	1194.48	24.75	41.25	221.69	1.03	1.72	164.92	25.78	42.97
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	23.93	7.10	9.32	16.62	-6.70	-4.49	15.33	7.28	9.49
Distance	-4.92	-4.92	-4.92	-4.92	-4.92	-4.92	-4.92	-4.92	-4.92
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.36	54.80	61.54	56.05	41.00	47.74	54.76	54.98	61.72

DAY LEQ	65.91	EVENING LEQ	56.76	NIGHT LEQ	63.22	
CNEL	70.00					

ADT	41250.00	#VALUE!			
SPEED	45.00				
DISTANCE	153				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Pellissier Rd. 4-lane Secondary Arterial

60 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	689.96	8.44	3.37	127.47	0.37	0.39	95.79	8.44	3.37
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.55	2.42	-1.56	14.22	-11.11	-10.98	12.98	2.42	-1.56
Distance	-8.56	-8.56	-8.56	-8.56	-8.56	-8.56	-8.56	-8.56	-8.56
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	57.34	46.49	47.02	50.00	32.96	37.61	48.76	46.49	47.02

DAY LEQ	58.04	EVENING LEQ	50.33	NIGHT LEQ	52.31	
CNEL	59.99					

ADT	22500.00	#VALUE!			
SPEED	45.00				
DISTANCE	353.00				
		0.32			
% A	97.40	% DAY	75.56	*73.60*	
		% EVENING	13.96	*13.60*	
		% NIGHT	10.49	*10.22*	
% MT	1.84	% DAY	48.91	*0.90*	
		% EVENING	2.17	*0.04*	
		% NIGHT	48.91	*0.90*	
% HT	0.76	% DAY	47.30	*0.36*	
		% EVENING	5.41	*0.04*	
		% NIGHT	47.30	*0.36*	
LEFT	-90.00				
RIGHT	90.00				
CNEL	59.99				
DAY LEQ	58.04				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Pellissier Rd. 4-lane Secondary Arterial

65 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	689.96	8.44	3.37	127.47	0.37	0.39	95.79	8.44	3.37
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.55	2.42	-1.56	14.22	-11.11	-10.98	12.98	2.42	-1.56
Distance	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	62.36	51.51	52.05	55.03	37.98	42.63	53.79	51.51	52.05

	DAY LEQ	63.06		EVENING LEQ	55.35	NIGHT LEQ	57.33
	CNEL		65.02				

ADT	22500.00	#VALUE!	
SPEED	45.00		
DISTANCE	111.00		
		0.32	
% A	97.40	% DAY	75.56 *73.60*
		% EVENING	13.96 *13.60*
		% NIGHT	10.49 *10.22*
% MT	1.84	% DAY	48.91 *0.90*
		% EVENING	2.17 *0.04*
		% NIGHT	48.91 *0.90*
% HT	0.76	% DAY	47.30 *0.36*
		% EVENING	5.41 *0.04*
		% NIGHT	47.30 *0.36*
LEFT	-90.00		
RIGHT	90.00		
CNEL	65.02		
DAY LEQ	63.06		
Day hour	89.00		
Absorbtive?	no	TO TURN ON, COPY K2 TO J2	
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2	
GRADE dB	0.00		

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Pellissier Rd. 4-lane Secondary Arterial

70 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	689.96	8.44	3.37	127.47	0.37	0.39	95.79	8.44	3.37
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	21.55	2.42	-1.56	14.22	-11.11	-10.98	12.98	2.42	-1.56
Distance	1.48	1.48	1.48	1.48	1.48	1.48	1.48	1.48	1.48
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	67.37	56.53	57.06	60.04	43.00	47.64	58.80	56.53	57.06

	DAY LEQ	68.08	EVENING LEQ	60.36	NIGHT LEQ	62.34
	CNEL	70.03				

ADT	22500.00	#VALUE!			
SPEED	45.00				
DISTANCE	35.00				
		0.32			
% A	97.40	% DAY	75.56	73.60	
		% EVENING	13.96	13.60	
		% NIGHT	10.49	10.22	
% MT	1.84	% DAY	48.91	0.90	
		% EVENING	2.17	0.04	
		% NIGHT	48.91	0.90	
% HT	0.76	% DAY	47.30	0.36	
		% EVENING	5.41	0.04	
		% NIGHT	47.30	0.36	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.03				
DAY LEQ	68.08				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Reche Canyon Road (4-lane Major Arterial)

60 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.54	46.05	31.00	37.74	44.76	44.98	51.72

DAY LEQ	55.91	EVENING LEQ	46.76	NIGHT LEQ	53.22	
CNEL		60.00				

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	1110.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Reche Canyon Road (4-lane Major Arterial)

65 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.36	49.80	56.54	51.05	36.00	42.74	49.76	49.98	56.72

	DAY LEQ	60.91		EVENING LEQ	51.76		NIGHT LEQ	58.22	
	CNEL		65.00						

ADT	30000.00	#VALUE!		
SPEED	45.00			
DISTANCE	351.00			
		0.32		
% A	92.00	% DAY	75.54	69.50
		% EVENING	14.02	12.90
		% NIGHT	10.43	9.60
% MT	3.00	% DAY	48.00	1.44
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.50
% HT	5.00	% DAY	48.00	2.40
		% EVENING	2.00	0.10
		% NIGHT	50.00	2.50
LEFT	-90.00			
RIGHT	90.00			
CNEL	65.00			
DAY LEQ	60.91			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Reche Canyon Road (4-lane Major Arterial)

70 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.36	54.80	61.54	56.05	41.00	47.74	54.76	54.98	61.72

	DAY LEQ	65.91		EVENING LEQ	56.76		NIGHT LEQ	63.22	
	CNEL		70.00						

ADT	30000.00	#VALUE!	
SPEED	45.00		
DISTANCE	111.00		
		0.32	
% A	92.00	% DAY	75.54 *69.50*
		% EVENING	14.02 *12.90*
		% NIGHT	10.43 *9.60*
% MT	3.00	% DAY	48.00 *1.44*
		% EVENING	2.00 *0.06*
		% NIGHT	50.00 *1.50*
% HT	5.00	% DAY	48.00 *2.40*
		% EVENING	2.00 *0.10*
		% NIGHT	50.00 *2.50*
LEFT	-90.00		
RIGHT	90.00		
CNEL	70.00		
DAY LEQ	65.91		
Day hour	89.00		
Absorbtive?	no	TO TURN ON, COPY K2 TO J2	
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2	
GRADE dB	0.00		

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Hunts Lane (4-lane Major Arterial (Alternative 1))

60 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.54	46.05	31.00	37.74	44.76	44.98	51.72

DAY LEQ	55.91	EVENING LEQ	46.76	NIGHT LEQ	53.22	
CNEL		60.00				

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	1110.00				
		0.32			
% A	92.00	% DAY	75.54	*69.50*	
		% EVENING	14.02	*12.90*	
		% NIGHT	10.43	*9.60*	
% MT	3.00	% DAY	48.00	*1.44*	
		% EVENING	2.00	*0.06*	
		% NIGHT	50.00	*1.50*	
% HT	5.00	% DAY	48.00	*2.40*	
		% EVENING	2.00	*0.10*	
		% NIGHT	50.00	*2.50*	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Hunts Lane (4-lane Major Arterial (Alternative 1))

65 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.36	49.80	56.54	51.05	36.00	42.74	49.76	49.98	56.72

	DAY LEQ	60.91		EVENING LEQ	51.76		NIGHT LEQ	58.22	
	CNEL		65.00						

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	351.00				
		0.32			
% A	92.00	% DAY	75.54	*69.50*	
		% EVENING	14.02	*12.90*	
		% NIGHT	10.43	*9.60*	
% MT	3.00	% DAY	48.00	*1.44*	
		% EVENING	2.00	*0.06*	
		% NIGHT	50.00	*1.50*	
% HT	5.00	% DAY	48.00	*2.40*	
		% EVENING	2.00	*0.10*	
		% NIGHT	50.00	*2.50*	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	60.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Hunts Lane (4-lane Major Arterial (Alternative 1))

70 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.36	54.80	61.54	56.05	41.00	47.74	54.76	54.98	61.72

	DAY LEQ	65.91	EVENING LEQ	56.76	NIGHT LEQ	63.22	
	CNEL	70.00					

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	111.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Hunts Lane (2 NB-lanes Major Arterial (Alternative 2))

60 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	434.36	9.00	15.00	80.62	0.38	0.63	59.97	9.38	15.63
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	19.54	2.70	4.92	12.23	-11.10	-8.88	10.94	2.88	5.10
Distance	-10.52	-10.52	-10.52	-10.52	-10.52	-10.52	-10.52	-10.52	-10.52
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.54	46.05	31.00	37.74	44.76	44.98	51.72

	DAY LEQ	55.91	EVENING LEQ	46.76	NIGHT LEQ	53.22	
	CNEL	60.00					

ADT	15000.00	#VALUE!			
SPEED	45.00				
DISTANCE	555.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Hunts Lane (2 NB-lanes Major Arterial (Alternative 2))

65 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	434.36	9.00	15.00	80.62	0.38	0.63	59.97	9.38	15.63
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	19.54	2.70	4.92	12.23	-11.10	-8.88	10.94	2.88	5.10
Distance	-5.54	-5.54	-5.54	-5.54	-5.54	-5.54	-5.54	-5.54	-5.54
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.35	49.79	56.53	51.04	35.99	42.73	49.75	49.97	56.71

	DAY LEQ	60.90		EVENING LEQ	51.75		NIGHT LEQ	58.21	
	CNEL		64.99						

ADT	15000.00	#VALUE!	
SPEED	45.00		
DISTANCE	176.00		
		0.32	
% A	92.00	% DAY	75.54 *69.50*
		% EVENING	14.02 *12.90*
		% NIGHT	10.43 *9.60*
% MT	3.00	% DAY	48.00 *1.44*
		% EVENING	2.00 *0.06*
		% NIGHT	50.00 *1.50*
% HT	5.00	% DAY	48.00 *2.40*
		% EVENING	2.00 *0.10*
		% NIGHT	50.00 *2.50*
LEFT	-90.00		
RIGHT	90.00		
CNEL	64.99		
DAY LEQ	60.90		
Day hour	89.00		
Absorbtive?	no	TO TURN ON, COPY K2 TO J2	
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2	
GRADE dB	0.00		

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Hunts Lane (2 NB-lanes Major Arterial (Alternative 2))

70 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	434.36	9.00	15.00	80.62	0.38	0.63	59.97	9.38	15.63
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	19.54	2.70	4.92	12.23	-11.10	-8.88	10.94	2.88	5.10
Distance	-0.56	-0.56	-0.56	-0.56	-0.56	-0.56	-0.56	-0.56	-0.56
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.32	54.76	61.50	56.01	40.96	47.70	54.72	54.94	61.68

DAY LEQ	65.87	EVENING LEQ	56.72	NIGHT LEQ	63.18	
CNEL		69.97				

ADT	15000.00	#VALUE!	
SPEED	45.00		
DISTANCE	56.00		
		0.32	
% A	92.00	% DAY	75.54 *69.50*
		% EVENING	14.02 *12.90*
		% NIGHT	10.43 *9.60*
% MT	3.00	% DAY	48.00 *1.44*
		% EVENING	2.00 *0.06*
		% NIGHT	50.00 *1.50*
% HT	5.00	% DAY	48.00 *2.40*
		% EVENING	2.00 *0.10*
		% NIGHT	50.00 *2.50*
LEFT	-90.00		
RIGHT	90.00		
CNEL	69.97		
DAY LEQ	65.87		
Day hour	89.00		
Absorbtive?	no	TO TURN ON, COPY K2 TO J2	
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2	
GRADE dB	0.00		

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Proposed Arterial, Reche Cyn Specific Plan area (4-lane Major Arterial)

60 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.54	46.05	31.00	37.74	44.76	44.98	51.72

DAY LEQ	55.91	EVENING LEQ	46.76	NIGHT LEQ	53.22	
CNEL		60.00				

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	1110.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Proposed Arterial, Reche Cyn Specific Plan area (4-lane Major Arterial)

65 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.36	49.80	56.54	51.05	36.00	42.74	49.76	49.98	56.72

	DAY LEQ	60.91		EVENING LEQ	51.76		NIGHT LEQ	58.22	
	CNEL		65.00						

ADT	30000.00	#VALUE!		
SPEED	45.00			
DISTANCE	351.00			
		0.32		
% A	92.00	% DAY	75.54	69.50
		% EVENING	14.02	12.90
		% NIGHT	10.43	9.60
% MT	3.00	% DAY	48.00	1.44
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.50
% HT	5.00	% DAY	48.00	2.40
		% EVENING	2.00	0.10
		% NIGHT	50.00	2.50
LEFT	-90.00			
RIGHT	90.00			
CNEL	65.00			
DAY LEQ	60.91			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Proposed Arterial, Reche Cyn Specific Plan area (4-lane Major Arterial)

70 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.36	54.80	61.54	56.05	41.00	47.74	54.76	54.98	61.72

	DAY LEQ	65.91	EVENING LEQ	56.76	NIGHT LEQ	63.22	
	CNEL	70.00					

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	111.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	70.00				
DAY LEQ	65.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Washington Street (4-lane Major Arterial)

60 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.54	46.05	31.00	37.74	44.76	44.98	51.72

DAY LEQ	55.91	EVENING LEQ	46.76	NIGHT LEQ	53.22	
CNEL		60.00				

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	1110.00				
		0.32			
% A	92.00	% DAY	75.54	*69.50*	
		% EVENING	14.02	*12.90*	
		% NIGHT	10.43	*9.60*	
% MT	3.00	% DAY	48.00	*1.44*	
		% EVENING	2.00	*0.06*	
		% NIGHT	50.00	*1.50*	
% HT	5.00	% DAY	48.00	*2.40*	
		% EVENING	2.00	*0.10*	
		% NIGHT	50.00	*2.50*	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Washington Street (4-lane Major Arterial)

65 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.36	49.80	56.54	51.05	36.00	42.74	49.76	49.98	56.72

	DAY LEQ	60.91		EVENING LEQ	51.76		NIGHT LEQ	58.22	
	CNEL		65.00						

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	351.00				
		0.32			
% A	92.00	% DAY	75.54	69.50	
		% EVENING	14.02	12.90	
		% NIGHT	10.43	9.60	
% MT	3.00	% DAY	48.00	1.44	
		% EVENING	2.00	0.06	
		% NIGHT	50.00	1.50	
% HT	5.00	% DAY	48.00	2.40	
		% EVENING	2.00	0.10	
		% NIGHT	50.00	2.50	
LEFT	-90.00				
RIGHT	90.00				
CNEL	65.00				
DAY LEQ	60.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Washington Street (4-lane Major Arterial)

70 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.36	54.80	61.54	56.05	41.00	47.74	54.76	54.98	61.72

DAY LEQ	65.91	EVENING LEQ	56.76	NIGHT LEQ	63.22	
CNEL		70.00				

ADT	30000.00	#VALUE!	
SPEED	45.00		
DISTANCE	111.00		
		0.32	
% A	92.00	% DAY	75.54 *69.50*
		% EVENING	14.02 *12.90*
		% NIGHT	10.43 *9.60*
% MT	3.00	% DAY	48.00 *1.44*
		% EVENING	2.00 *0.06*
		% NIGHT	50.00 *1.50*
% HT	5.00	% DAY	48.00 *2.40*
		% EVENING	2.00 *0.10*
		% NIGHT	50.00 *2.50*
LEFT	-90.00		
RIGHT	90.00		
CNEL	70.00		
DAY LEQ	65.91		
Day hour	89.00		
Absorbtive?	no	TO TURN ON, COPY K2 TO J2	
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2	
GRADE dB	0.00		

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Pepper Avenue (4-lane Major Arterial)

60 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53	-13.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	53.36	44.80	51.54	46.05	31.00	37.74	44.76	44.98	51.72

DAY LEQ	55.91	EVENING LEQ	46.76	NIGHT LEQ	53.22	
CNEL		60.00				

ADT	30000.00	#VALUE!			
SPEED	45.00				
DISTANCE	1110.00				
		0.32			
% A	92.00	% DAY	75.54	*69.50*	
		% EVENING	14.02	*12.90*	
		% NIGHT	10.43	*9.60*	
% MT	3.00	% DAY	48.00	*1.44*	
		% EVENING	2.00	*0.06*	
		% NIGHT	50.00	*1.50*	
% HT	5.00	% DAY	48.00	*2.40*	
		% EVENING	2.00	*0.10*	
		% NIGHT	50.00	*2.50*	
LEFT	-90.00				
RIGHT	90.00				
CNEL	60.00				
DAY LEQ	55.91				
Day hour	89.00				
Absorbtive?	no	TO TURN ON, COPY K2 TO J2			
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2			
GRADE dB	0.00				

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Pepper Avenue (4-lane Major Arterial)

65 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53	-8.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	58.36	49.80	56.54	51.05	36.00	42.74	49.76	49.98	56.72

	DAY LEQ	60.91		EVENING LEQ	51.76		NIGHT LEQ	58.22	
	CNEL		65.00						

ADT	30000.00	#VALUE!		
SPEED	45.00			
DISTANCE	351.00			
		0.32		
% A	92.00	% DAY	75.54	69.50
		% EVENING	14.02	12.90
		% NIGHT	10.43	9.60
% MT	3.00	% DAY	48.00	1.44
		% EVENING	2.00	0.06
		% NIGHT	50.00	1.50
% HT	5.00	% DAY	48.00	2.40
		% EVENING	2.00	0.10
		% NIGHT	50.00	2.50
LEFT	-90.00			
RIGHT	90.00			
CNEL	65.00			
DAY LEQ	60.91			
Day hour	89.00			
Absorbtive?	no	TO TURN ON, COPY K2 TO J2		
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2		
GRADE dB	0.00			

FHWA Sound32 Spreadsheet

Noise Analysis for City of Colton GPU

Buildout Traffic Noise - Pepper Avenue (4-lane Major Arterial)

70 dBA CNEL Contour

	DAYTIME			EVENING			NIGHTTIME		
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS
INPUT PARAMETERS									
Vehicles per hour	868.71	18.00	30.00	161.23	0.75	1.25	119.95	18.75	31.25
Speed in MPH	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00
NOISE CALCULATIONS									
Reference levels	69.34	77.62	82.14	69.34	77.62	82.14	69.34	77.62	82.14
ADJUSTMENTS									
Flow	22.55	5.71	7.93	15.24	-8.09	-5.87	13.95	5.89	8.11
Distance	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53	-3.53
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00
LEQ	63.36	54.80	61.54	56.05	41.00	47.74	54.76	54.98	61.72

DAY LEQ	65.91	EVENING LEQ	56.76	NIGHT LEQ	63.22	
CNEL	70.00					

ADT	30000.00	#VALUE!	
SPEED	45.00		
DISTANCE	111.00		
		0.32	
% A	92.00	% DAY	75.54 *69.50*
		% EVENING	14.02 *12.90*
		% NIGHT	10.43 *9.60*
% MT	3.00	% DAY	48.00 *1.44*
		% EVENING	2.00 *0.06*
		% NIGHT	50.00 *1.50*
% HT	5.00	% DAY	48.00 *2.40*
		% EVENING	2.00 *0.10*
		% NIGHT	50.00 *2.50*
LEFT	-90.00		
RIGHT	90.00		
CNEL	70.00		
DAY LEQ	65.91		
Day hour	89.00		
Absorbtive?	no	TO TURN ON, COPY K2 TO J2	
Use hour?	no	TO TURN OFF, ENTER ADTS IN J2	
GRADE dB	0.00		

APPENDIX C

Noise/Land Use Compatibility Assessment

Table C1

Analysis of Potential Noise/Land Use Impacts Associated with the Proposed Project

Location	Shown on Figure	Possible Impact?		Existing Land Use	Proposed Land Use	Existing Adjacent Land Uses	Proposed Adjacent Land Uses
		YES	No				
1	C1		X	VAC	GC	GC, PF	GC, OC
2	C1	X		VAC	LDR	LDR, OSREC	LDR, OSREC, PI
3	C1	X		VAC	LDR	LDR, LI, VAC	BP, LDR
4	C1	X		VAC	GC	LC, LDR, VAC	GC, LDR
5	C1	X		VAC	GC	LC, LDR, VAC	GC, HDR
6	C1	X		VAC	GC	LDR, HDR, LC	GC, LDR, HDR
7	C3		X	VAC	LDR	LDR	LDR
8	C3	X		VAC	GC	GC, LDR, PF, VAC	GC, CO, LDR, PI
9	C3		X	VAC	LDR	LDR	LDR
10	C3		X	VAC	LDR	LDR	LDR
11	C3	X		VAC	NC	LDR, VAC	NC, LDR
12	C1	X		VAC	LDR	LDR, LC	LDR, NC
13	C1		X	VAC	LDR	LDR	LDR
14	C1	X		VAC	LDR	LDR, PF	LDR, PI
15	C1	X		VAC	GC	LDR, HDR, LC	GC, LDR, HDR
16	C1		X	VAC	HDR	LDR, HDR	LDR, HDR
17	C1		X	VAC	HDR	LDR, HDR	LDR, HDR
18	C1		X	VAC	LI	LI	LI
19	C1		X	VAC	LDR	LDR, OSRES	LDR, OSRES
20	C1		X	VAC	LDR	LDR	LDR
21	C1		X	VAC	LDR	LDR	LDR
22	C1	X		VAC	LDR	LDR, LI, VAC	LDR, LI
23	C1	X		VAC	LI	LI, HI, LDR, OSRES	LI, LDR, OSRES
24	C1	X		VAC	LI	LI, LDR, OSRES, VAC	LI, LDR, OSRES
25	C1	X		VAC	LI	LDR, LI, HI	LDR, LI
26	C1	X		VAC	LDR	LDR, MDR, GC	LDR, MDR, MUN, OSRES
27	C1	X		VAC	LI	LI, HI, RAIL, LDR	LI, RAIL, MUN
28	C1		X	VAC	LDR	LDR, HDR	LDR, HDR
29	C1	X		VAC	GC	LDR, LI	LDR, LI

Table C1 (Continued)

Analysis of Potential Noise/Land Use Impacts Associated with the Proposed Project

Location	Shown on Figure	Possible Impact?		Existing Land Use	Proposed Land Use	Existing Adjacent Land Uses	Proposed Adjacent Land Uses
		YES	No				
30	C1	X		VAC	MUN	LDR, LC, GC, HI	MUN, LDR, LI
31	C1	X		VAC	LI	LDR, LI	MDR, LI
32	C1	X		VAC	MDR	LDR	MDR, MUN
33	C3	X		VAC	MUN	LDR, LI	LDR, MUN
34	C3		X	VAC	LDR	LDR	LDR
35	C3	X		VAC	LI	LDR, LI	LI, MDR
36	C3	X		VAC	LI	LDR, LI	LDR, LI
37	C3	X		VAC	LI	LDR, LI	LDR, LI
38	C3	X		VAC	IP	HDR, LDR, MDR, PF	LI, LDR, MDR, MUD
39	C3		X	VAC	OSREC	LDR, LI	LI, MDR
40	C3		X	VAC	MDR	LDR, VAC	MDR, OSREC
41	C3		X	VAC	MDR	LDR	MDR
42	C3	X		GC, LDR, LI, MDR, PF, VAC	MUD	GC, LDR, LI, MDR, PF, VAC	GC, MDR, OSREC, PI
43	C3	X		VAC	GC	GC, O/C, MDR	GC, MUD
44	C1	X		VAC	NC	LDR	LDR
45	C1	X		HDR, HI, LDR, LI, OSREC, VAC	GC	LDR, NC, OSREC	LDR, NC, OSREC
46	C1	X		VAC	NC	GC, LDR, MDR	GC, LDR, GC
47	C1	X		GC, LDR, OSREC, VAC	GC	GC, HDR, LDR, OSREC, VAC	LDR, MUN, NC, OSREC
48	C1	X		GC, HDR, VAC	MUN	GC, LDR, OSREC	GC, LDR, OSREC
49	C1	X		VAC	LDR	LDR, PF	LDR, PI
50	C3	X		VAC	LDR	LDR, MDR, PF	LDR, MDR, PI
51	C3	X		VAC	NC	GC, LDR, OSREC	LDR, NC, OSREC
52	C3	X		VAC	NC	LC, LDR, OSREC, VAC	GC,LDR, MDR, NC
53	C3		X	VAC	MDR	MDR, OSREC	MDR, OSREC

Table C1 (Continued)

Analysis of Potential Noise/Land Use Impacts Associated with the Proposed Project

Location	Shown on Figure	Possible Impact?		Existing Land Use	Proposed Land Use	Existing Adjacent Land Uses	Proposed Adjacent Land Uses
		YES	No				
54	C3	X		VAC	MUD	LC, LDR	LDR, NC
55	C3	X		VAC	NC	LC, LDR, OSREC	LDR, GC, NC, MUN, OSREC
56	C3	X		VAC	MDR	VLDR, MDR, O/C	MDR, GC
57	C3	X		VAC	NC	HDR, LC, LDR, MDR	MDR, NC
58	C3	X		VAC	HDR	HDR, LC, MDR, VAC	HDR, MDR, NC
59	C3	X		VAC	MDR	C/O, MDR	MDR, MUD
60	C3	X		VAC	GC	GC, HDR, OSREC	HDR, MUD, NC
61	C2	X		VAC	MDR	HDR, LDR, LC, C/O, GC, VAC	GC, MDR, HDR, NC
62	C2	X		VAC	GC	C/O, HDR	GC, MDR
63	C2		X	VAC	GC	LC, GC, VAC	GC, IP
64	C2	X		VAC	IP	LC, GC, HDR, OSRES	LDR, GC, OSRES
65	C2	X		VAC	LDR	LDR, HDR, PF	LDR, PI
66	C2	X		VAC	MUN	LDR, MDR, OSREC, PF	MUN, LDR, OSREC, PI
67	C2		X	VAC	HDR	MDR, LI, OSRES	MDR, OSREC, OSRES
68	C2		X	VAC	LDR	MDR, OSRES, VAC	LDR, MDR, OSRES
69	C2		X	VAC	MDR	MDR, HDR, OSRES	MDR, HDR, OSRES
70	C4		X	VAC	HI	LI, HI, OSRES	HI, OSRES
71	C4		X	VAC	LI	LI, RAIL	LI, R/U
72	C4		X	VAC	LI	C/O, LI, IP, OSRES	LI, OSRES
73	C4		X	VAC	HI	HI, OSRES	HI, OSRES
74	C4		X	VAC	HI	HI, OSRES, VAC	HI, IP, OSRES
75	C4	X		VAC	GC	MDR, GC, OSRES	GC, MDR, OSRES

Table C1 (Continued)

Analysis of Potential Noise/Land Use Impacts Associated with the Proposed Project

Location	Shown on Figure	Possible Impact?		Existing Land Use	Proposed Land Use	Existing Adjacent Land Uses	Proposed Adjacent Land Uses
		YES	No				
76	C4	X		GC, VAC	GC	GC, HDR, LI	GC, HDR
77	C4	X		VAC	GC	C/O, LDR, GC, HDR	GC, LDR, RECHE???
78	C4	X		VAC	MDR	MDR, GC, OSRES	MDR, GC, OSRES
79	C6	X		VAC	IP	RAIL, LDR, MDR, HI, OSRES, VAC	LDR, MDR, HI, NC, OSRES
80	C6		X	VAC	LDR	LDR, OSREC	LDR, OSREC
81	C6	X		VAC	LDR	LDR, PF, HI, VAC	LDR, PI, HI, NC, IP
82	C6	X		VAC	LI	LI, HI, IP, O/C, LDR, RAIL	LI, HI, IP, GC, LDR, R/U
83	C6	X		VAC	GC	LDR, O/C, LI, HI, VAC	GC, LDR, LI
84	C6	X		VAC	LDR	LDR, O/C, VAC	LDR, GC, LI
85	C6	X		VAC	LDR	LDR, MDR, RAIL, LI, OSREC	LDR, MDR, IP, R/U, OSREC
86	C6		X	VAC	LDR	LDR, VAC	LDR
87	C6	X		VAC	LDR	LDR LI, HI, RAIL	LDR, LI, HI, R/U
88	C6		X	VAC	LDR	LDR, MDR, VAC	LDR, MDR
89	C6	X		VAC	LDR	LDR, O/C	LDR, GC
90	C6	X		VAC	LDR	LDR, PF, LI, HI, RAIL, OSREC	LDR, GC, PI, LI, OSREC
91	C6	X		VAC	GC	LDR, O/C, LI	GC, LDR, PI
92	C6		X	VAC	LDR	LDR	LDR
93	C6	X		VAC	LDR	LDR, RAIL, LI	LDR, R/U, LI
94	C6		X	VAC	MDR	LDR, MDR, VAC	LDR, MDR, HDR
95	C6	X		VAC	HDR	VLDR, LDR, MDR, PF, LI, HI, VAC	LDR, MDR, PI, LI
96	C6	X		VAC	LI	LI, HI, LDR, MDR, VAC	LI, LDR, MDR
97	C6	X		VAC	MDR	LDR, MDR, LI	LDR, MDR, LI

Table C1 (Continued)

Analysis of Potential Noise/Land Use Impacts Associated with the Proposed Project

Location	Shown on Figure	Possible Impact?		Existing Land Use	Proposed Land Use	Existing Adjacent Land Uses	Proposed Adjacent Land Uses
		YES	No				
98	C6	X		VAC	LI	HI, VLDR, LDR	LI, HI, LDR
99	C6		X	VAC	HI	HI, IP, VLDR, LDR	LI, HI, IP
100	C6	X		VAC	PI	VLDR, LDR, LI, PF, VAC	PI, HDR, LI
101	C6		X	VAC	IP	LI, HI, RAIL, IP	LI, IP, R/U
102	C6		X	VAC	LI	LI, HI, LDR, O/C, IP	LI, R/U
103	C5	X		VAC	LDR	LDR, MDR, LI, HI, VAC, OSREC	LDR, LI, OSREC
104	C5	X		VAC	HI	LI, HI, PF, OSRES	HI, PI, OSRES
105	C5	X		VAC	PI	PF, IP, VAC	PI, VLDR, IP, R/U
106	C5	X		VAC	VLDR	PI, VAC	PI, IP, R/U
107	C5	X		VAC	IP	VAC, OSRES	VLDR, IP, PI, OSRES
108	C5	X		VAC	VLDR	PF, IP, VAC	PI, IP, R/U
109	C5		X	VAC	LDR	LDR, VLDR, VAC	LDR, VLDR
110	C5	X		VAC	IP	LI, LDR	IP, LDR, R/U
111	C5	X		VAC	NC	LDR, HDR, HI, LC	NC, LDR, IP
112	C5	X		VAC	LDR	LDR, MDR, HDR, VAC	LDR, MDR, NC
113	C5	X		VAC	IP	C/O, HI, VAC	IP, LDR, GC
114	C5	X		VAC	GC	O/C, MDR, VAC	MDR, HDR, IP
115	C5		X	VAC	HDR	O/C, MDR, VAC	MDR, GC
116	C5	X		VAC	HDR	MDR, VAC	VLDR, MDR, LI
117	C5		X	VAC	MDR	MDR, VAC	VLDR, LDR, HDR
118	C5	X		VAC	LI	LI, MDR, OSRES	VLDR, MDR, HDR, OSRES
119	C5		X	VAC	HI	LI, IP, OSRES	HI, IP, OSRES

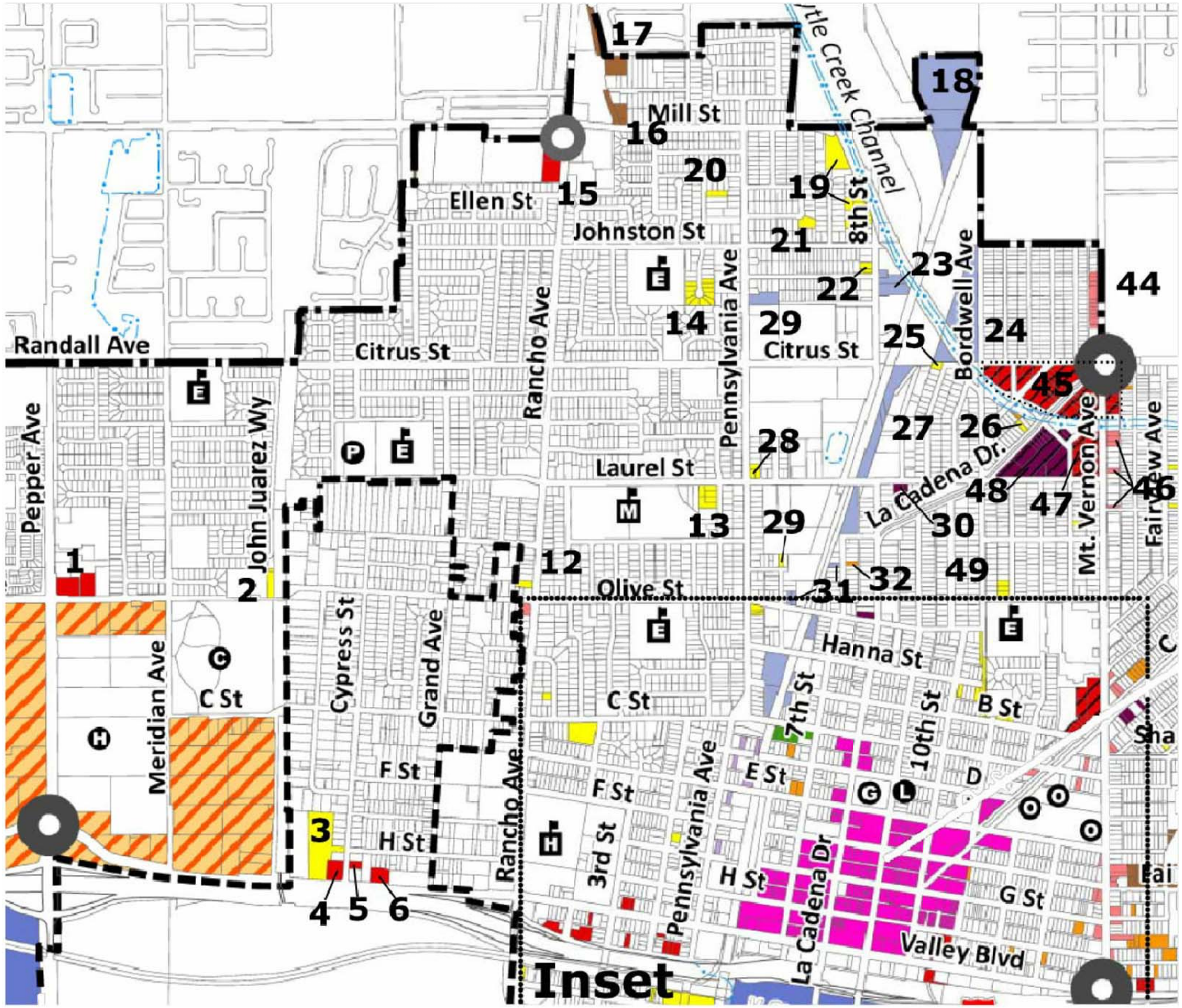
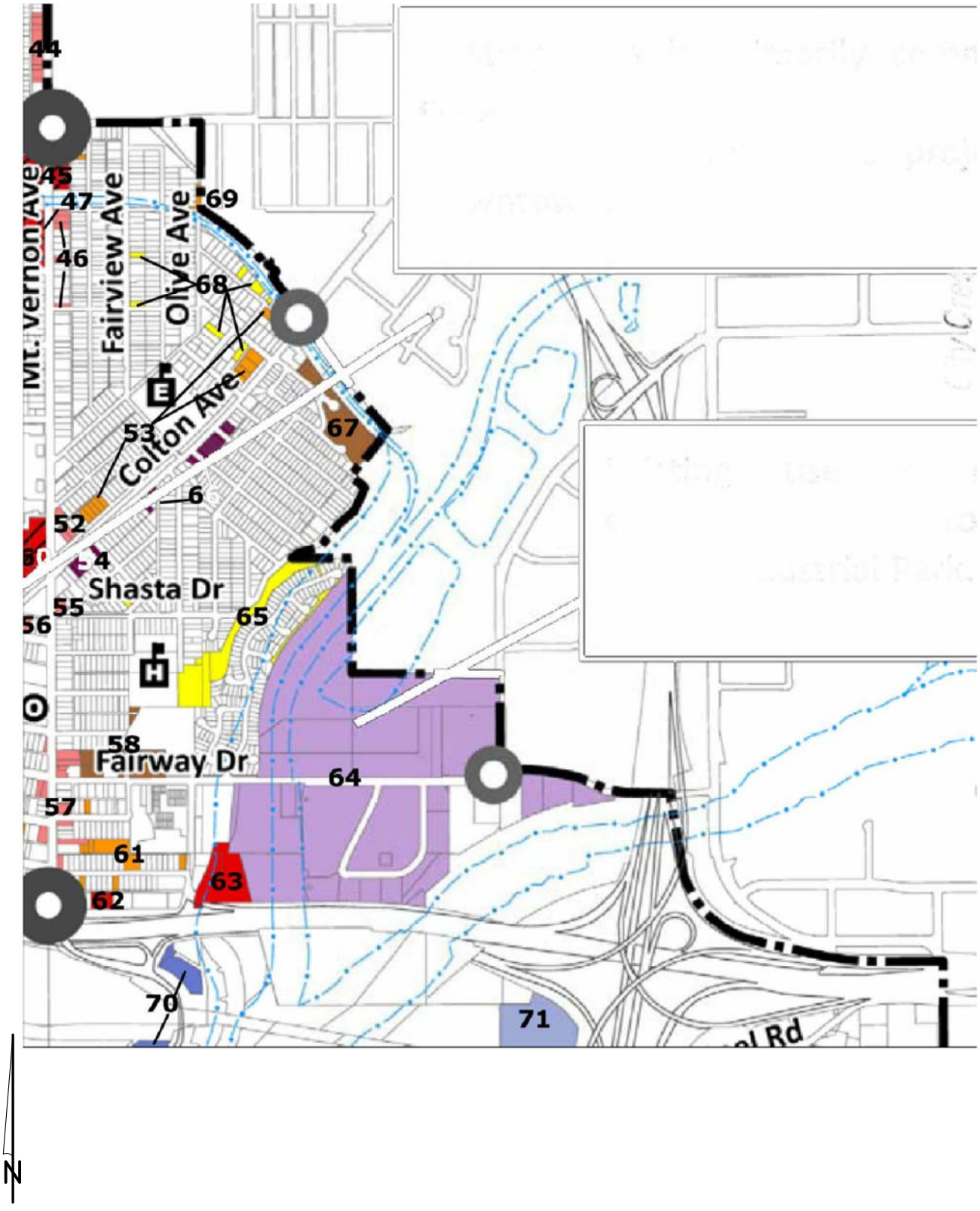


Figure C1
Proposed New Land Uses,
North of I-10 Freeway and
West of Mt. Vernon Avenue

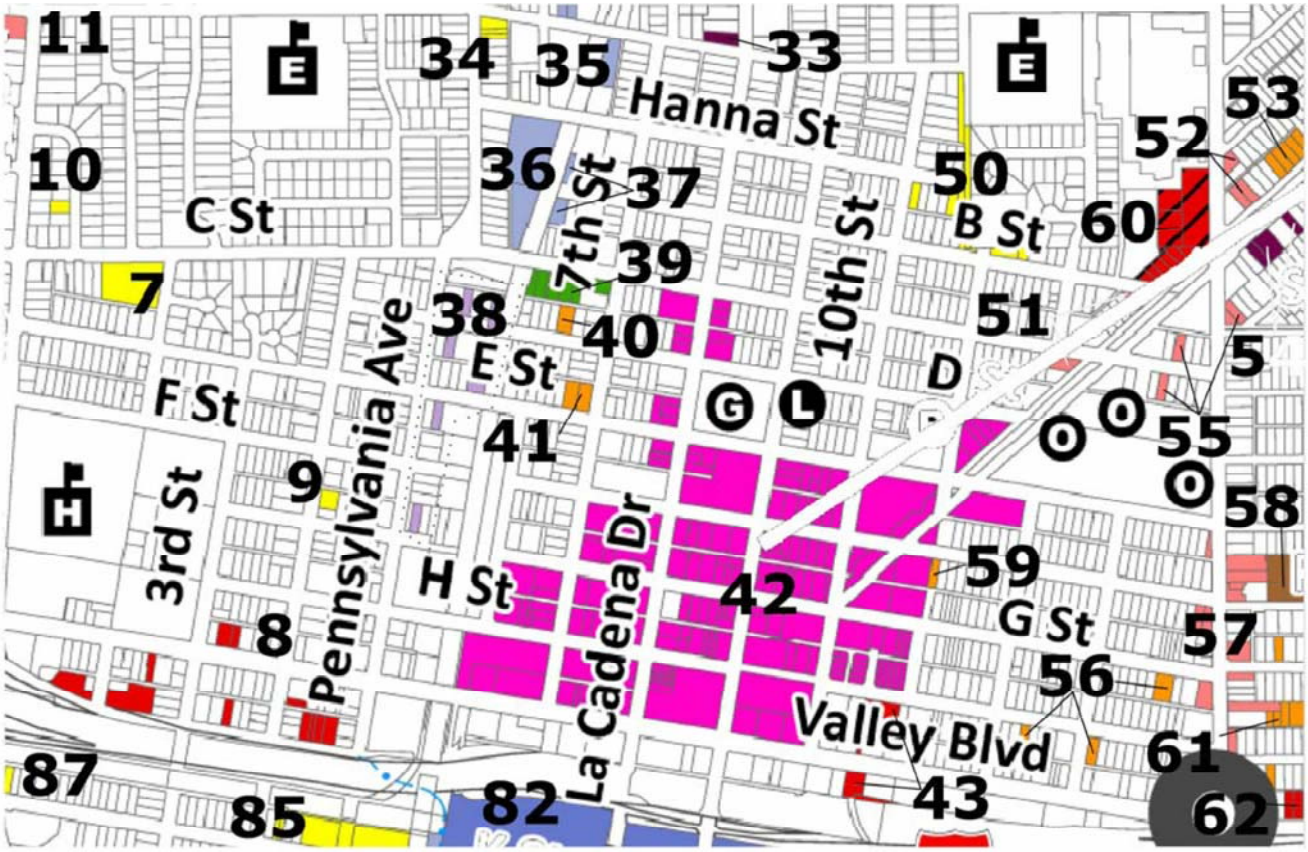
5117/C1

Figure C2
Proposed New Land Uses, North of I-10 Freeway
and East of Mt. Vernon Avenue



5117/C2

Figure C3
Proposed New Land Uses, North of I-10 Freeway (Inset)



5117/C3

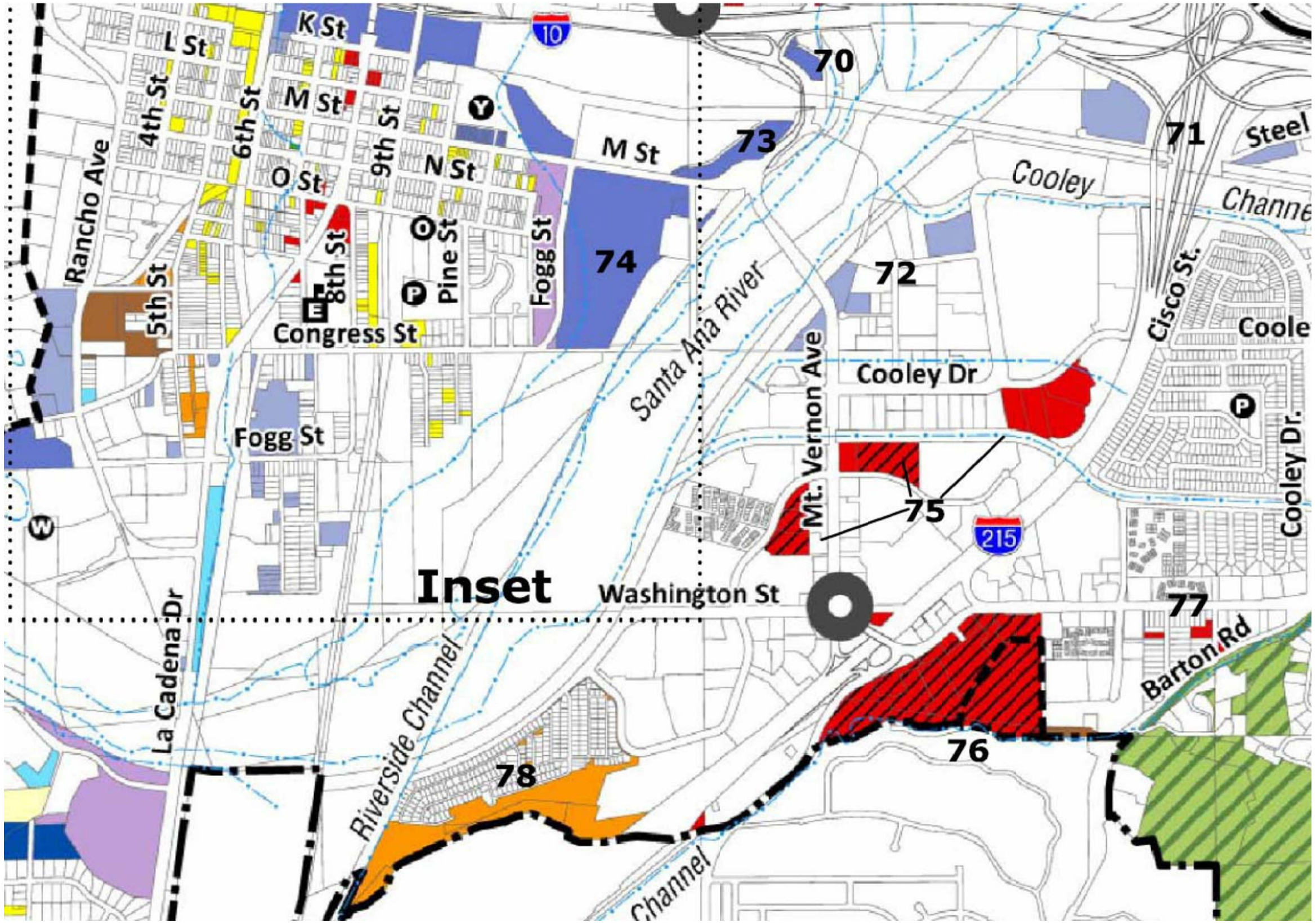


Figure C4
Proposed New Land Uses,
South of I-10 Freeway and
East of La Cadena Drive

5117/C4

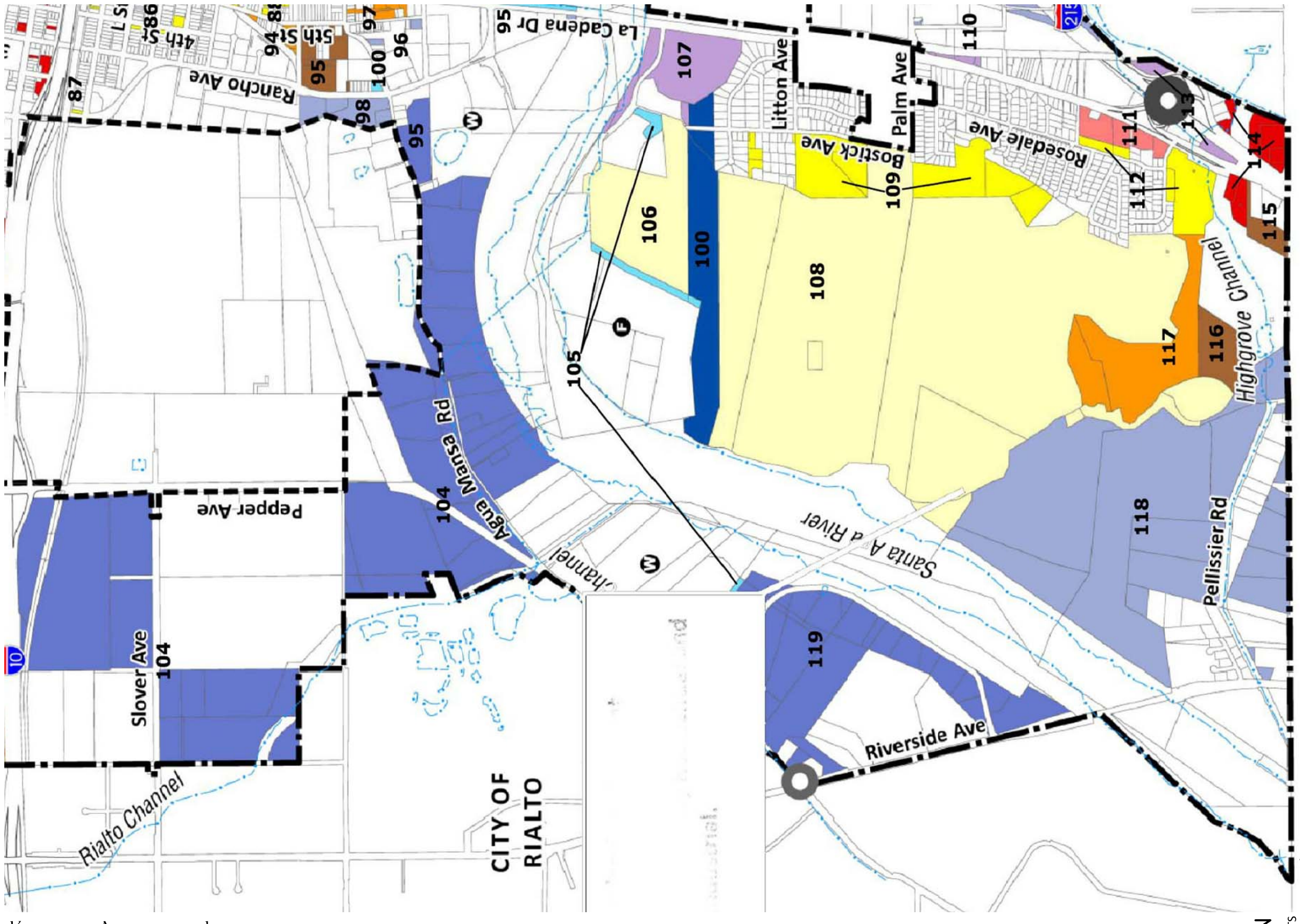
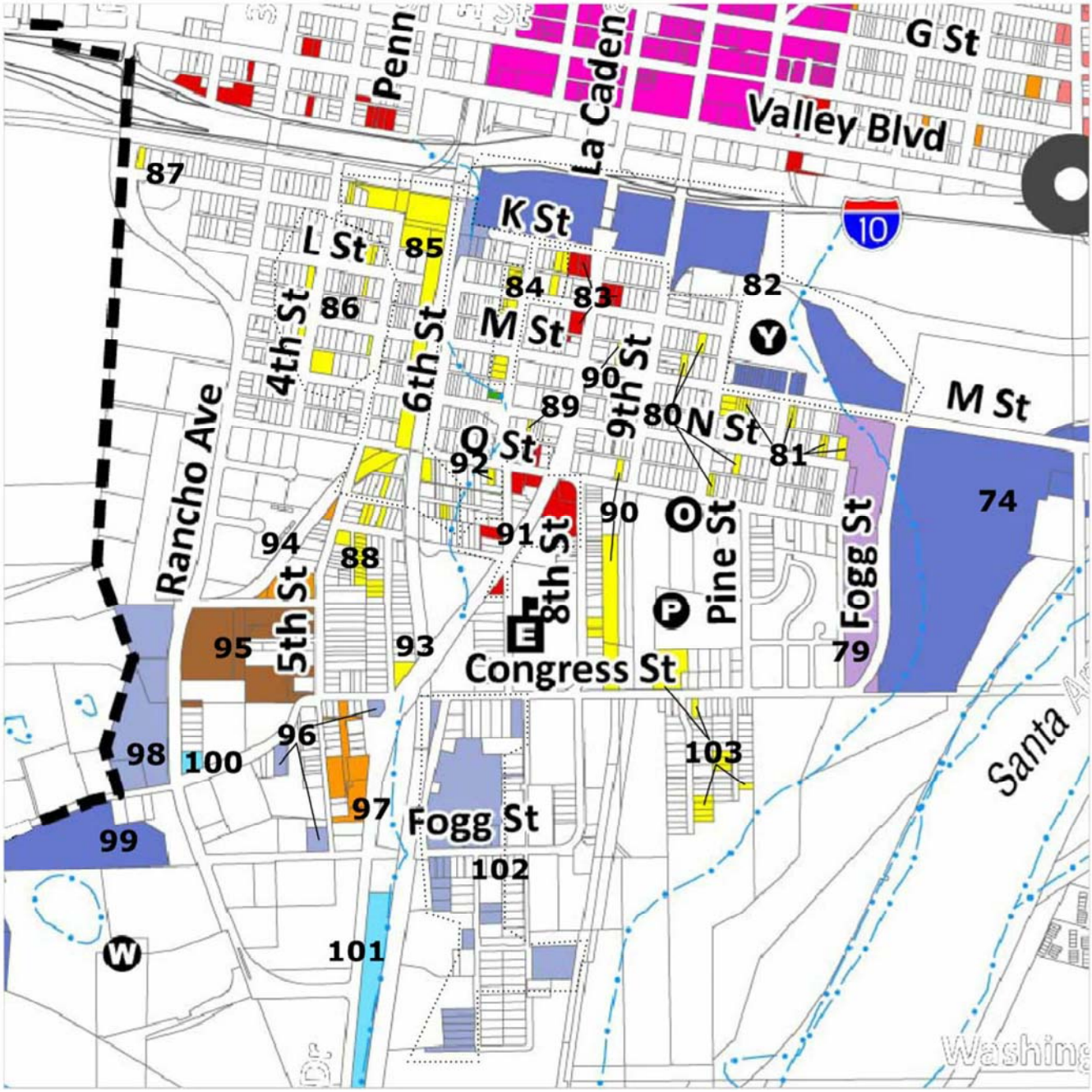


Figure C5
Proposed New Land Uses,
South of I-10 Freeway and
West of La Cadena Drive

5117/C5

Figure C6
Proposed New Land Uses, South of I-10 Freeway (Inset)



N

5117/C6

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Traffic Impact Analysis for
The City of Colton
Circulation Element and EIR

October 29, 2012

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1. Introduction

A. Framework

The traffic analysis presented in this report was conducted for the City of Colton Land Use, Housing, and Mobility Elements and the associated Environmental Impact Report (EIR). KOA Corporation created this report for the City of Colton, while under a subcontract with Hogle-Ireland, Inc. The names "Circulation Element" and "Mobility Element" are interchangeable for purposes of this report. The Element documentation and EIR will refer to the overall effort as the Mobility Element.

This traffic analysis documents the methods and results of the analysis of existing and future circulation conditions within the City of Colton, both with and without the incremental increases in development expected under the updated Land Use Plan. This report also provides recommendations regarding physical roadway facility, traffic signal, and transit and bicycle facility improvements that may be necessary to adequately accommodate anticipated growth.

State law requires that each city undertake a periodic review of its General Plan. The law also requires an update of the Circulation Element as part of the overall process. The specific code sections and the related requirements are as follows:

- *Government Code Section 65302 (b):* (The general plan shall include) a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

- *Government Code Section 95303:* The general plan may… address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city.

B. Scope of Traffic Impact Study

The scope of the traffic impact study conducted for the Circulation Element update was developed during coordination efforts between KOA and the City of Colton. Based on key intersections of major roadways and major roadway segments within the City, the following study area was developed. In total, the study area includes 38 intersections and 50 roadway segments:

Study Intersections

1) Mt. Vernon Ave. / La Cadena Dr.-Citrus St.
2) Wildrose Ave. / San Bernardino Ave.
3) Pepper Ave. / San Bernardino Ave.
4) Meridian Ave. / San Bernardino Ave. – Olive St.
5) Rancho Ave. / Olive St.
6) Pennsylvania Ave. / Olive St. *
7) La Cadena Dr. / Olive St. *
8) Mt. Vernon Ave. / Olive St. *
9) Mt. Vernon Ave. / Colton Ave. *
10) Colton Ave. / F St. *
11) Mt. Vernon Ave. / F St. – Fairway Dr. *

12) Colton Ave. / 10th St. / G St.
13) Pepper Ave. / Valley Blvd. *
14) Hermosa Ave. / Valley Blvd. *
15) Rancho Ave. / Valley Blvd.
16) La Cadena Dr. / Valley Blvd. *
17) 10th St. / Valley Blvd. *
18) Mt. Vernon Ave. / Valley Blvd. *
19) Rancho Ave. / I-10 Westbound Ramps *
20) La Cadena Dr. / I-10 Westbound On-Ramp *
21) 9th St. / I-10 Westbound Off Ramp *
22) Rancho Ave. / I-10 Eastbound Ramps *
23) 9th St. / I-10 Eastbound On-Ramp *
24) Mt. Vernon Ave. / I-10 Eastbound Ramps *
25) Pepper Ave. / Slover Ave.
26) Rancho Ave. / N St. *
27) La Cadena Dr. / N St. *
28) Mt. Vernon Ave. / M St. *
29) Rancho Ave. / Agua Mansa Rd. *
30) Mt. Vernon Ave. / Washington St. (west)
31) Mt. Vernon Ave. / Washington St. (east)
32) Barton Rd. / Washington St.
33) Reche Canyon Rd. / Washington St.
34) Hunts Ln. / Washington St.
35) La Cadena Dr. / Washington St. *(Future Intersection)*
36) La Cadena Dr. / Barton Rd.
37) La Cadena Dr. / I-215 Southbound Ramps
38) La Cadena Dr. / I-215 Northbound Ramps

Note: * *Truck type classification data were collected at these intersections.*

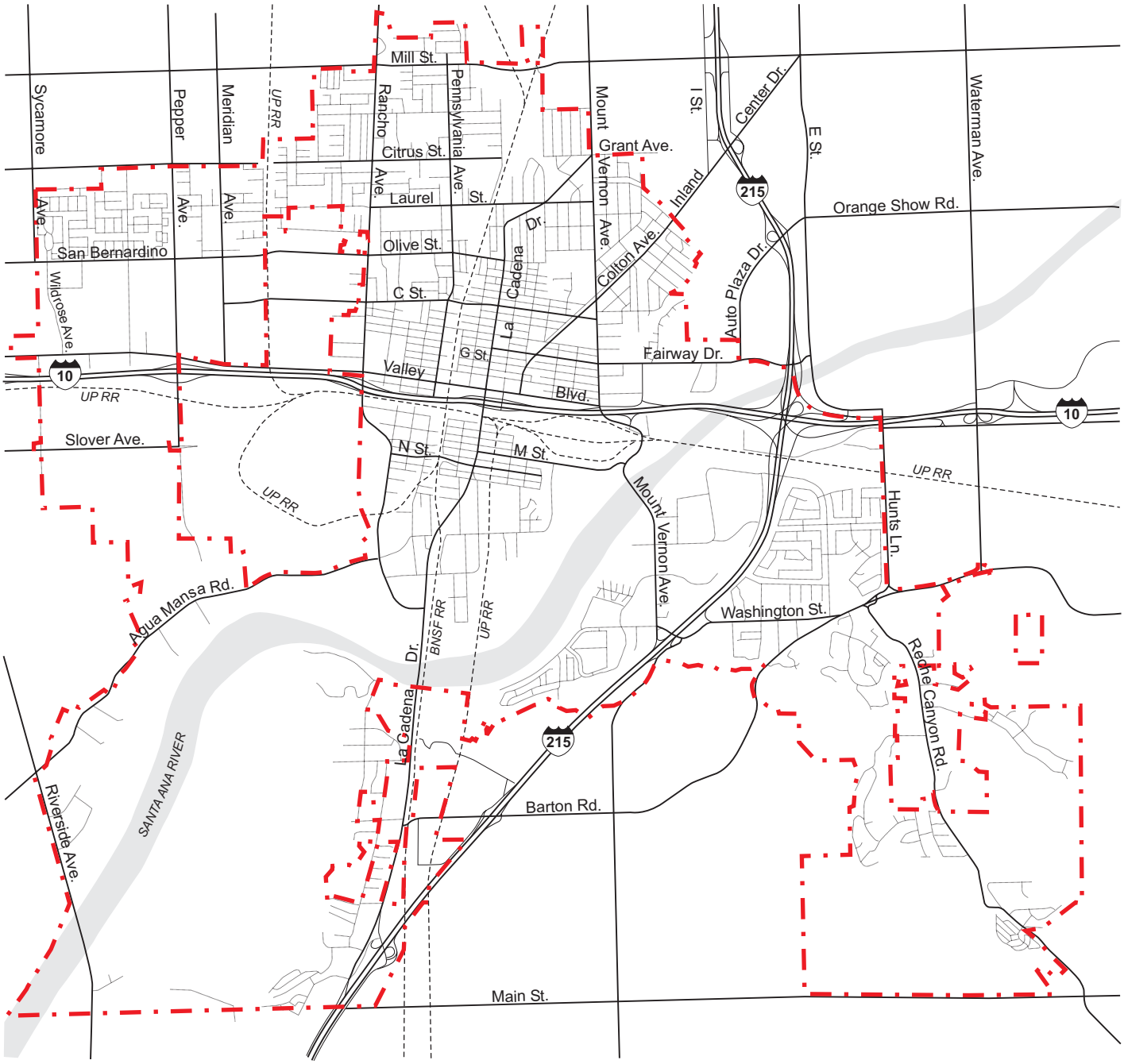
Study Roadway Segments

A) Laurel St., between Rancho Ave. & Pennsylvania Ave.
B) La Cadena Dr., between Mt Vernon Ave. & Oak St/8th St.
C) Mt Vernon Ave., between Colton Ave. & La Cadena Dr.
D) San Bernardino Ave., between Indigo Ave. & Pepper Ave.
E) San Bernardino Ave., between Pepper Ave. & Meridian Ave.
F) San Bernardino Ave., between Cypress St. & Rancho Ave.
G) Olive St., between Rancho Ave. & Pennsylvania Ave.
H) Olive St., between Pennsylvania Ave. & 7th St.
I) Olive St., between La Cadena Dr. & 9th St.
J) Olive St., between Mt. Vernon Ave. & Holly Ave.
K) Rancho Ave., between Olive St. & C St.
L) La Cadena Dr., between Olive St. & C St.
M) Colton Ave., between Fairview Ave. & Mt Vernon Ave.
N) Mt Vernon Ave., between Colton Ave. & E St.
O) Rancho Ave., between C St. & Valley Blvd.
P) La Cadena Dr., between C St. & Valley Blvd.
Q) Colton Ave., between Mt Vernon Ave. & G St/10th St.
R) Fairway Dr., between Auto Center Dr. & Mt Vernon Ave.
S) Valley Blvd., between Meridian Ave. & Pepper Ave.
T) Valley Blvd., between Rancho Ave. & Cypress St.
U) Valley Blvd., between Pennsylvania Ave. & Rancho Ave.
V) Valley Blvd., between Mt Vernon Ave. & 10th St.

W) Rancho Ave., between I-10 Fwy. & N St.
X) La Cadena Dr., between I-10 Fwy. & N St.
Y) Pepper Ave., between I-10 Freeway & Slover Ave.
Z) Slover Ave., between Pepper Ave. & Eucalyptus Ave.
AA) Slover Ave., between Pepper Ave. & Eastern Terminus
BB) N St., between Rancho Ave. & 4th St.
CC) N St., between 7th St. & 5th St.
DD) N St., between 7th St. & La Cadena Dr.
EE) N St., between 10th St. & 11th St.
FF) M St., between Congress St. & Mt. Vernon Ave.
GG) Mt Vernon Ave., between I-10 & M St.
HH) Rancho Ave., between N St. & O St.
II) Hunts Ln., between Cooley Ln. & Stewart St. – Harwick Dr.
JJ) Agua Mansa Rd., west of Rancho Ave.
KK) Mt Vernon Ave., between San Antonio Dr. & Centre Pointe Dr.
LL) Rancho Ave., between Fogg St. & La Cadena Dr.
MM) La Cadena Dr., South of Rancho Ave.
NN) Agua Mansa Rd., East of Riverside Ave.
OO) Riverside Ave., South of Agua Mansa Rd.
PP) Tropicana Ranch Rd., West of La Cadena Dr.
QQ) Washington St., between Mediteranian & Western terminus
RR) Washington St., between Mt. Vernon Ave. (west intx.) & Mediteranian
SS) Washington St., between Mt. Vernon Ave. (east intx.) & Meadow Lane
TT) Washington St., between Barton Rd./Cooley Dr. & Reche Canyon Rd.
UU) Mt., Vernon Ave., between I-215 interchange & Grand Terrace City Limits
VV) Reche Canyon Rd., South of Washington St.
WW) La Cadena Dr., North of I-215 interchange
XX) La Cadena Dr., South of I-215 interchange

Significant traffic impacts of development that could result from implementation of the updated Land Use Plan of the General Plan were evaluated for the weekday a.m. and p.m. peak periods at the study intersections, and daily impacts were evaluated for a weekday 24-hour period at each of the study roadway segments.

Figure 1 illustrates the City boundaries of Colton, in relationship to the area roadway network. Figure 2 illustrates the locations of the study area intersections in relation to the City boundaries. Figure 3 illustrates the locations of the study roadway segments.



LEGEND

- City Boundary
- Railroad
- X Intersection Reference Number

N

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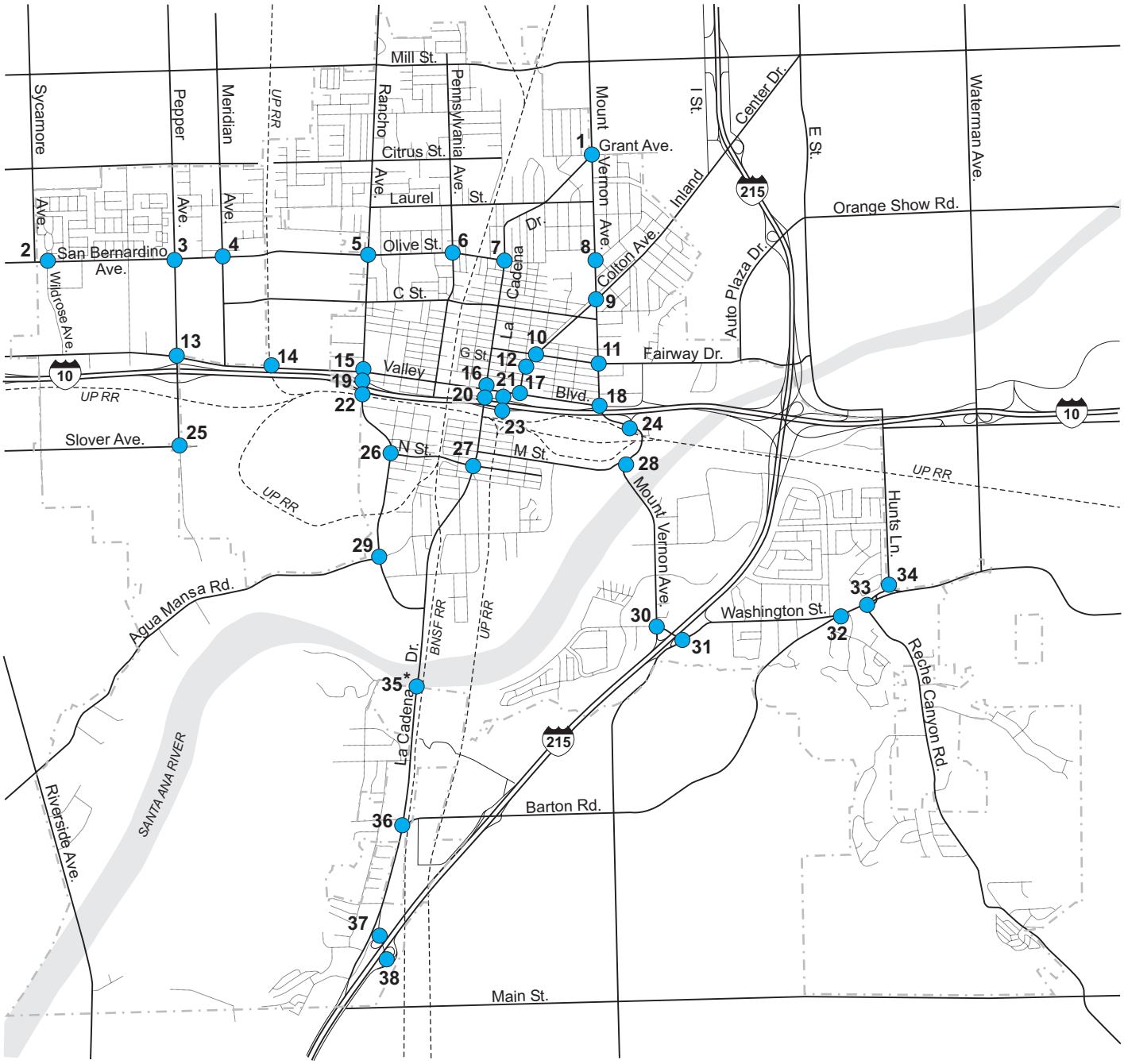
City of Colton General Plan - Circulation Element Traffic Study — Figure 1

City Boundary



LEGEND

- City Boundary
- Railroad
- Study Intersection
- X Intersection Reference Number

Note:
* Future intersection of La Cadena Dr / Washington St.

N

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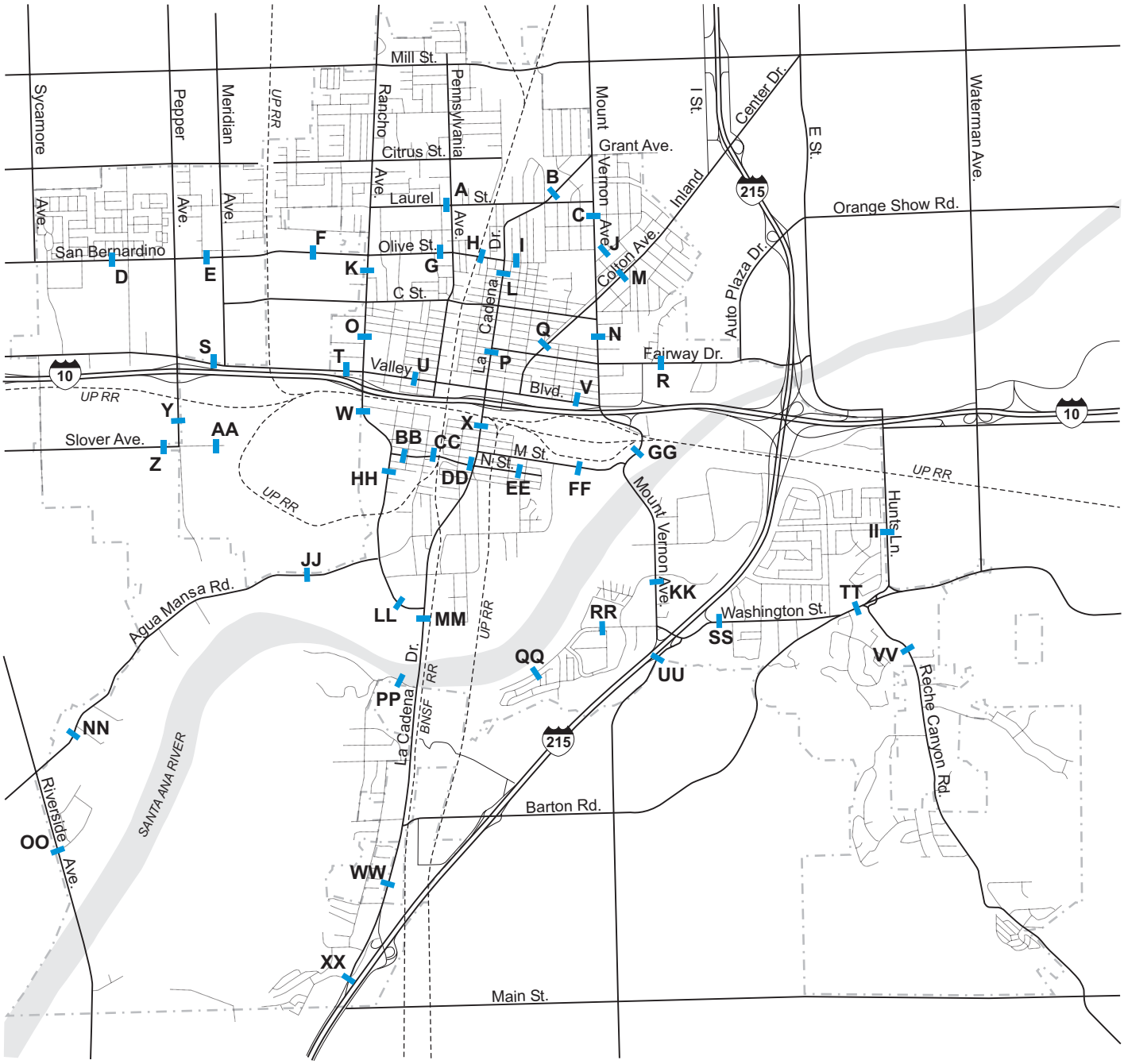
City of Colton General Plan - Circulation Study — Figure 2

Location of Study Intersections



LEGEND

- City Boundary
- Railroad
- Study Segments
- **A** Study Segment Reference Letter

N

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City of Colton General Plan - Circulation Element Traffic Study — Figure 3

Location of Study Roadway Segments

C. Analysis Methodology

The traffic analysis effort for the General Plan Circulation Element included the use of the East Valley Transportation Model (EVTM), incorporation of land use data for both the existing General Plan and the proposed General Plan update, analysis of model output, postprocessing of data into intersection turn movement volumes, and a traditional level of service, impact, and mitigation analysis.

Use of East Valley Transportation Model

For modeling efforts within the area, the regional model produced by the Southern California Association of Governments (SCAG) is the primary tool. The sub-regional East Valley Transportation Model (EVTM) used for the future-period analysis was created from the SCAG model but customized for the local area.

The EVTM is maintained by the City of San Bernardino for use within local jurisdictions in the East San Bernardino Valley area. At the time of the start of modeling efforts for this project, the EVTM was the active model for the area. The EVTM passenger car model has a horizon (future forecast) year of 2030, and contains data on the local and regional roadway/freeway network, employment levels, and residential densities.

The EVTM network was edited during multiple coordination meetings with the contract EVTM modeler for the City of San Bernardino. The local model links and roadway configurations were customized to provide more detail for the Circulation Element traffic impact study area.

The output of the model analysis runs were then input into a postprocessing spreadsheet, along with existing study intersection turning movement counts, to develop future turning movements for the analysis scenarios. The spreadsheet used for this purpose was consistent with the National Cooperative Highway Research Program (NCHRP Report 255). The NCHRP methodology provides for the calculation of individual turning movements that match the directional (north, south, east, and west) roadway segment model volumes. The output from this process is a matrix of estimated intersection turning movements, which mathematically relate to the intersection approach counts and the turning proportions to and from each approach leg.

The input and output data sheets from the postprocessing effort are provided within Appendix A of this report. The calculations of the NCHRP methodology were applied within a separate script sheet of the postprocessing files.

Land Use Plan Source

The Land Use Plan defines the planned future intensity of development for the General Plan update, which is then used within the Circulation Element traffic impact analysis to calculate trips generated by Transportation Analysis Zone (TAZ). A traffic analysis zone (TAZ) is constituted by one or more census blocks from the United States Census. TAZs were defined as part of the 1990 Census within the Census Transportation Planning Package (CTPP).

The existing General Plan land use plan and the Circulation Element were used to define the Future Base scenario, and the proposed General Plan land use and circulation plans were used to define the Future Proposed General Plan scenario.

Intersection Operations Analysis

As required by the County of San Bernardino Congestion Management Program (CMP), the Highway Capacity Manual (HCM) methodology was utilized for the analysis of level of service at the study intersections. Level of service (LOS) values were calculated for both existing, future baseline, and future General Plan scenarios at the designated study intersections. The Highway Capacity Manual (HCM) operations calculation methodologies have been defined for both signalized and unsignalized intersections.

The HCM method was utilized to determine the average delay of vehicles approaching each intersection (expressed in seconds of time) and the corresponding level of service (LOS) values. Table 1 defines the LOS value ranges, based on average delay per approaching vehicle in seconds, based on the HMC methodology.

Table 1 – Level of Service Range Definitions

Level of Service (LOS)	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	< 10	< 10
B	> 10 and < 15	> 10 and < 20
C	> 15 and < 25	> 20 and < 35
D	> 25 and < 35	> 35 and < 55
E	> 35 and < 50	> 55 and < 80
F	> 50	> 80

LOS values vary from A through F, with A representing the best possible free-flow conditions, and F representing forced-flow or failing conditions. The general conditions represented by each LOS value are described within Table 2.

Inputs to this analysis include peak-hour turning movement volumes, approach lane configurations, and signal phasing. Saturation flow rates (equivalent to capacity or vehicle throughput settings) were modified for different types of intersection approach lanes to acknowledge different operating conditions. The following settings were used, with default values of 1,900 applied to through and right-turn lanes. Numbers are expressed in vehicles per hour of green (vphg):

- Exclusive Left turn or Right Turn Lanes: 1,800
- Exclusive Dual Left Turn Lanes: 3,200 (1,600 per lane)
- Through Lanes 1,700

Table 2 – Level of Service
Operational Characteristics

Level of Service	Description
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.

Counts conducted for the study intersection analysis included vehicle classification counts at major intersections within industrial areas or on major truck routes. For this classification, field data collection included the type and number of axles on each truck. Passenger vehicles were separated out. The level of service calculations include the passenger car equivalency (PCE) factors to estimate the total effect on traffic flow and delay of the truck volumes. Two axle trucks (such as service vehicles, buses, and RV's), considered to be light duty trucks, were multiplied a factor of 1.5. Three axle trucks were classified as medium duty trucks and were multiplied by a factor of 2.0, and heavy duty trucks by a factor of 3.0.

For the five-leg intersection of Colton Avenue / 10th Street-G Street, the Synchro program was used for analysis, as the Traffix program cannot analyze intersections with more than four legs. The Synchro program also provides output in Highway Capacity Manual format.

Study Roadway Segment Operations Analysis

The San Bernardino County Congestion Management Program (CMP) traffic analysis guidelines were utilized to determine the significant traffic impacts of development envisioned under the Land Use Plan update. The following daily volume capacities were assumed for the study roadway segments. The number of lanes refers to the number of through lanes along each mid-block roadway cross-section:

- Collector: 13,900 vehicles
- Secondary Arterial: 24,200 vehicles *
- Major Arterial: 36,700 vehicles
- Six-Lane Major Arterial: 55,000 vehicles

Two-lane roadways designated as future arterials and located within larger existing arterial corridors were analyzed with a capacity of 20,000 vehicles. As the City of Colton has not established a policy that defines such values for use in traffic analysis efforts, such values in use by neighboring jurisdictions were evaluated. The City of Riverside traffic impact study guidelines were chosen as a source for these values, and they have been applied on recent project traffic studies within Colton.

Calculations of significant traffic impacts at study roadway segments are discussed in later sections of this report. Determinations of significance were primarily based on a worsening of segment operations to or within LOS F (to define overall impacts based on near-capacity or at-capacity operating conditions).

Significant Impact Calculations

The County CMP defines impact for traffic studies at Level of Service values of LOS E or worse for freeway ramps and LOS D for City intersections (under certain circumstances). Mitigation measures are required, based on the County CMP guidelines, if approval and construction of a project will result in or significantly worsen unacceptable level of service values. They are also appropriate if cumulative traffic conditions will result in a poor level of service and the proposed development contributes to these conditions significantly.

Mitigation measures should generally be considered when traffic conditions are forecasted to decline to levels of service that are defined as deficient by either the CMP or the local agency. The City of Colton General Plan states that LOS values of E or better are considered acceptable. Therefore, any analyzed intersection or roadway segment operating at LOS F conditions will be considered for mitigation measures due to impacts anticipated by General Plan development.

2. Existing Transportation Facilities

A. Roadway System

The classification types for all roadways within the City of Colton are currently based on the current adopted General Plan Circulation Element of January 1993. The General Plan designated roadways as one of four primary classifications according to function:

- Freeways
- Major Arterials
- Secondary Arterials
- Collectors

Figure 4 illustrates the roadway classifications within the City of Colton, as defined by the existing Circulation Element. Facilities not highlighted by the line designations within the figure are local roadways (designations include Local Street and Hillside Local Street). In keeping with State of California designations for local roadways, the City has generally adopted these changes in arterial roadway classification naming since the adoption of the 1993 General Plan:

- Major Arterials = Principal Arterials
- Secondary Arterials = Minor Arterials

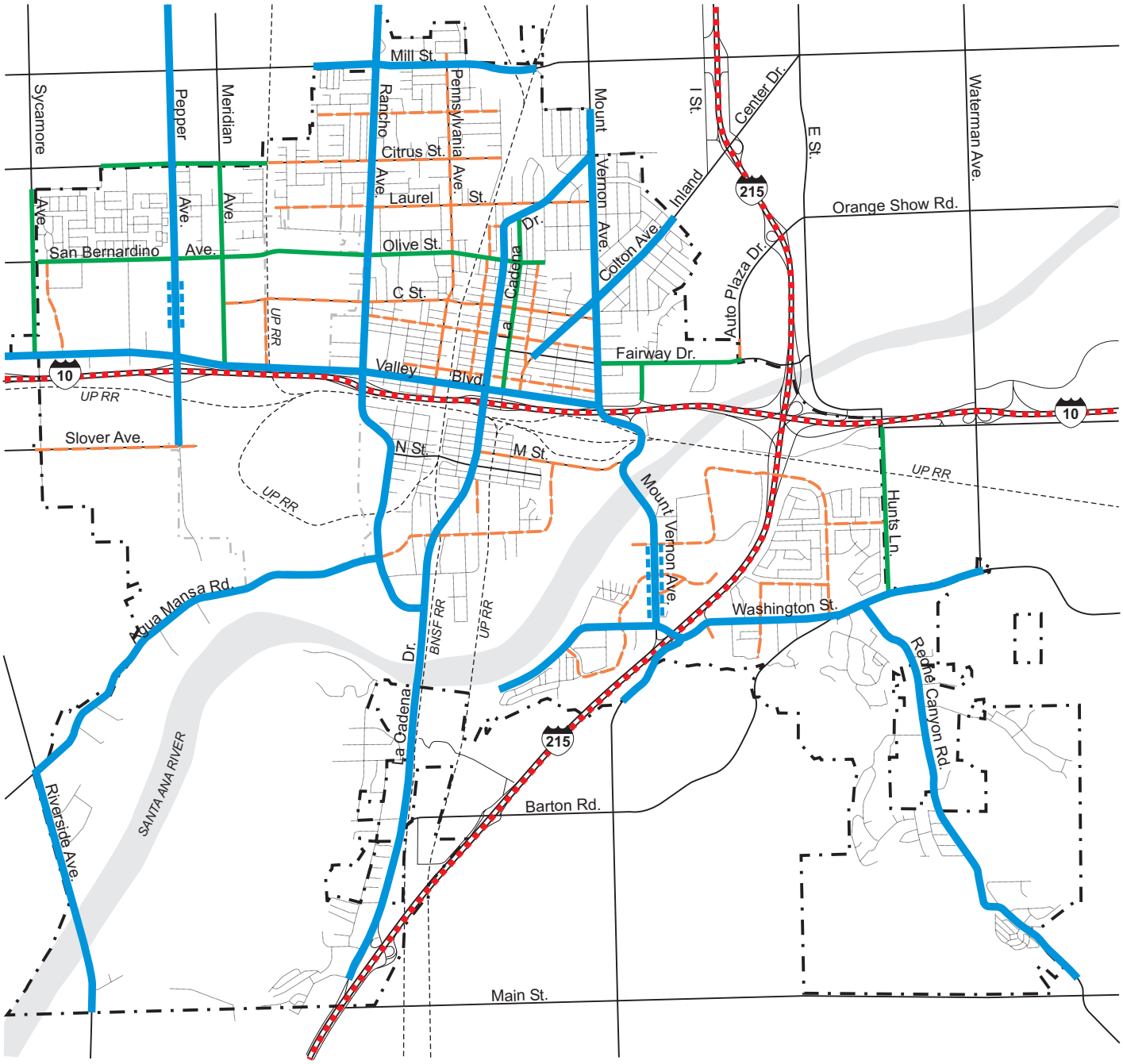
The modified designations for these two categories are based on the functional classification system for the *California Road System* maps, published by the State of California Department of Transportation (Caltrans). These designations are used throughout the remaining sections of this document, but the current designations were applied to Figure 4 within this section.

The general operating characteristics of the primary elements of the City roadway hierarchy are described below.

Freeways

Freeways are controlled access, high-speed roadways with grade-separated interchanges. They are intended to carry high volumes of traffic from region to region. The planning, design, construction, and maintenance of freeways in California are the responsibility of Caltrans. The City of Colton is directly served by two freeways, which effectively connect the community with other local areas and sub-regions:

Interstate 10 – The I-10 (San Bernardino Freeway/Christopher Columbus Transcontinental Highway) is a major freeway in the greater Los Angeles Metropolitan area, traversing Colton in an east-west direction. The facility provides access to the Pomona Valley and the Los Angeles metropolitan area on the west and the Coachella Valley, eastern California, and beyond on the east. The I-10 is a transcontinental facility. Within the study area, it is a ten-lane freeway without high occupancy vehicle lanes (I-10 carpool lanes from Los Angeles County end at a point west of the I-15 freeway. The primary access points to Colton from the I-10 include full interchanges with Pepper Avenue, Rancho Avenue, La Cadena Drive/9th Street, and Mount Vernon Avenue (including a westbound off-ramp connection at Sperry Drive).



LEGEND

- City Boundary
- Railroad
- Freeway
- Six-Lane Major Arterial
- Major Arterial
- Secondary Arterial
- Collector

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City of Colton General Plan - Circulation Element Traffic Study — Figure 4

Existing Roadway Classifications

Interstate 215 – The I-215 (Riverside Freeway/San Bernardino Freeway) is an eight-lane freeway, traversing the east side of Colton in a north-south direction. Between the SR 60/SR 91 interchange to Interstate 10 it is named the Riverside Freeway, and between I-10 and State Route 210 it is named the San Bernardino Freeway. South of the SR-60 freeway, I-215 transitions into the SR-91 freeway. SR-60 and I-215 continue as a merged route, to the east of the I-215/SR-60/SR-91 interchange, and a separate segment of the I-215 continues south of SR-60 in Moreno Valley. North of the Colton area, I-215 merges with the I-15 freeway, to the south of Cajon Pass. The primary access points from I-215 to Colton include interchanges at Auto Plaza Drive-Orange Show Road, Inland Center Drive (which transitions to Colton Avenue at the Colton city line), and Mt Vernon Avenue/Washington Street.

The name "San Bernardino Freeway" is generally applied to I-10 to the west of the I-215 interchange, and to the I-215 to the north of that interchange. To the east, the name of I-10 reverts to the national name of "Christopher Columbus Transcontinental Highway".

Arterials

The function of Primary/Major and Secondary Arterials is to connect traffic from secondary roadways and collectors to other parts of the city, freeway interchanges, and adjacent major land uses. They are the principal urban thoroughfares and provide a linkage between activity centers within the city to adjacent communities and other parts of the region as well as intra-city mobility.

Primary Arterials, as defined under the existing Colton General Plan Circulation Element, have right-of-way widths of up to 114 feet. These roadways are designed to move large volumes of traffic, typically in the range of 30,000 to 40,000 vehicles per day. On-street parking is often prohibited on these facilities, either during the peak period or continuously. They are generally served by regional transit routes and are the primary truck routes in the community. Access is sometimes restricted to these facilities, either through frontage road treatments or breaks in the street grid.

Secondary Arterials are generally located between parallel sets of collector roadways, or in outlying areas where a street grid is not established. They are intended to provide access to all types of land uses and generally have no limitations on access. Parking is generally allowed during most of the day. Traffic controls typically consist of stop signs and signalization at intersections with arterials; however, left-turn lanes and/or left-turn signalization are generally not provided. Similar roadways in most cities are designed to carry moderate levels of traffic, generally in the range of 15,000 to 25,000 vehicles per day. Where Primary Arterials provide access between cities and sub-regions, Secondary Arterials would primarily provide access in a cross-town manner.

Traffic control along Arterials typically consists of signalization at major intersections, often with protected left-turn phasing. At high volume intersections, exclusive right-turn lanes may be present, as may dual left-turn lanes. Additional traffic control consists of medians or two-way left-turn lanes for access to adjacent land uses.

Existing Primary Arterial facilities within the City of Colton include Pepper Avenue, Rancho Avenue, La Cadena Drive, Mount Vernon Avenue, Colton Avenue, Valley Blvd, Washington Street, Barton Road, and Reche Canyon Road. Secondary Arterial facilities include San Bernardino Avenue-Olive Street, 10th Street, Fairway Street, Meridian Avenue, and Hunts Lane.

Collector Streets

The primary purpose of Collector Streets is to serve as intermediate routes to carry traffic between local roadways and Arterials. On-street parking is generally acceptable on Collector Streets, although it can be prohibited during certain hours, or on a time limit. Access to adjacent land uses is generally unrestricted. The right-of-way width of this roadway type is variable but generally averages 60 feet, and carries less than 10,000 vehicles per day. Roadways classified as Collector Streets within Colton include Citrus Street, Laurel Street, C Street, E Street, H Street, M Street, N Street, Pennsylvania Avenue, 7th Street, and 10th Street.

Local Streets

Circulation elements typically do not define roadways smaller than collector roads, but by implication all unclassified roads are local roadways. These facilities are designed to provide vehicular, pedestrian and bicycle access to individual parcels throughout the City. They are intended to carry low volumes of traffic, and allow unrestricted parking. Local Streets typically have two travel lanes and commonly utilize cross-sections of 50 feet in width (no center median or continuous left turn lane).

In residential neighborhoods, there is a growing trend to design and implement traffic control measures on local streets. Some of these control measures include speed humps, traffic diverters, chokers, traffic circles and pavement treatments. The intent of these treatments is to slow traffic or prevent through traffic from infiltrating residential neighborhoods.

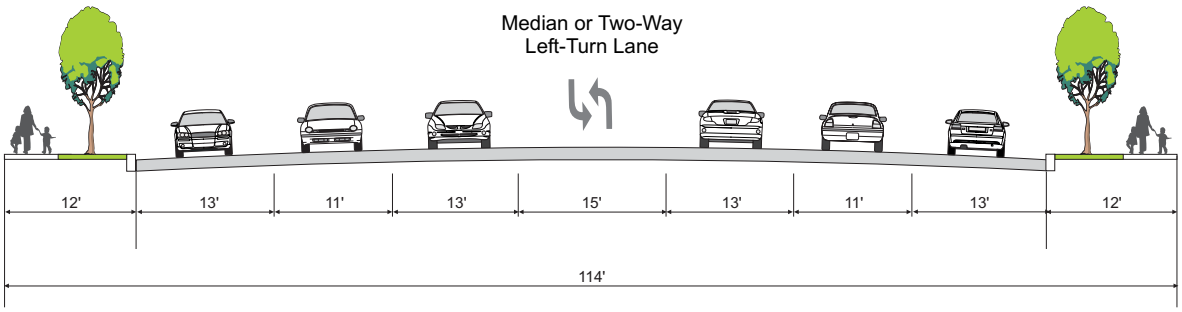
Cross-sectional diagrams of the types of roadway classifications within Colton are provided on Figure 5A and Figure 5B. These figures use the modified naming conventions established by City policy since the adoption of the 1993 General Plan and Circulation Element.

Truck Routes

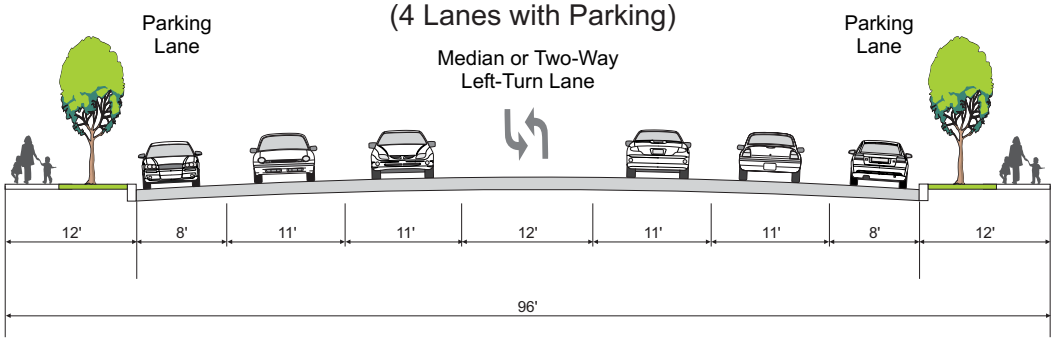
A significant amount of goods movement occurs through the City of Colton as railroad traffic. With the significant presence of transfer/switching yards along the I-10 corridor and to the north of Colton, much of the rail traffic travels through Colton and on to other destinations. These transfer facilities, however, can generate a sizeable number of truck trips for intermodal freight container transfers to and from area industries. A high proportion of the rail mileage within Colton is mainline trackage rather than branch lines and rail sidings (with the latter serving local businesses directly through switching movements to building loading bays). Therefore, delivery of goods directly to and from Colton businesses is primarily provided by trucks on surface streets.

The State of California Vehicle Code establishes regulations on the use of local streets and roads by trucks and other heavy vehicles. The City of Colton, typical of local jurisdictions that have sizeable truck volumes, has designated a number of streets and street segments as truck routes to ensure the orderly movement of commercial vehicles carrying goods and materials through the community. These designations are established via City ordinance and include Valley Boulevard, Pepper Avenue, Mount Vernon Avenue, Colton Avenue, Fairway Drive, La Cadena Drive, and Washington Street. The truck routes in Colton connect with truck routes in adjacent cities and nearby freeway access to form an integrated regional network for the movement of goods. The truck routes are updated by the City as needed based on development and traffic trends.

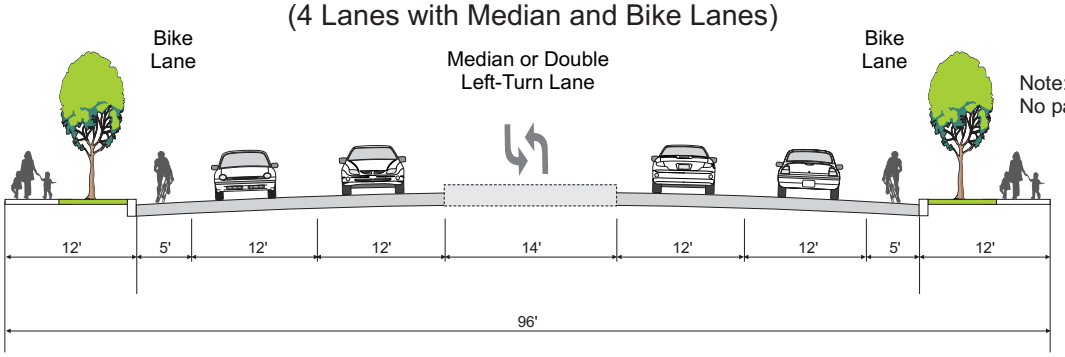
Principal Arterial - Six-Lane



Principal Arterial - Type A
(4 Lanes with Parking)

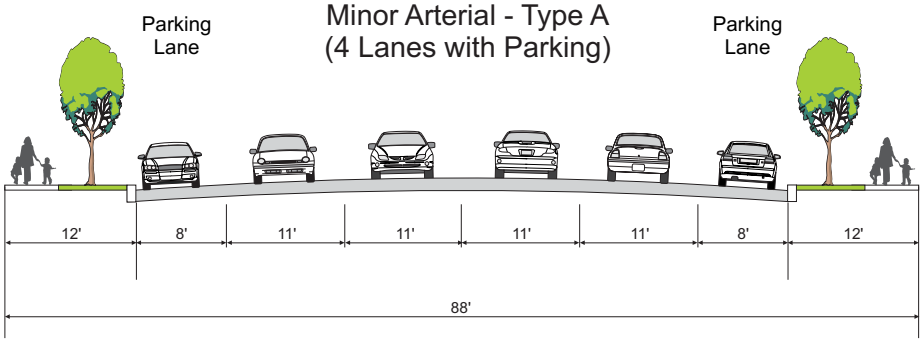


Principal Arterial - Type B
(4 Lanes with Median and Bike Lanes)



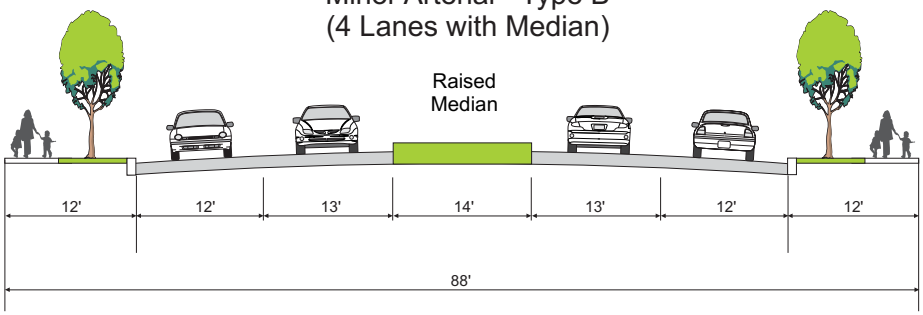
Note:
No parking permitted

Minor Arterial - Type A
(4 Lanes with Parking)



Note:
Parkways may be
removed to allow
for left turn lanes

Minor Arterial - Type B
(4 Lanes with Median)



Note:
No parking permitted

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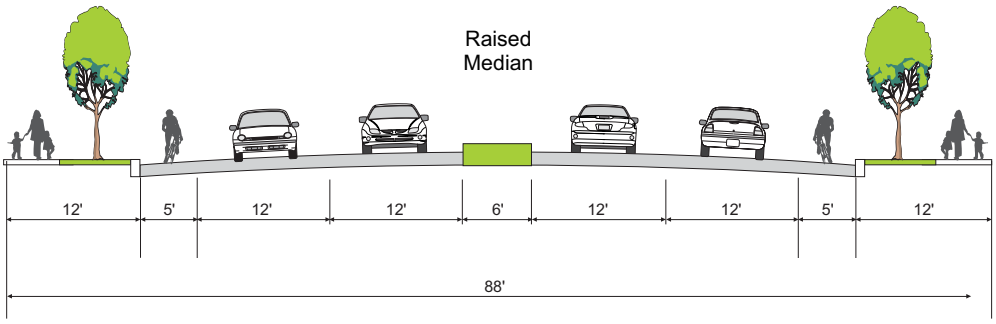
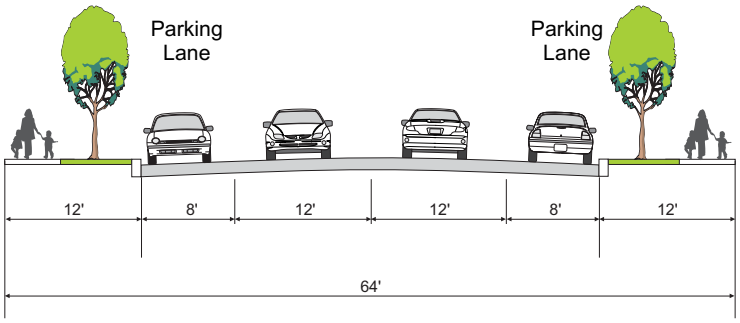
Minor Arterial with Bike Lane - Type C
(4 Lanes with Median)

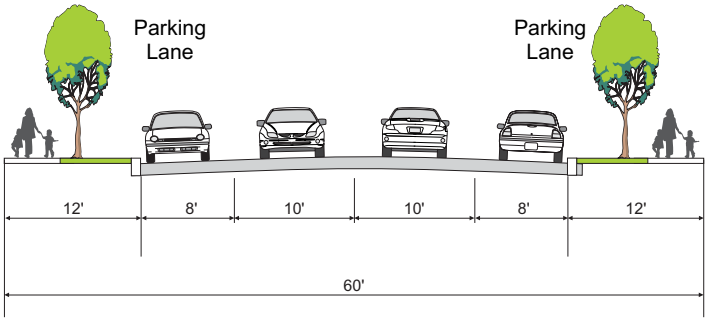


Note:
No parking permitted

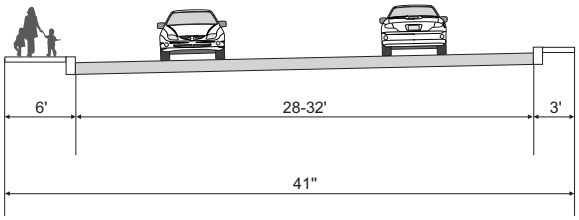
Collector Street
(2 Lanes with Parking)



Local Street
(2 Lanes with Parking)



Hillside Local Street
(2 Lanes)



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B. Non-Motorized Transportation Routes

Non-motorized transportation includes bicycle and pedestrian facilities. The text below discusses these facilities as they apply to the Colton roadway network.

Bicycle Facilities

Caltrans has developed statewide standards and definitions for the planning, design and implementation of bicycle facilities. The following is a summation of these standards.

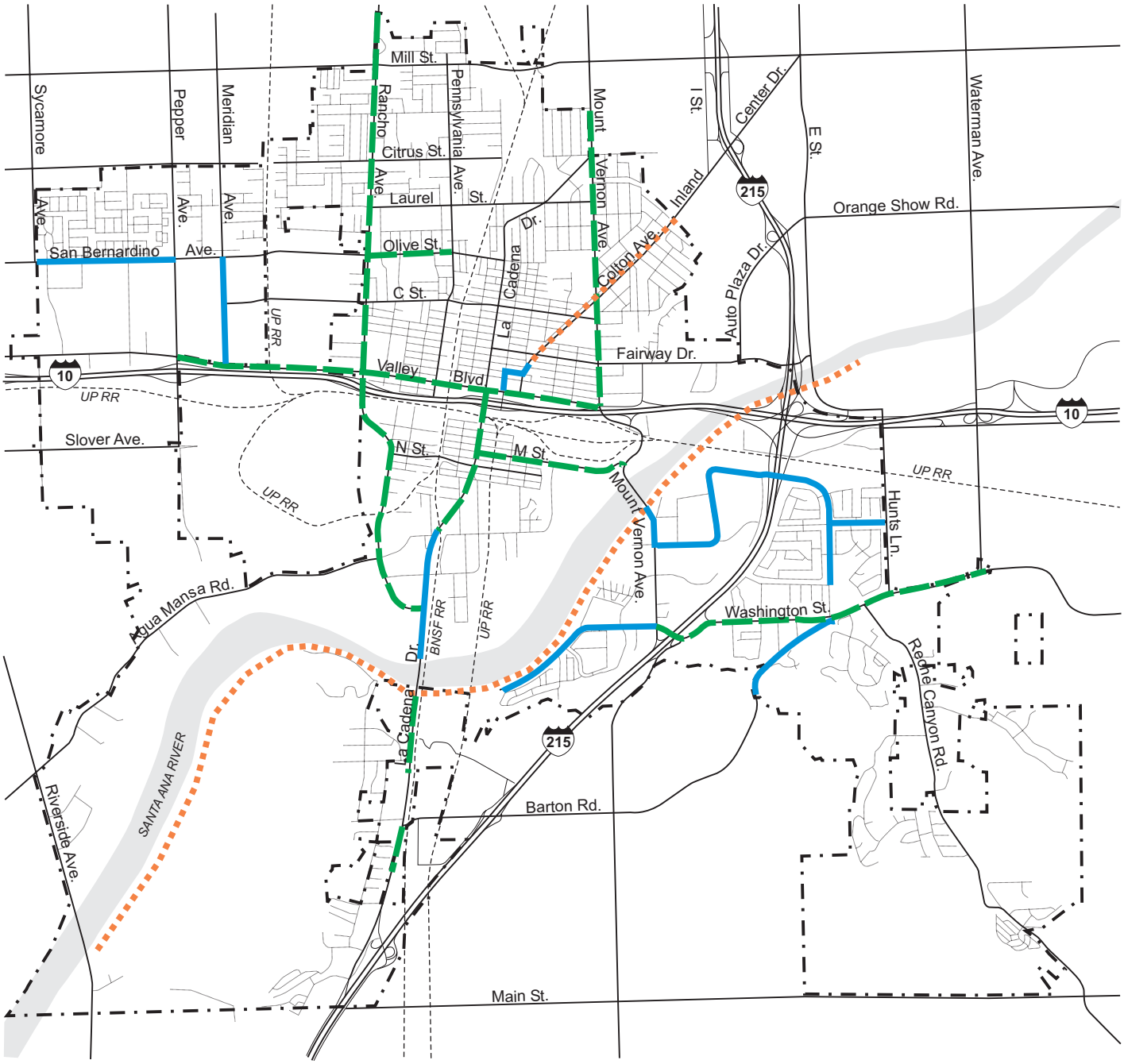
Class I (Bicycle Path) – A bicycle path is a special facility that is designed exclusively for the use of bicycles. They are physically separated from motor vehicle traffic by a physical barrier or landscaped area. Bicycle paths are more often used for recreation and are generally provided in San Bernardino County along river channels and former railroad rights-of-way. They are classified by Caltrans as Class I bicycle facilities.

Class II (Bicycle Lane) – A bicycle lane is a facility where a portion of the paved roadway area is marked as a special lane for use by bicycles only. It is identified by signage along the street that denotes "BIKE LANE", pavement markings and lane line markings. Motor vehicles are prohibited from driving in bike lanes except when turning to and from driveways, intersections, or on-street parking. They are classified by Caltrans as Class II bicycle facilities.

Class III (Bicycle Route) – A bicycle route is defined as a bicycle way designated within a public right-of-way. The purpose of the bicycle route is to encourage a sharing of the roadway between vehicles and bicycles. They are identified by signage along the street that denotes "BIKE ROUTE." No other pavement markings are employed with these facilities. They are classified by Caltrans as Class III bicycle facilities.

Bicycle facilities within and near the City of Colton are primarily the Class I type (path/trail). A major area Class I facility, the Santa Ana River Trail, runs along the east bank of the river.

Figure 6 illustrates the locations of existing designated bicycle routes within the City of Colton.



LEGEND

- City Boundary
- Railroad
- Bicycle Path/Trail (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)

N

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City of Colton General Plan - Circulation Element Traffic Study — Figure 6

Existing Bicycle Routes

Regional Bicycle Facility Planning

The San Bernardino County *Non-Motorized Transportation Plan* (2011 Update) was published by the San Bernardino Associated Governments (SANBAG). The effort undertaken for that plan report provided for a bicycle facility inventory within all cities and communities within the County, a survey of users of the system, and a set of recommendations and a summarized list of planned bicycle facility projects.

Planned regional bicycle facilities within and near Colton, and recommendations for new bicycle facilities within the City, are discussed later within this report.

Pedestrian Circulation

Pedestrian walking areas are an integral part of a city's circulation system. The connectivity of a sidewalk system, in terms of an overall network and links to neighboring major land uses, is a primary factor in pedestrian mobility. A sidewalk is an area of refuge from vehicle traffic that provides a safe route for pedestrian transport.

In order for sidewalks to be an effective choice for transportation, they need to be kept free of obstructions. When equipment such as utility poles, fire hydrants, traffic controls or street lighting must be placed on the sidewalk, it should be placed to minimize interference with pedestrian flow. When street furniture becomes an obstacle to pedestrian flow, it should be prohibited.

C. Public Transportation

Public transportation in the City of Colton, as defined here, consists of fixed route bus service and demand response service. This latter type of service is an advance reservation, shared ride transportation service for senior residents and disabled of any age and their attendants. Existing regional rail transit as well as local bus transit services that collectively provide viable alternatives to use of the private automobile are discussed below.

Public Bus Transit Service

Omnitrans is the public transit agency serving the San Bernardino Valley, operating fixed-route bus services, OmniLink (a general public dial-a-ride operation), and Access (a paratransit service for the disabled).

The OmniLink service is provided to communities and cities within the County that do not have demand responsive service through local providers. Locally, the South Colton area is served by OmniLink. Passengers can schedule pick-ups within a 40-minute window on weekdays during the timeframe of 7:00 a.m. to 6:00 p.m. OmniLink service options include same-day service, advance reservation service (up to three days in advance), and repeater service (for riders who travel at least three days a week on the same route).

The following text provides a brief description of the scheduled fixed-route bus transit lines within Colton.

Route 1 is a local service bus that serves a route that traverses the Inland Empire. Within the study area, the route provides service along Valley Boulevard and Mount Vernon Avenue. The southern terminus is at Arrowhead Regional Medical Center, and the northern terminus is at Sterling Avenue and Date Place. The route provides daily service at an approximate peak weekday trip frequency of 15 minutes.

Route 15 is a local service bus that serves stops between Fontana and Redlands. Within the study area, the route provides service along Mill Street. The eastern terminus is at Fontana Metrolink, and the western terminus is at the Redlands Mall. The route provides daily service at an approximate peak weekday trip frequency of 30 minutes.

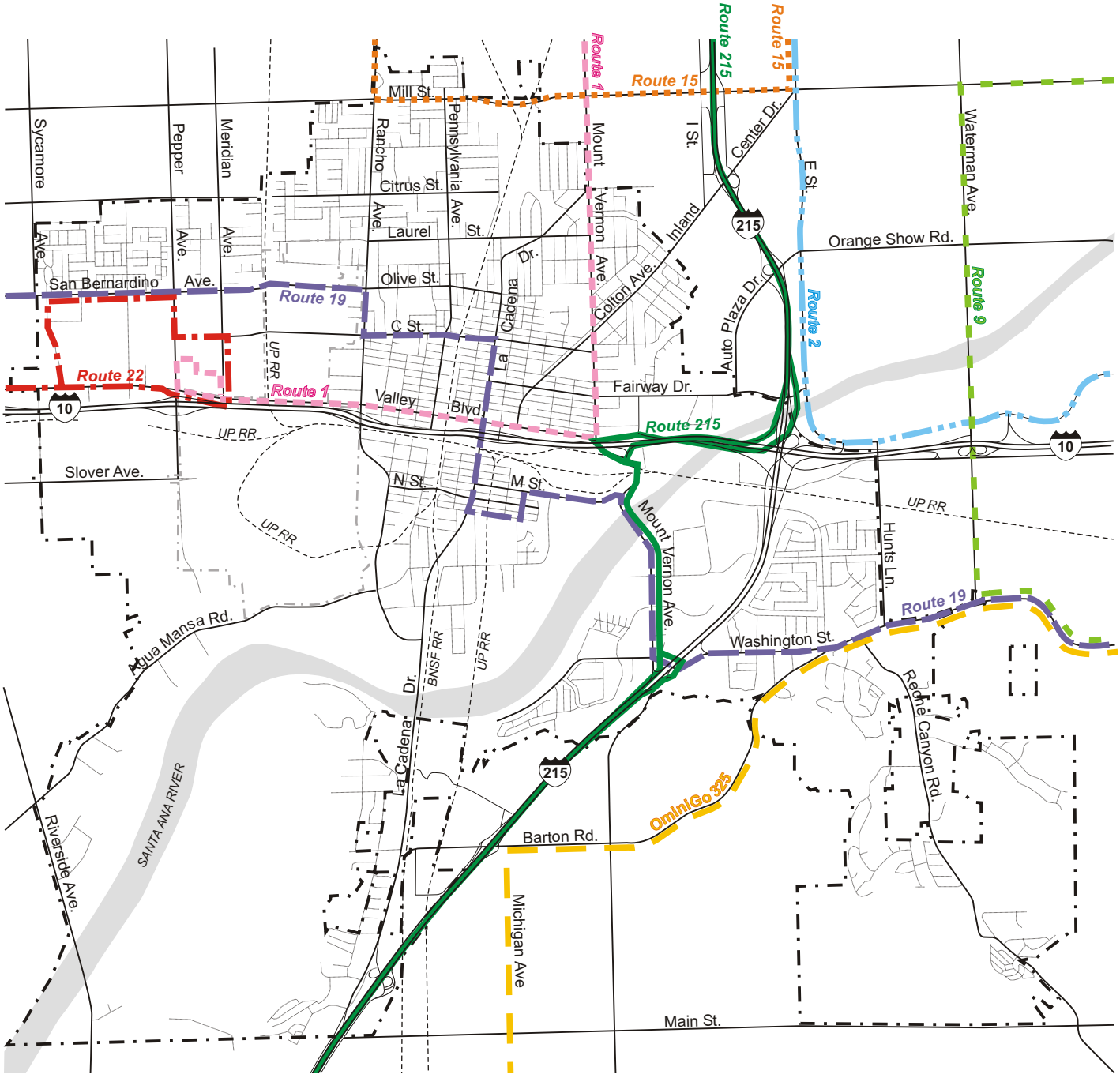
Route 19 is local service bus that serves stops between Fontana and Redlands. Within the study area, the route provides service along San Bernardino Avenue, Rancho Avenue, C Street, La Cadena Drive, Mount Vernon Avenue, and Washington Avenue. The eastern terminus is at Fontana Metrolink, and the western terminus is at the Redlands Mall. The route provides daily service at an approximate peak weekday trip frequency of 30 minutes.

Route 22 is a local service bus that serves stops between Colton and Rialto. Within the study area, the route provides service along Riverside Avenue, Valley Boulevard, Meridian Street, Pepper Street, San Bernardino Avenue, and Wildrose Avenue. The northern terminus is at Arrowhead Regional Medical Center, and the northern terminus is at Riverside Avenue and Live Oak Avenue. The route provides daily service at an approximate peak weekday trip frequency of 30 minutes.

Route 215 is a freeway express/local service bus that serves limited stops between the City of San Bernardino and Riverside. Within the study area, the route uses the I-10 and I-215 freeways for the express service portion. Within the City of Colton, Valley Boulevard and Mount Vernon Avenue are used by this route. It provides daily service at an approximate peak weekday trip frequency of 30 minutes.

OmniGo Route 325 is operated as a local community shuttle, serving Grand Terrace, Loma Linda University Medical Center, and other locations near the southeast areas of Colton including the Barton Road corridor.

An illustration of the existing public transit routes within Colton is provided on Figure 7.



LEGEND

- City Boundary
- Railroad
- Omnitrans Route 1 (Colton-Del Rosa)
- Omnitrans Route 2 (Cal State-E Street-Loma Linda)
- Omnitrans Route 9 (San Bern-Redlands-Yucaipa)
- Omnitrans Route 15 (Fontana-San Bern/Highland-Redlands)
- Omnitrans Route 19 (Redlands-Colton-Fontana)
- Omnitrans Route 22 (North Rialto-Riverside Ave - ARMC)
- Omnitrans Route 215 (San Bern - Riverside Express)
- OminiGo Route 325 (Grand Terrace - Loma Linda)

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City of Colton General Plan - Circulation Element Traffic Study — Figure 7

Local Transit Routes

Public Commuter Rail Service

Metrolink, the regional commuter rail service operated by the Southern California Regional Rail Authority, does not have direct service to Colton. Metrolink serves commute trips to downtown Los Angeles and Orange County from Ventura, Los Angeles, Riverside, San Bernardino, and Orange Counties. Service through Orange County includes one stop within San Diego County at Oceanside.

The Metrolink stations closest to Colton include the San Bernardino station at Viaduct Blvd. and 2nd Street (approximately 2.5 miles north of the Colton city center). This station provides access to San Bernardino Line, Inland Empire/Orange County Line, and 91 Line Metrolink trains. The latter two sets of trains pass through Colton to reach Riverside and other stations to the south. The San Bernardino Line provides service to the west of San Bernardino, through the Pomona Valley and San Gabriel Valley, with a western terminus at Union Station in Los Angeles. The Inland Empire/Orange County Line provides service through Riverside, Colton, and Orange County with a southern terminus in San Juan Capistrano. The 91 Line parallels the SR-91 freeway within the Inland Empire and also serves north Orange County and Fullerton, and has a western terminus at Union Station in Los Angeles.

Intercity Rail

The Amtrak Sunset Limited trains currently pass through the City utilizing Union Pacific tracks along the south side of the I-10 freeway. However, at this time, no direct intercity rail service is provided to the City of Colton, as Amtrak does not have a station facility within the city limits. The nearest Amtrak station is located in San Bernardino, which is shared with Metrolink.

D. Regional Transportation

Freight Railroads

The City of Colton is served by two national freight railroad companies that utilize multiple rail corridors within the city, and both have main lines that traverse the City. Both railroads have large transfer yards within, or in close vicinity to, Colton. Primary destinations of both railroads are the Los Angeles metro area and the port facilities of Los Angeles and Long Beach to the west, Cajon Pass and the high desert area to the north, and Coachella Valley and cities beyond to the east.

The Union Pacific Railroad (UP) has major east-west trackage along the south side of the I-10 freeway and north-south trackage that is located east of Meridian Avenue within Colton. The trackage along the I-10 includes a major transfer yard referred to as the West Colton yard.

The Burlington Northern Santa Fe Railroad (BNSF) has trackage that runs in a north-south manner through the City, along a corridor between Pennsylvania Avenue and Sixth Street. There is a BNSF transfer yard that lies partially within the Colton city limits near 8th Street and Mill Street.

The UP and the BNSF railroads both have trackage that extends to the north of Colton into the Cajon Pass and the high desert, and west to the Los Angeles metro area. Both railroads have small spur lines that serve local industry.

The numerous railroad at-grade crossings within the City of Colton create localized traffic congestion during train movements and safety equipment activation that can be measured through detailed

operations studies. The focus of this traffic study is primarily on capacity impacts caused by new development and facility lane/control configuration changes. Long freight trains that travel on main lines can be a mile or more in length, which can stop traffic at grade crossings for several minutes at a time. The main lines that traverse Colton are double-tracked and some are also triple-tracked, providing an abundant amount of freight capacity that creates frequent conflicts with cross-town traffic.

Air Transportation

Aviation facilities do not exist within the Colton city limits. Scheduled air carrier services are provided at Ontario International Airport, which is located approximately 15 miles to the west of the Colton city center and is directly accessible from the I-10 freeway. Major cargo operations also are based at Ontario Airport.

The San Bernardino International Airport (airport code SBD) is located to the northeast of Colton (approximately 4.5 miles from the Colton city center), at the former Norton Air Force Base. Current flights are comprised mainly of charter, corporate and general aviation users. The passenger terminal at the airport was recently upgraded, and future scheduled passenger service is anticipated. The airport also has leasable areas available for major cargo operations.

These facilities provide a wide variety of opportunities for the current future movement of passengers and cargo, and expansion opportunities at multiple locations.

3. Existing Conditions

This report section documents the configuration of existing roadways and intersections within the project traffic study area. Also documented within this section are the existing traffic conditions and associated level of service (LOS) values within that area.

A. Existing Traffic Circulation Network

The highway system within the City of Colton is comprised of a typical network of hierarchical roadways – limited-access freeways, full-access arterial roadways, intermediate collector roadways, and local/residential roadways. The tables below summarize the physical roadway configurations within the study area. The discussion presented here is generally limited to the roadways that traverse the study intersections.

The information is organized by columns, which are described from left to right below:

- Segment: The extents of the analyzed segment are described. New segments were utilized where characteristics of the roadway differ.
- # Lanes: The number of travel lanes for both directions of the roadway segment (northbound/eastbound or southbound/westbound) is indicated as a numeric value.
- Median / Centerline Type: The roadway median or centerline type is described here.
- Parking: On-street parking allowances or prohibitions are identified here.
- Intersection pockets/others: The characteristics of turn pockets at major intersections are described here, along with other defining characteristics of the roadway.
- Speed limit: The posted or implied (for residential areas) is listed here.

Roadways with a north-south orientation within Colton are described first, followed by east-west roadways.

North-South Roadways

Pepper Avenue

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
North of San Bernardino Ave	1	2	Striped	Prohibited	Prohibited	Continuous left turn pocket	50
San Bernardino/Olive St to Violet St	2	2	Raised	Prohibited	Prohibited	Left turn pockets	50
Violet St to Blue Dr	3	3	Raised	Prohibited	Prohibited	Left turn pockets	50
Blue Dr to Valley Blvd	2	2	Raised	Prohibited	Prohibited	Left turn pockets	50
Valley Blvd to Slover Ave	1	1	Striped	Prohibited	Prohibited	Left turn pockets	45

Meridian Avenue

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
North of Olive Ave	1	1	Striped	Permitted	Permitted	Continuous left turn lane	40
South of Olive	1	1	Striped	Permitted	Permitted	Continuous left turn lane, bike lane	40

Rancho Avenue

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Olive St to F St	2	2	Striped	Permitted	Permitted	Left turn at major intersections, bike lane	35
F St to Valley Blvd	2	2	Striped	Prohibited	Prohibited	Left turn at major intersections, bike lane	35
Valley Blvd to I-10 Eastbound ramp	2	2	Striped	Prohibited	Prohibited	Left and right turn pockets, bike lane	35
I-10 Eastbound ramp to N St	2	1	Striped	Prohibited	Prohibited	No left turn pocket, bike lane	45
N St to La Cadena Dr.	2	2	Striped	Prohibited	Prohibited	Continuous left turn, bike lanes	45

Pennsylvania Avenue

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
North of Valley Blvd	1	1	Striped	Permitted	Permitted	No left turn pockets	35

La Cadena Drive

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Mt. Vernon Ave to Oak St/8th St	2	2	Raised	Permitted	Permitted	Left turn at major intersections	35
Oak St/8th St to Valley Blvd	1	1	Striped	Permitted	Permitted	Continuous left turn, left turn pocket at major intersections	35
Valley Blvd to I-10 Eastbound ramp	2	2	Striped	Prohibited	Prohibited	Left turn pockets at major intersections	35
I-10 Eastbound ramp to Maple St	2	2	Striped	Prohibited	Prohibited	Left turn at major intersections	45
Maple St to Herts St (railroad bridge)	1	1	Striped	Permitted	Permitted	No left turn pockets, bike lane	45
Herts St to Rancho Ave	2	2	Striped	Prohibited	Prohibited	Bike lane, truck route, continuous left turn pockets	45
Rancho Ave to Tropicana Ranch Rd	2	2	Striped	Prohibited	Prohibited	Continuous left turn lane	50
Tropicana Rd to Barton Rd	2	2	Raised	Prohibited	Prohibited	Left turn pockets at major intersections	50
Barton Rd to La Loma Ave	3	2	Raised	Permitted	Prohibited	No left turn pockets	50

Colton Avenue

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Fairview Ave to Mt. Vernon Ave	1	1	Striped	Prohibited	Prohibited	No left turn pockets	40
Mt. Vernon Ave to G St/10th St	1	1	Striped	Prohibited	Prohibited	Fronted Road, no left turn pockets	35
10th St. to Valley Blvd	1	1	Striped	Permitted	Permitted	No left turn pockets	35

Mount Vernon Avenue

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Colton Ave to La Cadena Dr	2	2	Raised	Prohibited	Prohibited	Continuous left turn, left turn pocket at major intersections, bike lane	40
Colton Ave to E St	2	2	Striped	Prohibited	Prohibited	Continuous left turn, bike lane	40
E St to Fairway Dr	2	2	Striped	Prohibited	Prohibited	Continuous left turn, bike lane	40
Fairway Dr to Valley Blvd	2	2	Striped	Prohibited	Prohibited	Left turn pockets, continuous left turn	40
Valley Blvd to on I-10 Eastbound ramp/Cooley Dr	1	1	Striped	Prohibited	Prohibited	Left and right turn pockets at I-10 ramp only	30
I-10 Eastbound ramp/Cooley Dr to Centerpointe	3	3	Raised	Prohibited	Prohibited	Left turn pockets	35
Centerpointe to Washington Ave	2	2	Raised	Prohibited	Prohibited	Left turn pockets	35
Washington St/Mt Vernon Ave (West) to Washington St/Mt Vernon Ave (East)	2	2	Striped	Prohibited	Prohibited	No left turn pockets	35
Washington St/Mt Vernon Ave (East) to Canal/Grand Terrace	1	1	Striped	Prohibited	Prohibited	No left turn pockets	35

Riverside Avenue

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
North of Agua Mansa Rd	2	2	Raised	Prohibited	Prohibited	Left turn pockets at major intersections	50
South of Agua Mansa Rd	2	2	Raised	Prohibited	Prohibited	Left turn pockets at major intersections	50

Reche Canyon Road

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Washington St. to approximately 350 yards from Washington St approach	2	2	Striped	Prohibited	Prohibited	Left turn at major intersections	45
From near Washington to Topanga Ct	1	1	Striped	Prohibited	Prohibited	Left turn at major intersections	45

Hunts Lane

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Redlands Ave to Washington St	2	2	Striped	Prohibited	Prohibited	Continuous left turn	45

East-West Roadways

Laurel Street

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Mt. Vernon Ave to 8th St	1	1	No center line	Permitted	Permitted	No left turn pockets	30
8th St to Norman Rd	1	1	Striped	Permitted	Permitted	No left turn pockets	30
Norman Rd to Rancho Ave	1	1	Striped	Permitted	Permitted	24 min parking@south side, w/in school zone, 25 mph when children are present, no left turn pockets	30
Rancho Ave to Grand Ave	1	1	Striped	Permitted	Permitted	No left turn pockets, 25 mph when chilren are present, (west of grand, no center line)	30

San Bernardino Avenue – Olive Street

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Mt Vernon Ave to Bordwell Ave	1	1	Striped	Permitted	Permitted	No left turn pockets	25
Bordwell Ave to 7th St	1	1	No center line	Permitted	Permitted	No left turn pockets	25
7th St to Pennsylvania Ave	1	1	Striped	Permitted	Permitted	No left turn pockets	25
Pennsylvania Ave to Jackson Ave (Bridge)	1	1	Striped	Permitted	Permitted	No left turn pockets	35
Jackson Ave (Bridge) to Meridian Ave	1	1	Striped	Prohibited	Prohibited	No left turn pockets	35
Meridian Ave to Pepper Ave	1	1	Striped	Prohibited	Prohibited	Continuous left turn, left turn pocket at major intersections	35

Fairway Drive

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Auto Center Dr to Mt. Vernon Ave	1	1	Striped	Prohibited	Prohibited	No left turn pockets	40

Valley Boulevard

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Mt. Vernon Ave to 10th St	2	2	Raised	Permitted	Permitted	Continuous left turn	35
10th St to 3rd St	2	2	Raised	Prohibited	Prohibited	Continuous left turn	35
3rd St to Rancho Ave	2	2	Raised	Permitted	Permitted	Left turn pockets	35
Rancho Ave to Pepper Ave	2	2	Striped	Prohibited	Prohibited	Left turn pockets, bike lane	50

M Street

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Mt Vernon Ave to 1st St	1	1	Striped	Prohibited	Prohibited	No left turn pockets	40
1st St to La Cadena Dr	1	1	Striped	Permitted	Permitted	No left turn pockets	40

N Street

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
11th St to 7th St	1	1	striped	Permitted	Permitted	No left turn pockets	25
7th St to 5th St	2	2	Raised	Prohibited	Prohibited	No left turn pockets	25
5th St to Rancho Ave	1	1	Striped	Permitted	Permitted	No left turn pockets	25

Washington Street

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Hunts Ln to Barton Rd/Cooley Dr	2	2	Raised	Prohibited	Prohibited	Left turn pockets at major intersections, bike lane	45
Barton Rd/Cooley Dr to Bluff Rd	2	2	Striped	Prohibited	Prohibited	Continuous left turn, left turn pocket at major intersections	45
Bluff Rd to Mt Vernon Ave (East)	3	2	Striped	Prohibited	Prohibited	No left turn pockets	45
Washington St./Mt Vernon Ave. (East) to Washington St./Mt Vernon Ave. (West)	2	2	Striped	Prohibited	Prohibited	Left turn pockets	35
Mt Vernon Ave (West) to Mediteranian	2	2	Raised	Prohibited	Prohibited	Left turn pockets, bike lane	35

Slover Avenue

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others
	NB/EB	SB/WB		NB/EB	SB/WB	
East of Pepper Ave	1	1	Striped	Prohibited	Prohibited	No left turn pocket

Agua Mansa Road

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
Riverside Ave to Rancho Ave	1	1	Striped	Prohibited	Prohibited	No left turn pockets	45

Barton Road

Segment	# Lanes		Median / Ctrline Type	Parking		Intersection pockets/others	Speed Limit
	NB/EB	SB/WB		NB/EB	SB/WB		
La Cadena Ave to I-215 ramps	1	1	Striped	Prohibited	Prohibited	No left turn pocket, bike lane	35
I-215 ramps to Grand Terrace Rd	2	2	Striped	Prohibited	Prohibited	Continuous left turn lane, bike lane	45
Grand Terrace Rd to Washington St	1	1	Striped	Prohibited	Prohibited	No left turn pockets, bike lane	50

B. Study Area Intersection Operations

The analysis of operations at the study intersections was conducted for weekday a.m. and p.m. peak-hour conditions. New traffic counts were last conducted for the Circulation Element traffic analysis effort in the year 2008. Counts conducted for more recent efforts in 2011 were compared to the earlier set of counts, and in a majority of instances older counts were higher and therefore more conservative. The year-2008 counts were therefore used as the existing conditions basis for this report.

The impact analysis within this document is based on the buildout timeframe for the regional traffic model maintained by the Southern California Association of Governments (SCAG). The sub-regional/area East Valley Transportation Model (EVTM) used for the future-period analysis was created from the SCAG model but customized for the local area and maintained by the City of San Bernardino. The year-2030 baseline SCAG model was used to create the EVTM. The analysis therefore examines the year 2030 as the buildout year.

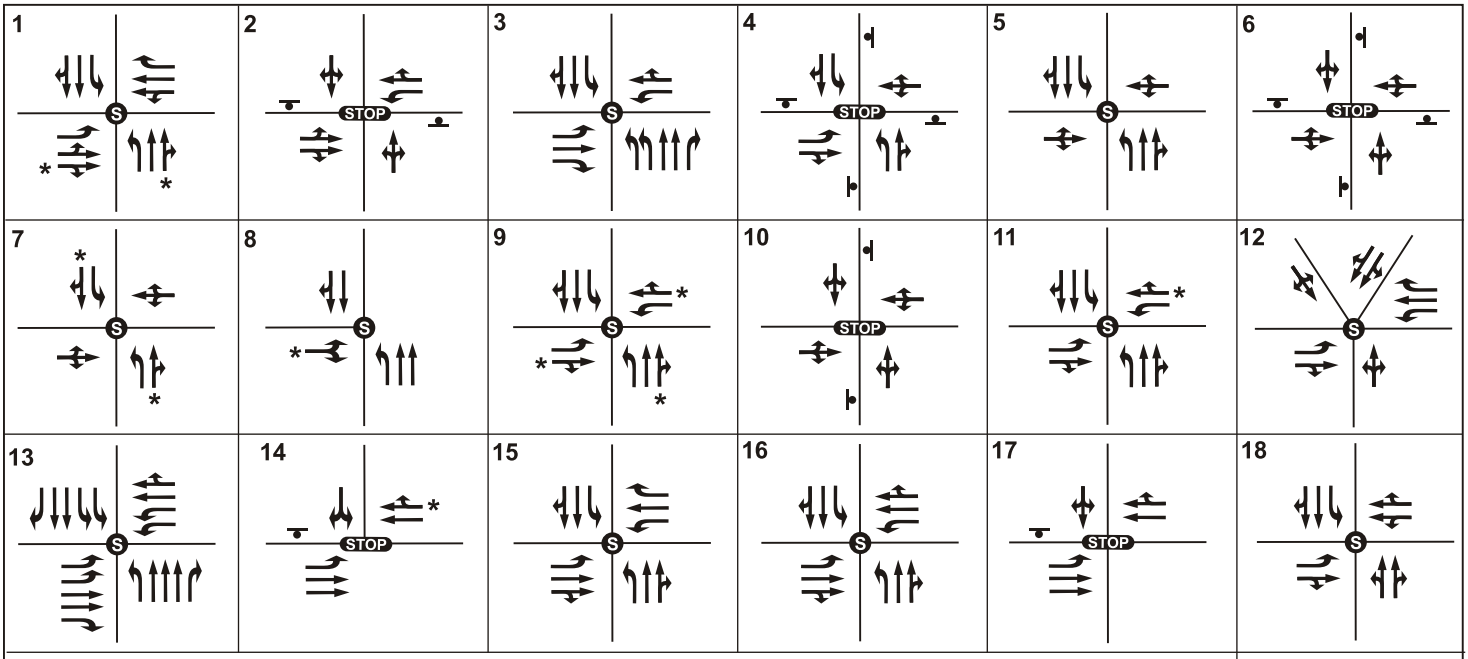
The following figures are provided within the next several pages:

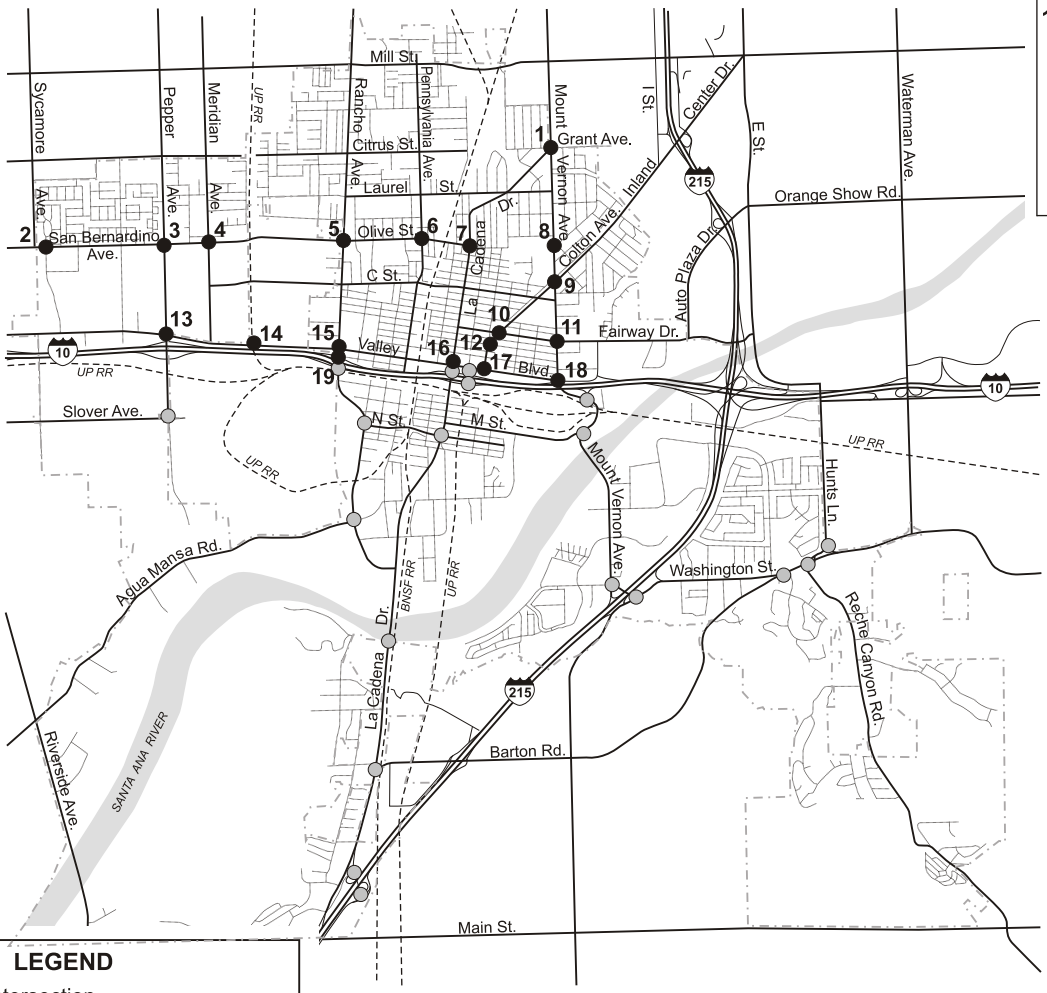
- Figures 8 and 9 illustrate the lane configurations and intersection control utilized for the analysis of existing and future base conditions (without development).

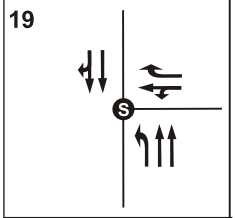
- Figures 10 and 11 illustrate intersection turning movement counts during the a.m. peak hour, and Figures 12 and 13 illustrate the same for the p.m. peak hour.

- Figure 14 illustrates the a.m. peak period and p.m. peak period levels of service at the study intersections.

The results of the analysis of existing peak-hour intersection LOS are summarized in Table 3, which is located beyond Figure 14 within this report. Table 3 provides a summary of existing a.m. peak-hour and p.m. peak-hour conditions at the study intersections.







LEGEND

- ● Study Intersection
- X Intersection Reference Number
- Ⓢ Signalized Intersection
- STOP Stop Sign Controlled Intersection
- Stop Sign
- Intersection Lane Geometry

Note

* Dedicated right-turn lane assumed for level of service analysis, due to wide curb lane

N

Intersections 1-19

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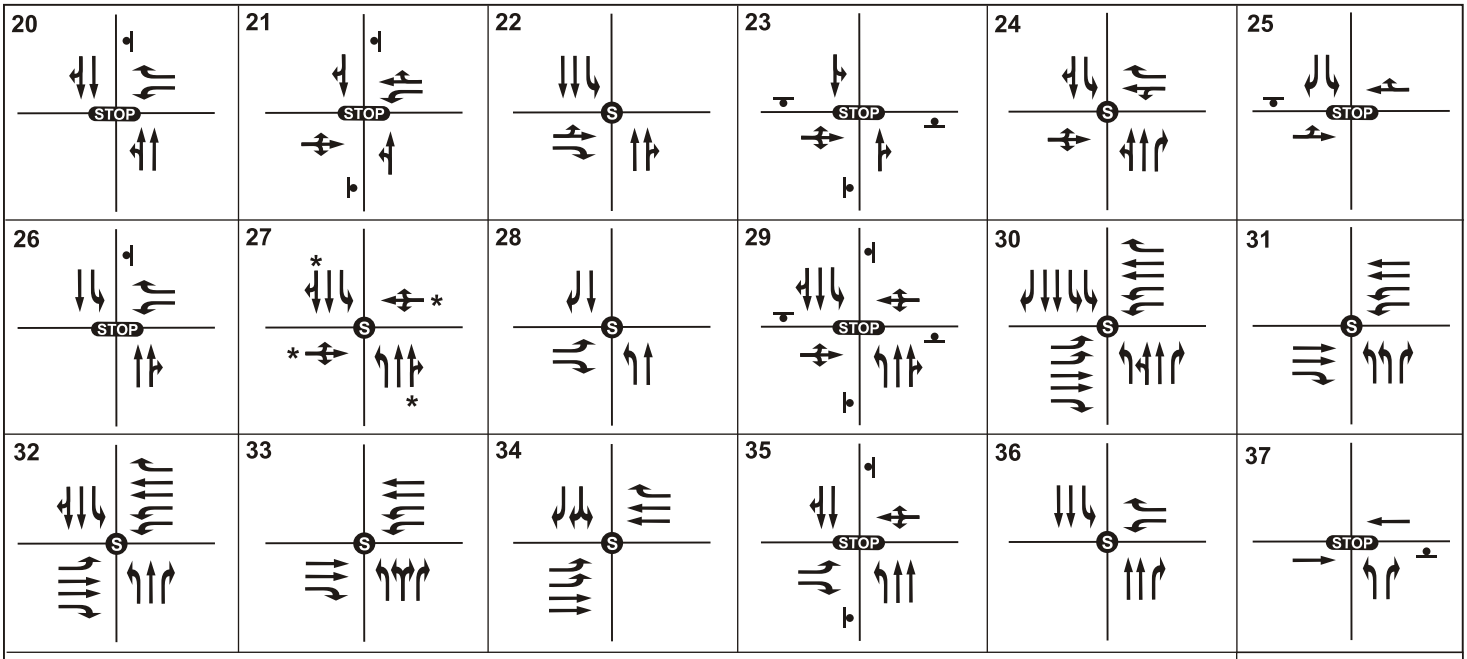
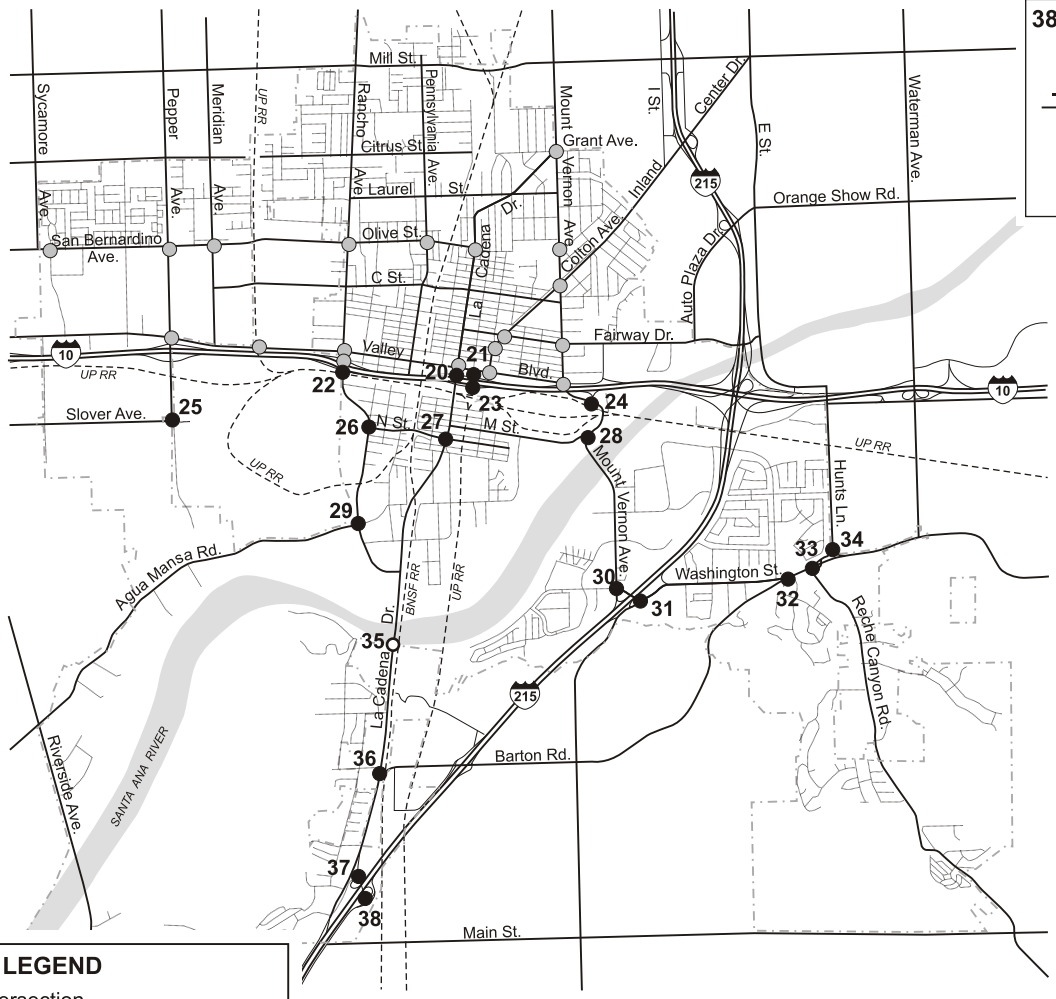
City of Colton General Plan - Circulation Study — Figure 8

Intersection Approach Lane/Control Configuration – North





LEGEND

- ● Study Intersection
- X Intersection Reference Number
- Ⓢ Signalized Intersection
- STOP Stop Sign Controlled Intersection
- Stop Sign
- Intersection Lane Geometry

Notes

* Dedicated right-turn lane assumed for level of service analysis, due to wide curb lane
○ Future intersection of La Cadena Dr / Washington St.

N

Intersections 20-38

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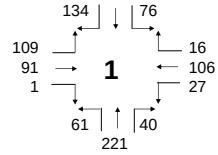
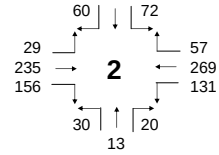
City of Colton General Plan - Circulation Study — Figure 9

Intersection Approach Lane/Control Configuration – South

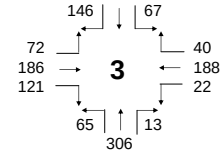
North/South: Mt. Vernon Ave.
East/West: La Cadena Dr.



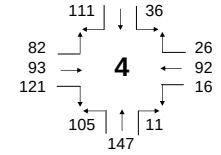
North/South: Wildrose Ave.
East/West: San Bernardino Ave.



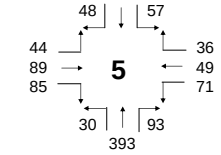
North/South: Pepper Ave.
East/West: San Bernardino Ave.



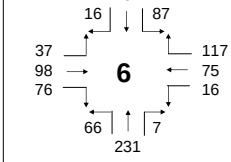
North/South: Meridian Ave.
East/West: San Bernardino Ave.



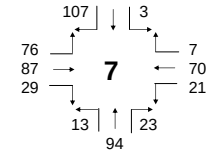
North/South: Rancho Ave.
East/West: Olive St.



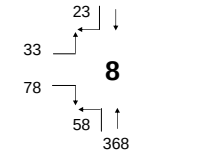
North/South: Pennsylvania Ave.
East/West: Olive St.



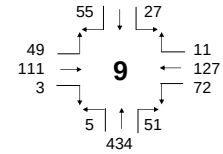
North/South: La Cadena Dr.
East/West: Olive St.



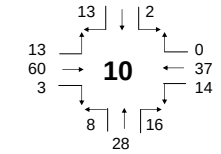
North/South: Mt. Vernon Ave.
East/West: Olive St.



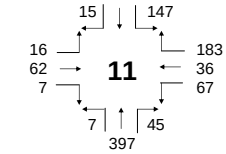
North/South: Mt. Vernon Ave.
East/West: Colton Ave.



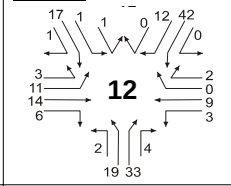
North/South: Colton Ave.
East/West: F St.



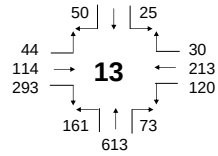
North/South: Mt. Vernon Ave.
East/West: F St.- Fairway Dr.



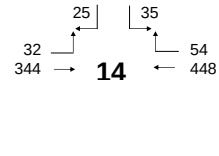
North/South: Colton Ave.
East/West: 10th St./G St.



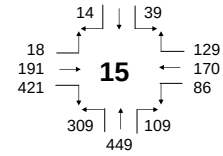
North/South: Pepper Ave.
East/West: Valley Blvd.



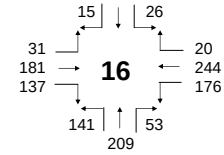
North/South: Hermosa Ave.
East/West: Valley Blvd.



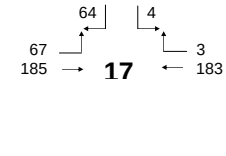
North/South: Rancho Ave.
East/West: Valley Blvd.



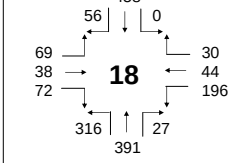
North/South: La Cadena Dr.
East/West: Valley Blvd.



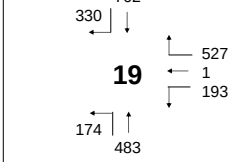
North/South: 10th St.
East/West: Valley Blvd.

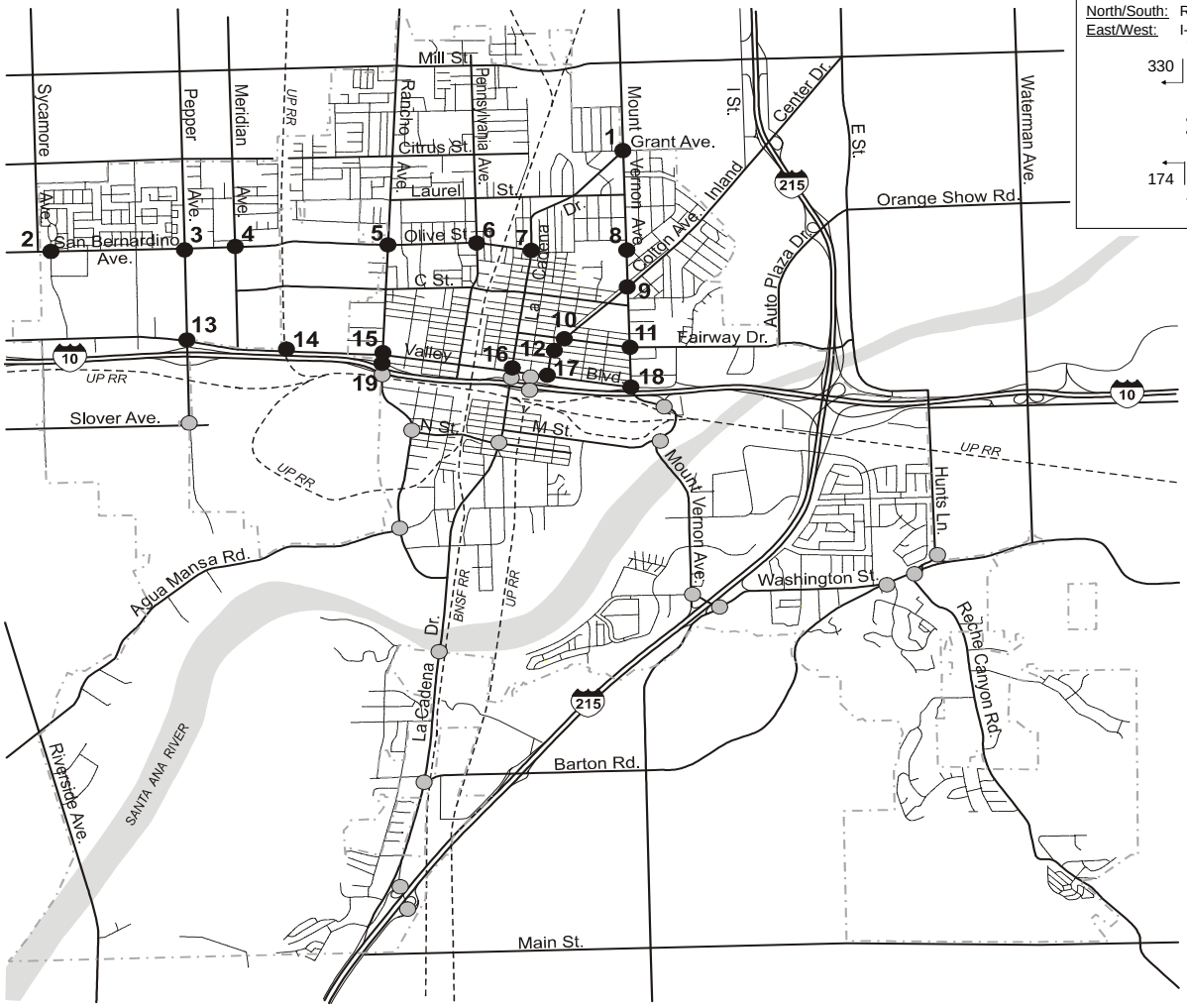


North/South: Mt. Vernon Ave.
East/West: Valley Blvd.



North/South: Rancho Ave.
East/West: I-10 WB Off Ramp





LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX ▸ Intersection Turn Volume

Intersections 1-19

N

Not to Scale

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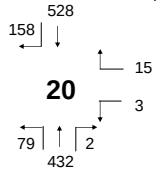
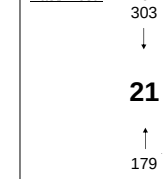
City of Colton General Plan - Circulation Study Figure 10

Existing AM Peak Hour Intersection Volumes – North

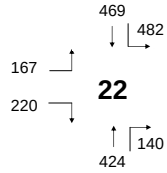
North/South: La Cadena Dr.
East/West: I-10 WB On-Ramp



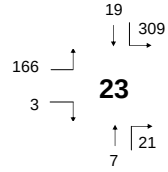
North/South: 9th St.
East/West: I-10 WB Off-Ramp



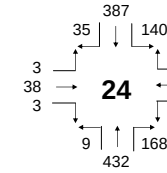
North/South: Rancho Ave.
East/West: I-10 EB Ramps



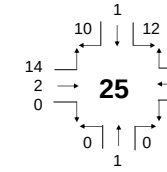
North/South: 9th St.
East/West: I-10 EB On-Ramp



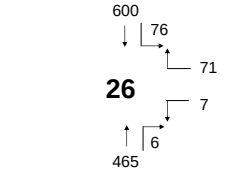
North/South: Mt. Vernon Ave.
East/West: I-10 EB Ramps



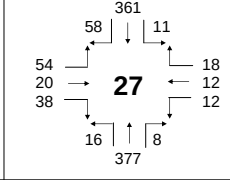
North/South: Pepper Ave.
East/West: Slover Ave.



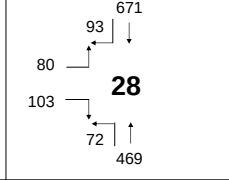
North/South: Rancho Ave.
East/West: N St.



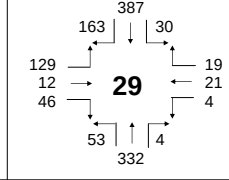
North/South: La Cadena Dr.
East/West: N St.



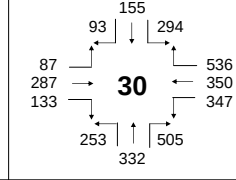
North/South: Mt. Vernon Ave.
East/West: M St.



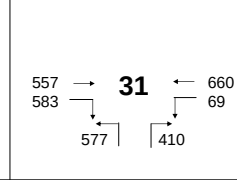
North/South: Rancho Ave.
East/West: Agua Mansa Rd.



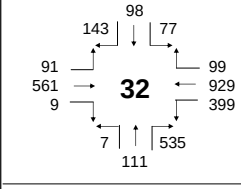
North/South: Mt. Vernon Ave.
East/West: Washington St. W.



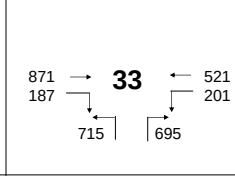
North/South: Mt. Vernon Ave.
East/West: Washington St. E.



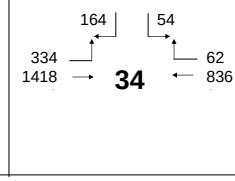
North/South: Barton Rd.
East/West: Washington St.



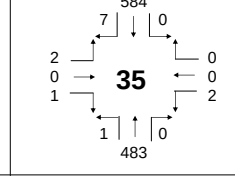
North/South: Reche Canyon Rd.
East/West: Washington St.



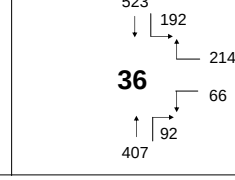
North/South: Hunts Ln.
East/West: Washington St.



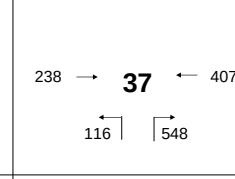
North/South: La Cadena Dr.
East/West: Washington St.



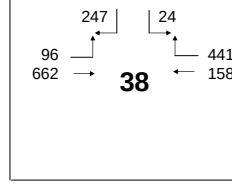
North/South: La Cadena Dr.
East/West: Barton Rd.

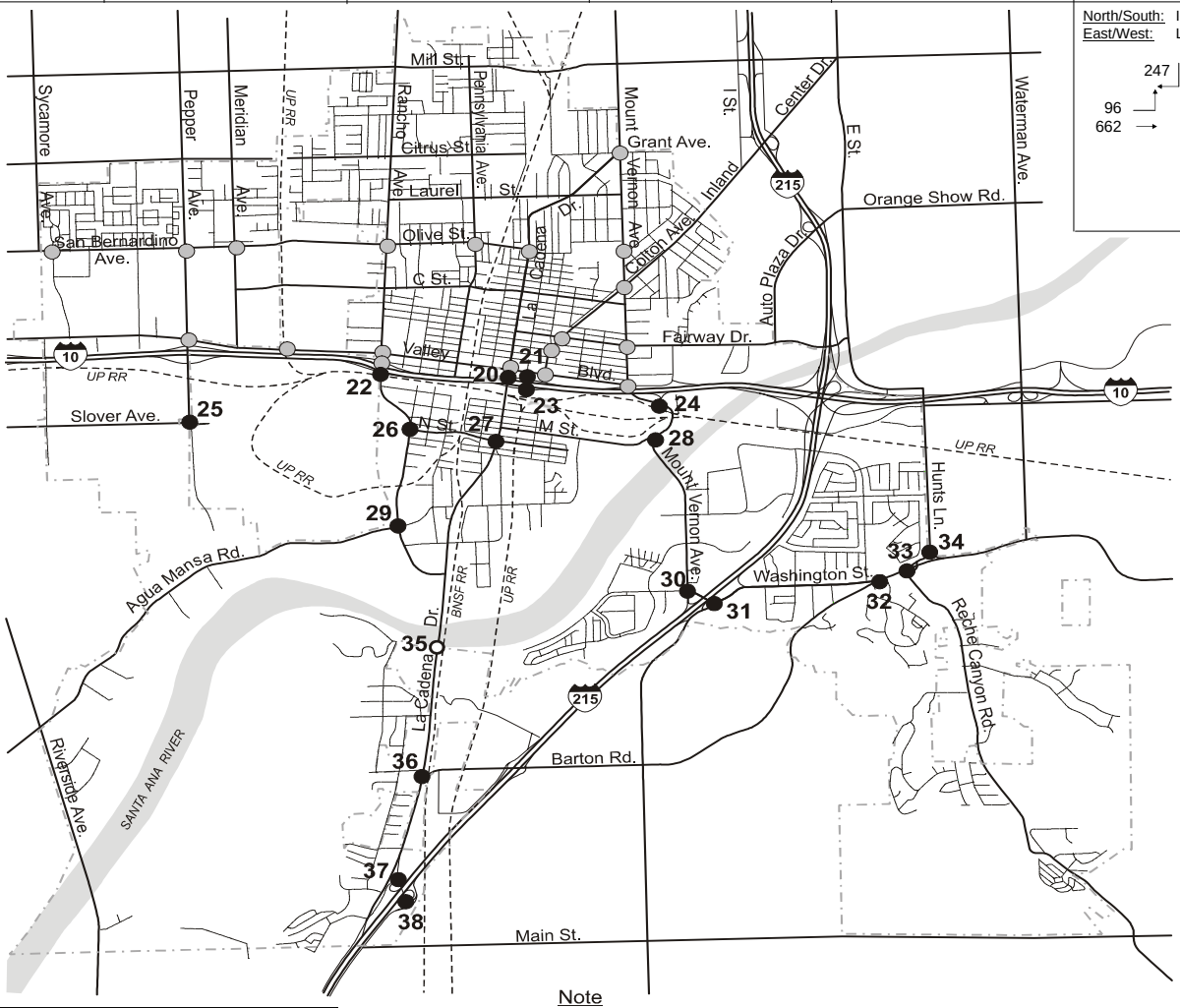


North/South: I-215 SB Ramps
East/West: La Cadena Dr.



North/South: I-215 NB Ramps
East/West: La Cadena Dr.





Note
O Future intersection of La Cadena Dr / Washington St.

LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX ▸ Intersection Turn Volume

Intersections 20-38

N

Not to Scale

KOA CORPORATION
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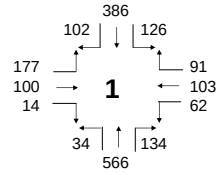
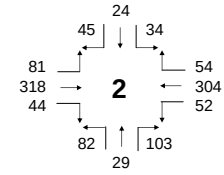
City of Colton General Plan - Circulation Study Figure 11

Intersection Approach Lane/Control Configuration – South

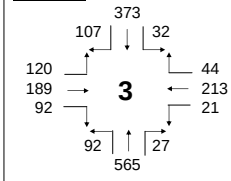
North/South: Mt. Vernon Ave.
East/West: La Cadena Dr.



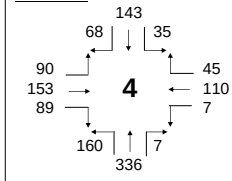
North/South: Wildrose Ave.
East/West: San Bernardino Ave.



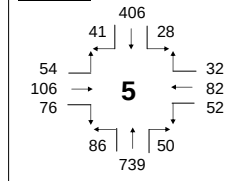
North/South: Pepper Ave.
East/West: San Bernardino Ave.



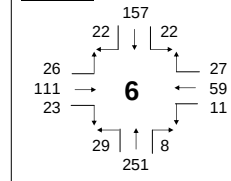
North/South: Meridian Ave.
East/West: San Bernardino Ave.



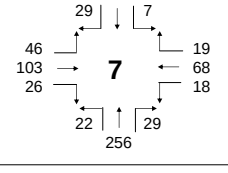
North/South: Rancho Ave.
East/West: Olive St.



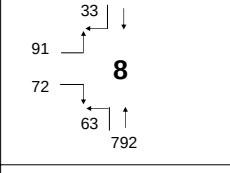
North/South: Pennsylvania Ave.
East/West: Olive St.



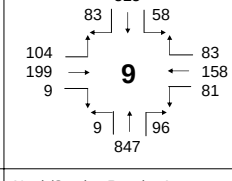
North/South: La Cadena Dr.
East/West: Olive St.



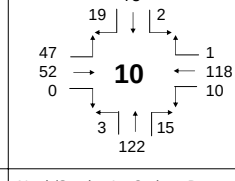
North/South: Mt. Vernon Ave.
East/West: Olive St.



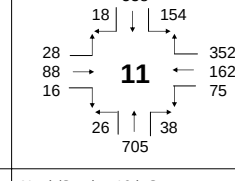
North/South: Mt. Vernon Ave.
East/West: Colton Ave.



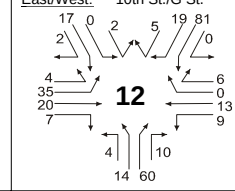
North/South: Colton Ave.
East/West: F St.



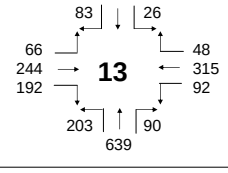
North/South: Mt. Vernon Ave.
East/West: F St.- Fairway Dr.



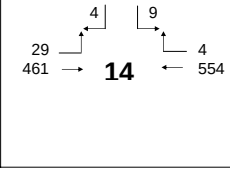
North/South: Colton Ave.
East/West: 10th St./G St.



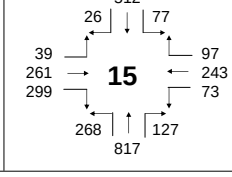
North/South: Pepper Ave.
East/West: Valley Blvd.



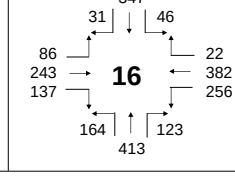
North/South: Hermosa Ave.
East/West: Valley Blvd.



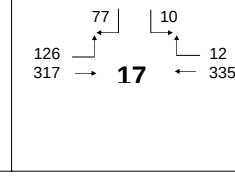
North/South: Rancho Ave.
East/West: Valley Blvd.



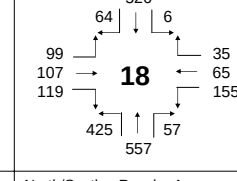
North/South: La Cadena Dr.
East/West: Valley Blvd.



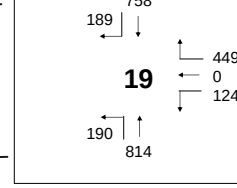
North/South: 10th St.
East/West: Valley Blvd.

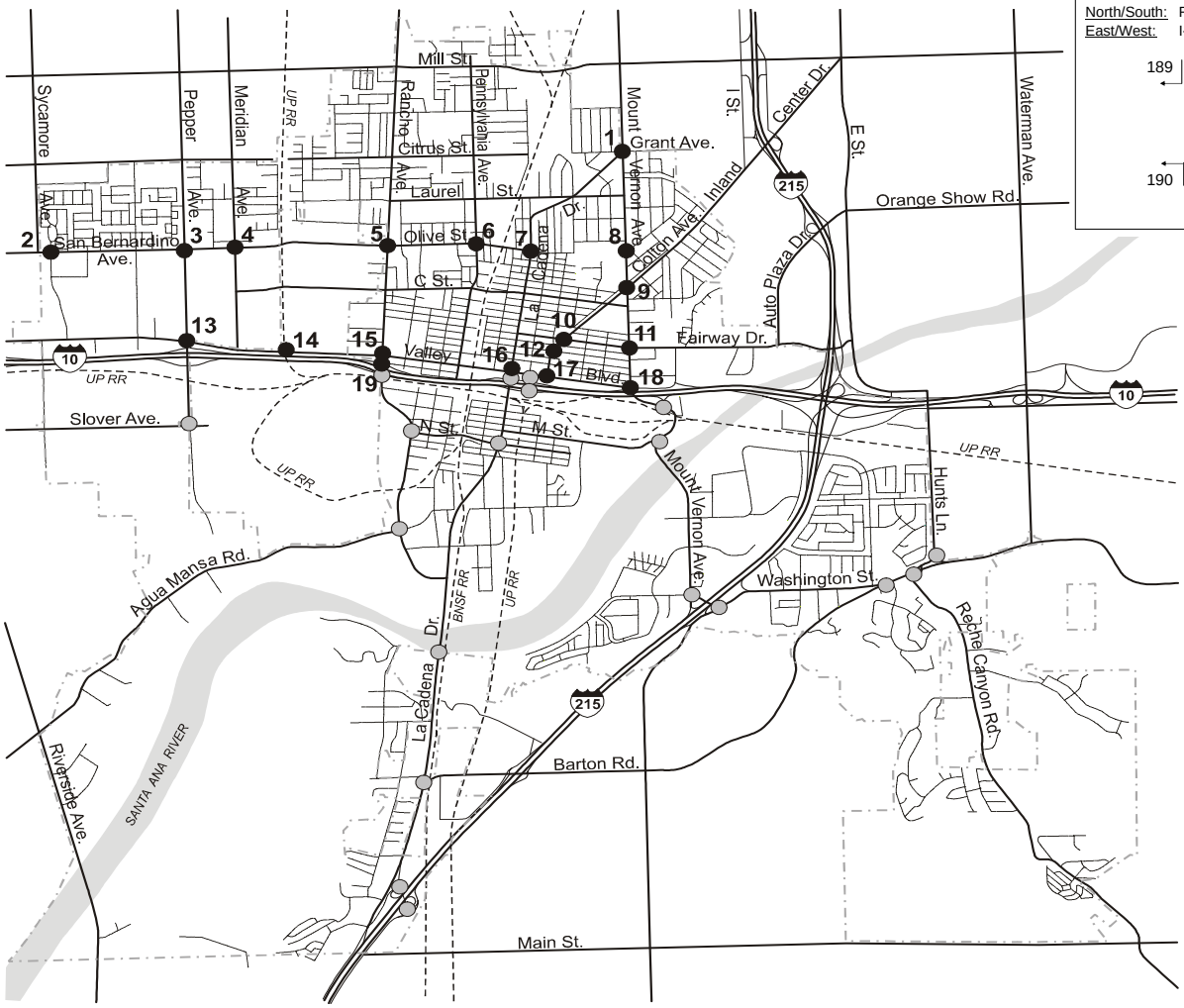


North/South: Mt. Vernon Ave.
East/West: Valley Blvd.



North/South: Rancho Ave.
East/West: I-10 WB Off Ramp





LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX ▸ Intersection Turn Volume

Intersections 1-19

N

Not to Scale

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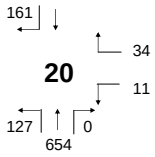
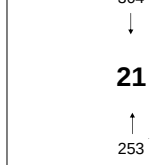
City of Colton General Plan - Circulation Study Figure 12

Existing PM Peak Hour Intersection Volumes – North

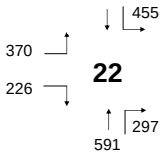
North/South: La Cadena Dr.
East/West: I-10 WB On-Ramp



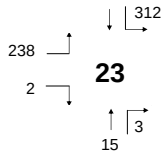
North/South: 9th St.
East/West: I-10 WB Off-Ramp



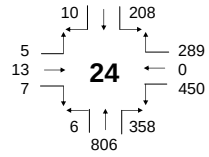
North/South: Rancho Ave.
East/West: I-10 EB Ramps



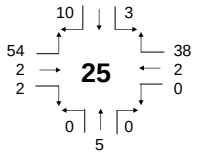
North/South: 9th St.
East/West: I-10 EB On-Ramp



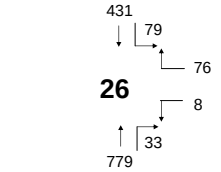
North/South: Mt. Vernon Ave.
East/West: I-10 EB Ramps



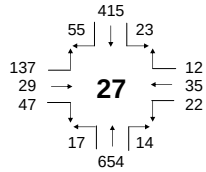
North/South: Pepper Ave.
East/West: Slover Ave.



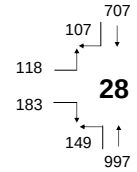
North/South: Rancho Ave.
East/West: N St.



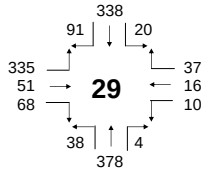
North/South: La Cadena Dr.
East/West: N St.



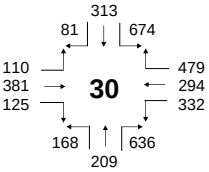
North/South: Mt. Vernon Ave.
East/West: M St.



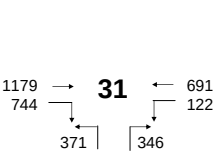
North/South: Rancho Ave.
East/West: Agua Mansa Rd.



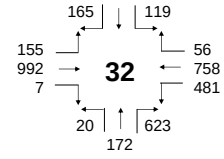
North/South: Mt. Vernon Ave.
East/West: Washington St. W.



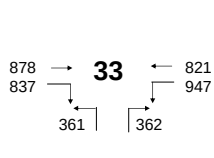
North/South: Mt. Vernon Ave.
East/West: Washington St. E.



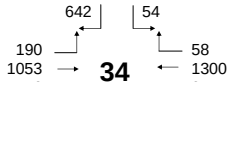
North/South: Barton Rd.
East/West: Washington St.



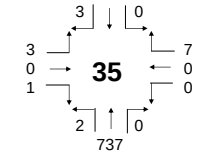
North/South: Reche Canyon Rd.
East/West: Washington St.



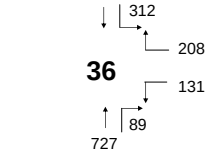
North/South: Hunts Ln.
East/West: Washington St.



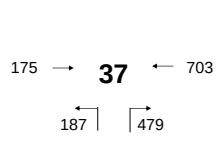
North/South: La Cadena Dr.
East/West: Washington St.



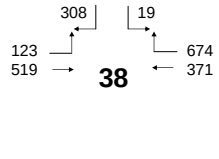
North/South: La Cadena Dr.
East/West: Barton Rd.

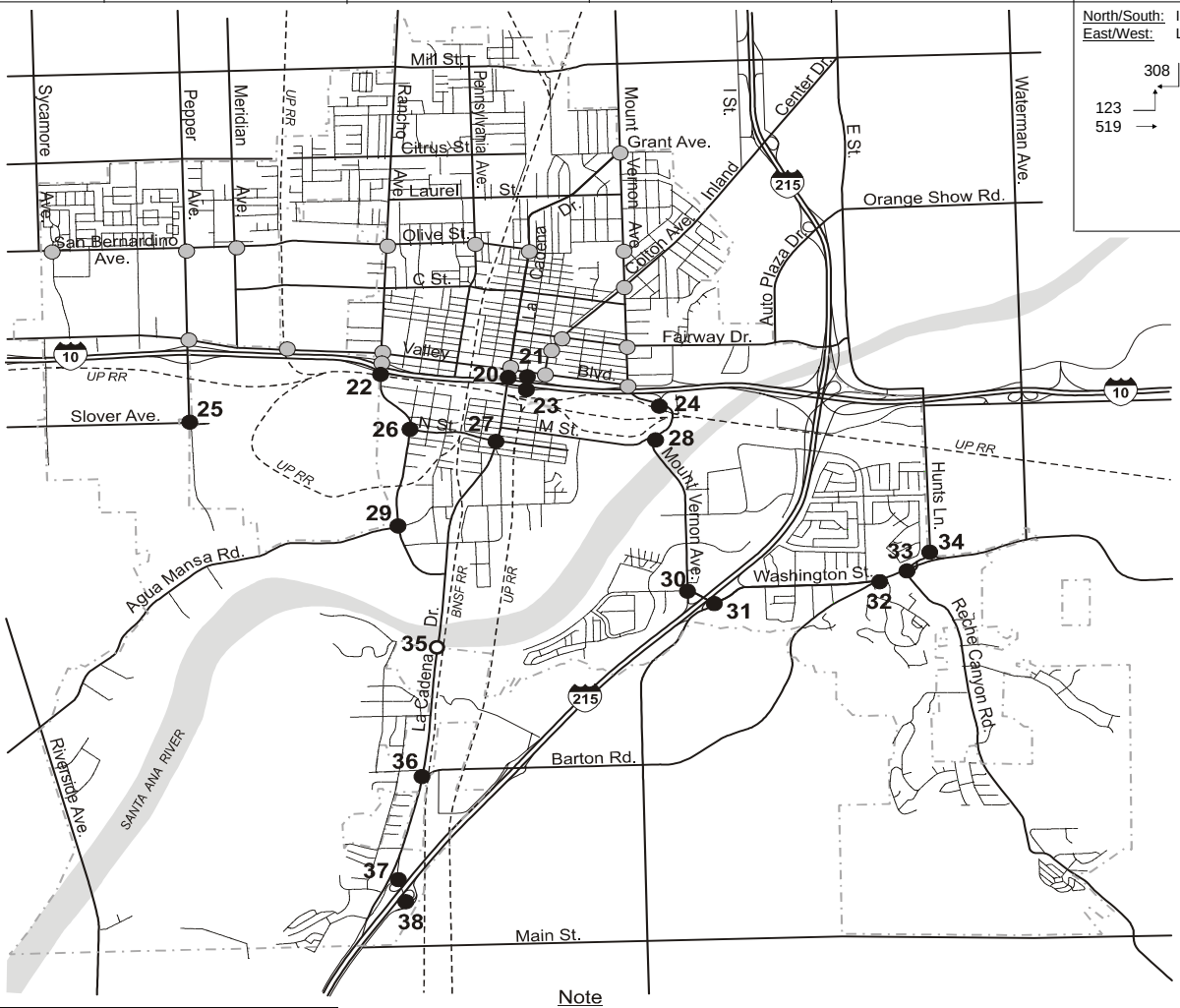


North/South: I-215 SB Ramps
East/West: La Cadena Dr.



North/South: I-215 NB Ramps
East/West: La Cadena Dr.





Note
O Future intersection of La Cadena Dr / Washington St.

LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX ▸ Intersection Turn Volume

Intersections 20-38

N

Not to Scale

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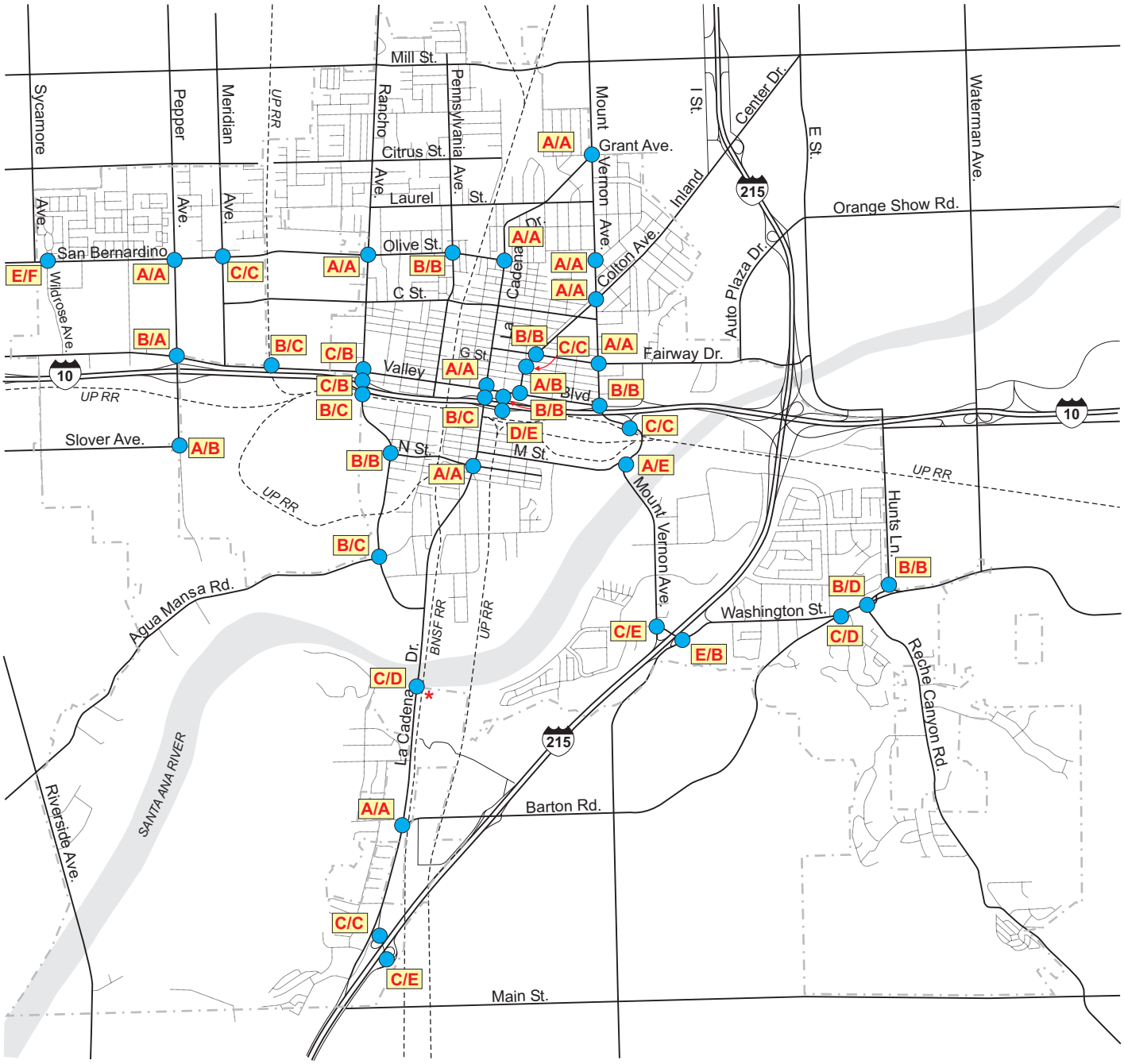
City of Colton General Plan - Circulation Study

Figure 13

Existing PM Peak Hour Intersection Volumes – South



LEGEND

- City Boundary
- Railroad
- Study Intersection
- X/X Level of Service AM/PM

Note:
* Future intersection of La Cadena Dr / Washington St.

N

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City of Colton General Plan - Circulation Element Traffic Study — Figure 14

Existing AM/PM Peak Hour - Intersection Levels of Service

Table 3 – Study Intersection Performance for Existing Peak-Hour Conditions

#	Study Intersections	AM PEAK		PM PEAK	
		Delay (sec.)	LOS	Delay (sec.)	LOS
1	Mt. Vernon Ave. / La Cadena Dr.-Citrus St.	25.5	C	23.7	C
2	Wildrose Ave. / San Bernardino Ave. [a]	31.4	D	38.8	**E**
3	Pepper Ave. / San Bernardino Ave.	19.8	B	19.8	B
4	Meridian Ave. / San Bernardino Ave. – Olive St. [b]	15.0	B	14.8	B
5	Rancho Ave. / Olive St.	13.0	B	12.7	B
6	Pennsylvania Ave. / Olive St. [b]	13.2	B	10.0	A
7	La Cadena Dr. / Olive St.	15.1	B	13.9	B
8	Mt. Vernon Ave. / Olive St.	8.3	A	6.4	A
9	Mt. Vernon Ave. / Colton Ave.	15.0	B	16.1	B
10	Colton Ave. / F St. [a]	10.1	B	11.8	B
11	Mt. Vernon Ave. / F St. – Fairway Dr.	13.1	B	15.7	B
12	Colton Ave & 10th St & G St	23.6	C	26.2	C
13	Pepper Ave. / Valley Blvd.	24.5	C	24.7	C
14	Hermosa Ave. / Valley Blvd. [a]	13.5	B	15.2	C
15	Rancho Ave. / Valley Blvd.	29.4	C	27.8	C
16	La Cadena Dr. / Valley Blvd.	24.0	C	25.2	C
17	10th St. / Valley Blvd. [a]	9.3	A	10.7	B
18	Mt. Vernon Ave. / Valley Blvd.	26.9	C	28.0	C
19	Rancho Ave. / I-10 Westbound Ramps	25.3	C	22.5	C
20	La Cadena Dr. / I-10 Westbound On-Ramp [a]	11.1	B	16.1	C
21	9th St. / I-10 Westbound Off Ramp [a]	11.6	B	12.1	B
22	Rancho Ave. / I-10 Eastbound Ramps	23.3	C	29.7	C
23	9th St. / I-10 Eastbound On-Ramp [a]	23.5	C	34.0	D
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	31.0	C	28.0	C
25	Pepper Ave. / Slover Ave. [a]	9.3	A	10.0	A
26	Rancho Ave. / N St. [a]	11.2	B	13.1	B
27	La Cadena Dr. / N St.	8.8	A	11.0	B
28	Mt. Vernon Ave. / M St.	10.8	B	42.9	D
29	Rancho Ave. / Agua Mansa Rd. [b]	11.3	B	18.0	C
30	Mt. Vernon Ave. / Washington St. (west)	32.6	C	31.6	C
31	Mt. Vernon Ave. / Washington St. (east)	19.5	B	17.5	B
32	Barton Rd. / Washington St.	30.6	C	38.9	D
33	Reche Canyon Rd. / Washington St.	22.6	C	30.7	C
34	Hunts Ln. / Washington St.	16.2	B	19.2	B
35	La Cadena Dr. / Washington St. [a] *(Future Intersection)*	17.5	C	24.4	C
36	La Cadena Dr. / Barton Rd.	20.1	C	20.9	C
37	La Cadena Dr. / I-215 Southbound Ramps [a]	18.0	C	18.7	C
38	La Cadena Dr. / I-215 Northbound Ramps [a]	14.7	B	31.0	D

[a] Unsignalized intersection, partial stop control.

[b] All-way stop-control intersection

As indicated by the highlighted cells within Table 3, one intersection – Wildrose Avenue/San Bernardino Avenue – operates at LOS E. This occurs in the p.m. peak period only. Deficient conditions as defined by the County CMP are represented by LOS F, which does not occur at any location under existing conditions.

The intersection turn movement traffic counts are provided in Appendix B1 to this report, and the roadway segment counts are provided in Appendix B2. Intersection level of service analysis worksheets for the existing conditions scenario are provided in Appendix C.

C. Roadway Segment Operations

Traffic operating conditions were analyzed for select roadways in the City. This analysis was conducted by comparing the average daily traffic volume or "v" for each roadway segment from the traffic counts to the corresponding estimated daily capacity or "c". A v/c ratio was then determined for each study segment.

The analysis is based on two-way volumes and the calculations represent averages for the entire roadway segment extent.

Table 4 provides the classifications of each of the roadway segments analyzed, as well as the results of the traffic analysis calculations and a level of service based on the capacity definitions for each roadway type. The calculated volume-to-capacity ratios and corresponding level of service are shown in the right two columns. Poor operating conditions – LOS values of E or F – are indicated by highlighted cells. Deficient conditions are defined by the Congestion Management Program at LOS F.

Table 4 – Roadway Segment Levels of Service – Existing Conditions

ID #	Name	Start	End	Roadway Type	Capacity (Daily Vehicles)	Existing Conditions		
						VOLUME	V/C	LOS
A.	Laurel St.	Rancho Ave.	Pennsylvania Ave.	Collector	13,900	2,740	0.197	A
B.	La Cadena Dr.	Mt Vernon Ave.	Oak St/8th St.	Minor Arterial *	20,000	6,293	0.315	A
C.	Mt Vernon Ave.	Colton Ave.	La Cadena Dr.	Principal Arterial	36,700	14,448	0.394	A
D.	San Bernardino Ave.	Indigo Ave.	Pepper Ave.	Minor Arterial *	20,000	13,758	0.688	B
E.	San Bernardino Ave.	Pepper Ave.	Meridian Ave.	Minor Arterial *	20,000	11,927	0.596	A
F.	San Bernardino Ave.	Cypress St.	Rancho Ave.	Minor Arterial *	20,000	5,315	0.266	A
G.	Olive St.	Rancho Ave.	Pennsylvania Ave.	Minor Arterial *	20,000	3,727	0.186	A
H.	Olive St.	Pennsylvania Ave.	7th St.	Minor Arterial *	20,000	2,874	0.144	A
I.	Olive St.	La Cadena Dr.	9th St.	Minor Arterial *	20,000	2,745	0.137	A
J.	Olive St. [a]	Mt. Vernon Ave.	Holly Ave.	Minor Arterial *	20,000	1,453	0.073	A
K.	Rancho Ave.	Olive St.	C St.	Principal Arterial	36,700	17,488	0.477	A
L.	La Cadena Dr.	Olive St.	C St.	Minor Arterial *	20,000	5,520	0.276	A
M.	Colton Ave.	Fairview Ave.	Mt Vernon Ave.	Minor Arterial *	20,000	6,786	0.339	A
N.	Mt Vernon Ave.	Colton Ave.	E St.	Principal Arterial	36,700	18,561	0.506	A
O.	Rancho Ave.	C St.	Valley Blvd.	Principal Arterial	36,700	18,581	0.506	A
P.	La Cadena Dr.	C St.	Valley Blvd.	Minor Arterial *	20,000	8,133	0.407	A
Q.	Colton Ave.	Mt Vernon Ave.	G St/10th St.	Minor Arterial *	20,000	3,062	0.153	A
R.	Fairway Dr.	Auto Center Dr.	Mt Vernon Ave.	Minor Arterial *	20,000	7,688	0.384	A
S.	Valley Blvd.	Meridian Ave.	Pepper Ave.	Principal Arterial	36,700	15,028	0.409	A
T.	Valley Blvd.	Rancho Ave.	Cypress St.	Principal Arterial	36,700	13,867	0.378	A
U.	Valley Blvd.	Pennsylvania Ave.	Rancho Ave.	Principal Arterial	36,700	9,589	0.261	A
V.	Valley Blvd.	Mt Vernon Ave.	10th St.	Principal Arterial	36,700	6,602	0.180	A
W.	Rancho Ave.	I-10 Fwy.	N St.	Principal Arterial	36,700	16,245	0.443	A
X.	La Cadena Dr.	I-10 Fwy.	N St.	Principal Arterial	36,700	14,655	0.399	A
Y.	Pepper Ave.	I-10 Freeway	Slover Ave.	Minor Arterial *	20,000	1,795	0.090	A
Z.	Slover Ave.	Pepper Ave.	Eucalyptus Ave.	Collector	13,900	534	0.038	A
AA.	Slover Ave.	Pepper Ave.	Eastern Terminus	Collector	13,900	984	0.071	A
BB.	N St.	Rancho Ave.	4th St.	Collector	13,900	2,393	0.172	A
CC.	N St.	7th St.	5th St.	Collector **	13,900	3,636	0.262	A
DD.	N St.	7th St.	La Cadena Dr.	Collector	13,900	3,352	0.241	A
EE.	N St.	10th St.	11th St.	Collector	13,900	431	0.031	A
FF.	M St.	Congress St.	Mt. Vernon Ave.	Collector	13,900	6,783	0.488	A
GG.	Mt Vernon Ave.	I-10	M St.	Minor Arterial *	20,000	23,270	1.164	F
HH.	Rancho Ave.	N St.	O St.	Principal Arterial	36,700	15,274	0.416	A
II.	Hunts Ln.	Cooley Ln.	Stewart St. – Harwick Dr.	Secondary Arterial	24,200	7,594	0.314	A
JJ.	Agua Mansa Rd.	west of Rancho Ave.		Minor Arterial *	20,000	5,991	0.300	A
KK.	Mt Vernon Ave.	San Antonio Dr.	Centre Pointe Dr.	Principal Arterial - 6 Lanes	55,000	18,205	0.331	A
LL.	Rancho Ave.	Fogg St.	La Cadena Dr.	Principal Arterial	36,700	7,975	0.217	A
MM.	La Cadena Dr.	South of Rancho Ave.		Principal Arterial	36,700	15,909	0.433	A
NN.	Agua Mansa Rd.	East of Riverside Ave.		Minor Arterial *	20,000	7,149	0.357	A
OO.	Riverside Ave.	South of Agua Mansa Rd.		Principal Arterial	36,700	20,094	0.548	A
PP.	Tropicana Ranch Rd. [a]	West of La Cadena Dr.		Collector	13,900	947	0.068	A
QQ.	Washington St.	Mediteranian	Western terminus	Minor Arterial *	20,000	600	0.030	A
RR.	Washington St.	Mt. Vernon Ave. (west intx.)	Mediteranian	Principal Arterial	36,700	5,512	0.150	A
SS.	Washington St.	Mt. Vernon Ave. (east intx.)	Meadow Lane	Principal Arterial	36,700	30,694	0.836	D
TT.	Washington St.	Barton Rd./Cooley Dr.	Reche Canyon Rd.	Principal Arterial	36,700	31,428	0.856	D
UU.	Mt. Vernon Ave.	I-215 interchange	Grand Terrace City Limits	Minor Arterial *	20,000	12,481	0.624	B
VV.	Reche Canyon Rd.	South of Washington St.		Minor Arterial *	20,000	26,648	1.332	F
WW.	La Cadena Dr.	North of I-215 interchange		Minor Arterial *	20,000	13,368	0.668	B
XX.	La Cadena Dr.	South of I-215 interchange		Minor Arterial *	20,000	3,142	0.157	A

** This is a two-lane segment within a designated arterial corridor. As two-lane arterials are atypical but the designation denotes planned capacity, an equivalent two-lane arterial capacity was utilized.*

*** The capacity of this four-lane segment was defined by the two-lane collector capacity, as the designation would be atypical and this is a short segment.*

**** This is a two-lane arterial. The future roadway improvement was assumed to be a widening from 2 to 4 lanes, rather than 4 to 8 as is noted in the Measure I arterial projects list.*

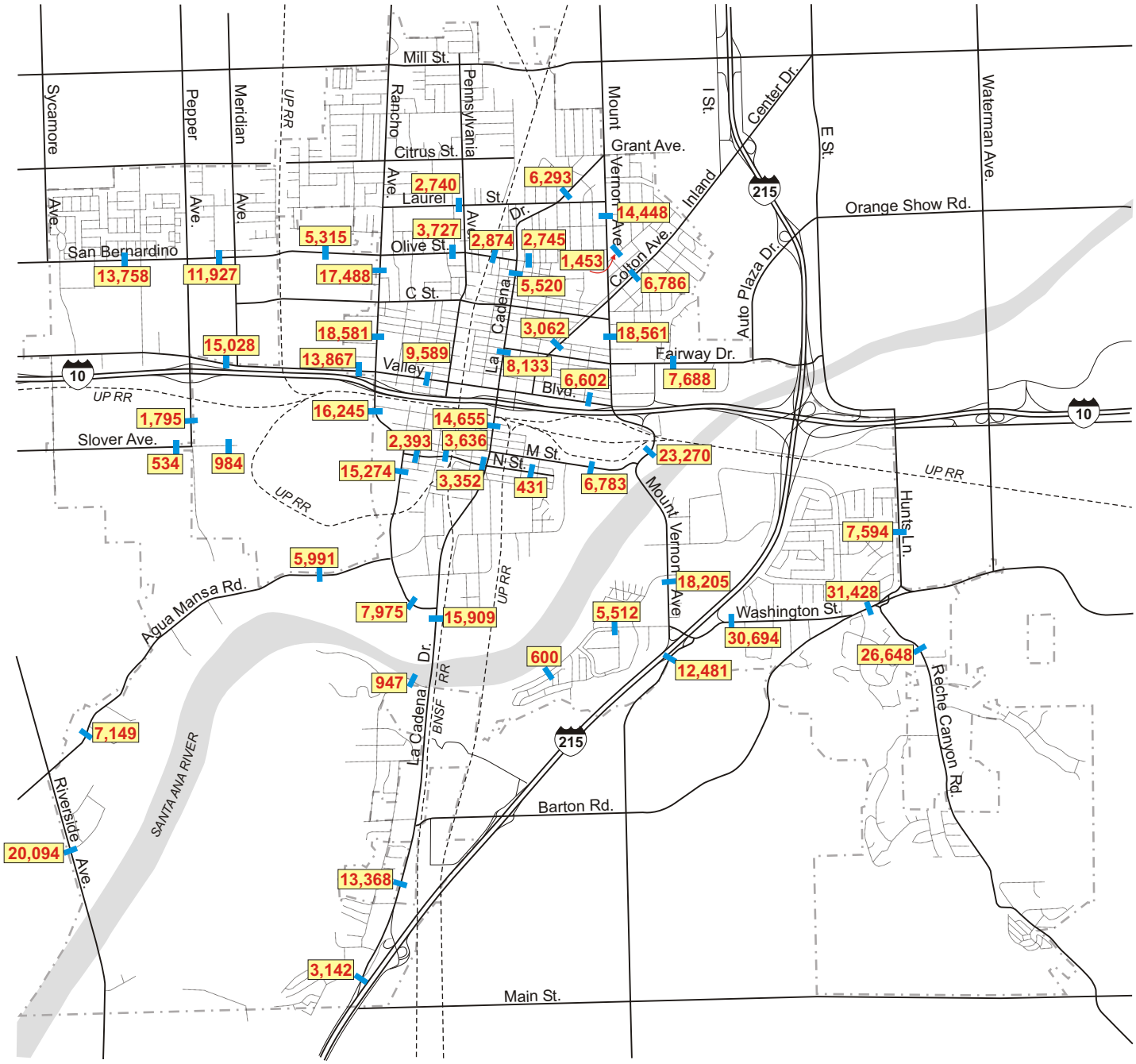
[a] - A growth rate was applied to these segments based on growth at nearest model roadway segment.

As summarized in Table 4, the results of the existing conditions analysis indicate that most of the 50 study roadway segments operate at good service levels of LOS D or better under existing conditions. The following two roadway segments operate at LOS F:

- Mount Vernon Avenue, between I-10 freeway and M Street
- Reche Canyon Road, south of Washington Street

Intersections of two major roadways are often the "crunch points" of capacity in any average urban roadway network. The "good" level of service values provided within Table 3 do not necessarily indicate that there are not other capacity constraints on the roadway network that cause localized congestion. Major signalized intersections or congested freeway/roadway interchanges are often the cause of diminished roadway corridor capacity.

Figure 15 illustrates the daily traffic volumes at the study roadway segment locations analyzed for this scenario.



LEGEND

- City Boundary
- Railroad
- Study Segments
- XXX ADT Volume

N

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City of Colton General Plan - Circulation Element Traffic Study — Figure 15

Existing Daily Roadway Segment Volumes

4. Growth and Future Transportation Improvements

This report section documents planned transportation projects that would have measurable effects on network capacity and travel patterns within Colton and the sub-region. Many projects are assumed to be phased in within the buildout timeframe analyzed for this document, as project funding becomes available. Growth issues unique to the local area are discussed first, followed by the assumed phasing of area roadway and transit improvements.

A. Traffic Volume Growth

Colton and the immediate surrounding area have unique traffic characteristics, as the area is located at the interchange of the two major freeways of the I-10 San Bernardino Freeway and the I-215 Riverside/San Bernardino Freeway. The area is bisected by major north-south and east-west freight railroads, and a robust industrial economy generates significant numbers of truck trips to and from local industrial parcels and arterial and freeway truck routes.

New commerce and industry-supporting developments in the area, including those associated with the San Bernardino International Airport and Trade Center, the BNSF Intermodal Facility, and the proposed intermodal "Inland Port" facility, are some of the major developments that will likely increase and change traffic and truck patterns.

Previous studies of future goods movement needs in the region, such as the *East Valley Truck Study* published by SANBAG, the Inland Valley Development Authority, and the City of San Bernardino, identified the following trends in goods movement by truck:

- Up to 100% growth in truck volumes, especially along Interstate 10 and Interstate 215;
- A heavy east-west orientation of truck movement, compared to north-south; and
- High volumes of trucks on corridors parallel to congested freeways.

Heavy growth in truck traffic due to increased future regional flows, as well as local truck trips, will create pronounced new infrastructure needs on top of new travel demand generated by future local commercial and residential development.

New infrastructure must support future potential growth in multiple sectors of the economy. Planned infrastructure projects included in the analysis of the proposed General Plan are described below.

B. Projects Included in Future Base and Proposed General Plan Scenarios

Colton-Moreno Valley Roadway Connections

The Moreno Valley to San Bernardino County Corridor Study was initiated in the year 2000 by the County of Riverside as part of its Community and Environmental Transportation Acceptability Process (CETAP). CETAP identified the Moreno Valley/San Bernardino County corridor as a top priority for improvement. The related Policy Committee included elected representatives from both San Bernardino and Riverside counties. Alternatives to better connect the two counties within the target area included multiple alternate routes, and options within the identified alternative routes included new or expanded roadways and additional transit services.

The alternatives considered during the planning process included the following:

- Building a new parkway from the Interstate 215/State Route 60 junction (at south leg of I-215) north along Morton Road and under Box Springs Mountain using a tunnel. This would connect across Reche Canyon Road to California Street at Interstate 10 in Redlands.

- Extending Pigeon Pass Road as a four-lane corridor and creating a new alignment to Reche Canyon Road, then widening Reche Canyon Road to connect opposite Hunts Lane in Colton.

- Widening Reche Vista Drive and Reche Canyon Road to four lanes and connecting opposite Hunts Lane in Colton.

- Extending Pigeon Pass Road as a four-lane corridor to Reche Canyon Road, and then continuing as a four-lane or six-lane parkway to California Street in Redlands.

- Extending Moreno Beach Drive to Reche Canyon Road and creating a new four-lane or six-lane parkway to connect with California Street in Redlands.

- Expanding Omnitrans and RTA service between Moreno Valley and San Bernardino County, using one or more of the new roads.

- Expanding existing express bus service between Riverside and San Bernardino counties to include new stops.

- Expanding Metrolink train service from San Bernardino to Moreno Valley and/or to Redlands.

At the conclusion of the alternatives study, the first option was adopted, which targeted implementation of the new parkway, with connections to upgraded existing arterial roadways. The related arterial facilities include Reche Canyon Road, Reche Vista Avenue, and Pigeon Pass Road. The identified tunnel portion may be constructed as a later phase, due to its high cost. Through truck traffic would not be permitted on the completed facility. The project is currently in the environmental review phase.

Roadway connections between Colton and Moreno Valley via both the Pigeon Pass Road and Reche Canyon Road corridors were assumed in the future baseline analysis, as currently configured in the EVTM network.

Other Area Roadway Projects

Major roadway projects within Colton have been programmed into the Measure I Strategic Plan. SANBAG administers Measure I revenue and project funding. Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. San Bernardino County voters approved the measure in 1989, with the goal of ensuring that planned transportation network improvement projects were implemented on a County-wide basis.

In 2004, San Bernardino County voters approved an extension of Measure I through the year 2040. The new Measure is referred to as *Measure I 2010-2040* in order to distinguish it from the first Measure I. The SANBAG Board of Directors approved the Strategic Plan in April 2009. In the San Bernardino Valley Subarea, Measure I 2010-2040 contains the following programs:

- Freeway Program
- Freeway Interchange Program
- Major Street Program
- Local Street Program

Other funded/prioritized projects include rail, bus, senior/disabled transit, and the Traffic Management Systems Program. The Programs receive a proportion of revenues collected within the Valley Subarea. An equitable geographic distribution of projects is also taken into account.

Under the Freeway Program, projects include widening projects on the I-10 (from I-15 to Riverside County Line) and the I-215 (from Riverside County Line to I-10), and High Occupancy Vehicle Lane (HOV) connectors. The Major Street Program category includes allocations to Express Bus/Bus Rapid Transit Service such as sbX implementation.

The SANBAG Nexus Study and CMP requirements have established projects that are eligible for funding under this program. Table 9 provides a list of roadway projects within Colton that have been included in the Major Street Program list and considered by the Nexus Study. A Pepper Avenue roadway extension between Slover Avenue and Agua Mansa Road was not considered in this study, but is listed in the Nexus Study. That project has been determined to be infeasible within the timeframe of the General Plan update.

Table 5 – Measure I Program Nexus Study – Colton Arterial Roadway Projects

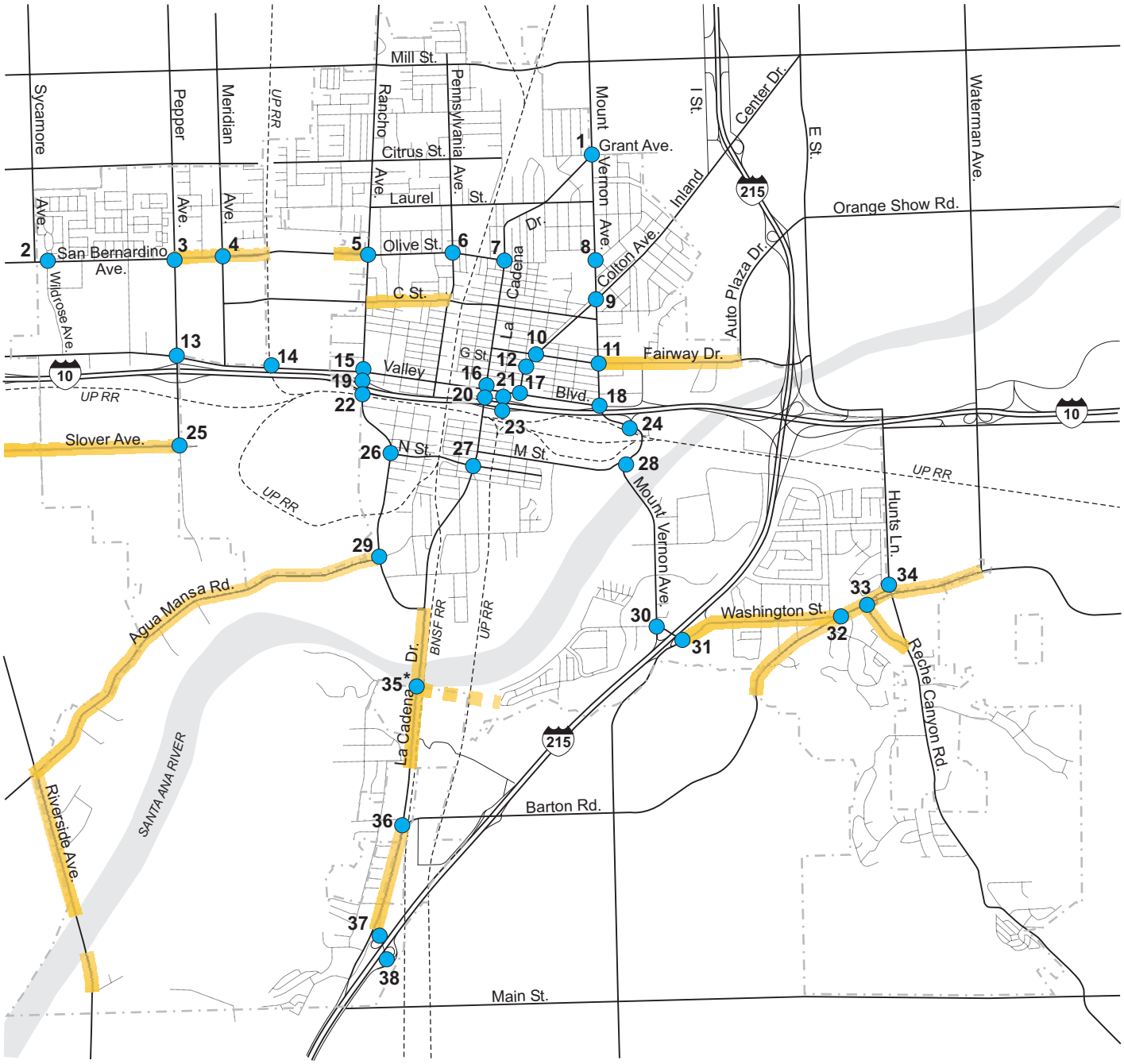
Description	Lane-Miles
Widen Agua Mansa Rd from Rancho Ave to Riverside Ave from 2 to 4 lanes	2.86
Widen Barton Rd from S. City Limits to Washington Ave from 2 to 4 lanes	1.74
Widen C St from City Limits w/o Rancho Ave to Pennsylvania Ave from 2 to 4 lanes	1.70
Widen Fairway Dr from Sperry Dr to City Limits from 4 lanes to 8 lanes	3.52
Widen La Cadena Dr from Rancho Av to Litton Ave from 4 lanes to 6 lanes	4.94
Widen La Cadena Dr from Palm Ave to Iowa Ave from 4 to 6 lanes	3.58
Widen and extend Pepper Ave from I-10 to Agua Mansa Rd from 0/2 to 4 lanes	4.69
Widen and realign Reche Cnyn Rd from Washington St to City Limits from 2 to 4 lanes	1.29
Widen Reche Cnyn Rd from S. Crystal Ridge to Riverside County Line from 2 to 4 lanes	1.97
Widen Riverside Ave from Riv. County Line to Santa Ana River from 4 to 6 lanes	3.28
Widen Riverside Ave from Santa Ana River to Agua Mansa Rd from 4 to 6 lanes	2.47
Widen San Bernardino Ave from Pepper Ave to County Limit from 2 lanes to 4 lanes	2.01
Widen San Bernardino Ave from County Limit to Rancho Ave from 2 to 4 lanes	0.17
Widen Slover from Pepper Ave to Riverside Ave from 2 to 4 lanes	3.98
Widen Washington St to from Aqueduct to La Cadena Dr from 0 to 2 lanes	1.86
Widen Washington St from Waterman to I-215 from 4 to 6 lanes	9.60
Colton Total	49.66

Source: Measure I Nexus Study – Attachment 1 (Arterial Projects)

C. Summary of Roadway Project Assumptions

The following figures illustrate improvements included in the future baseline scenario and the proposed General Plan scenario:

- Figure 16: Illustrates the roadway corridors that would have capacity increases under Measure I
- Figures 17 and Figure 18: Illustrate the related study intersection lane configuration changes



LEGEND

- City Boundary
- Railroad
- Study Intersection
- X Intersection Reference Number
- Planned Future Projects
- Planned Future Project and Road

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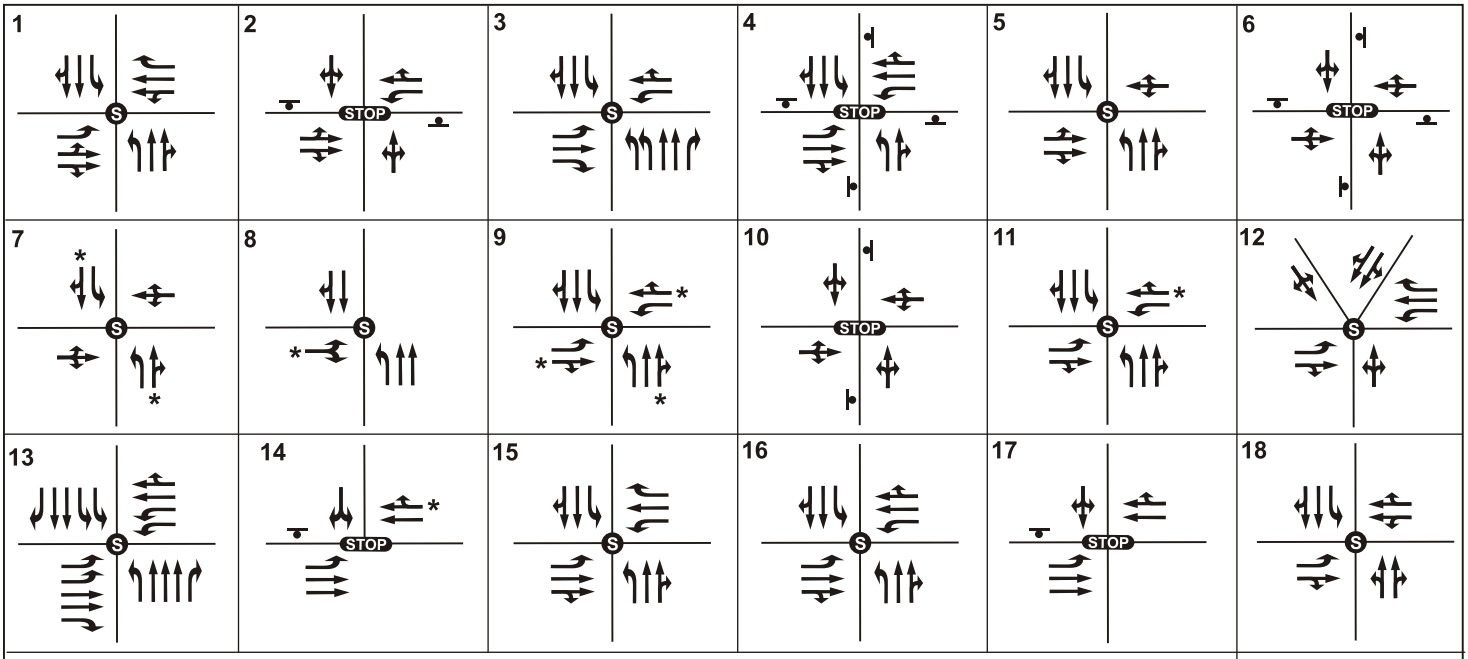
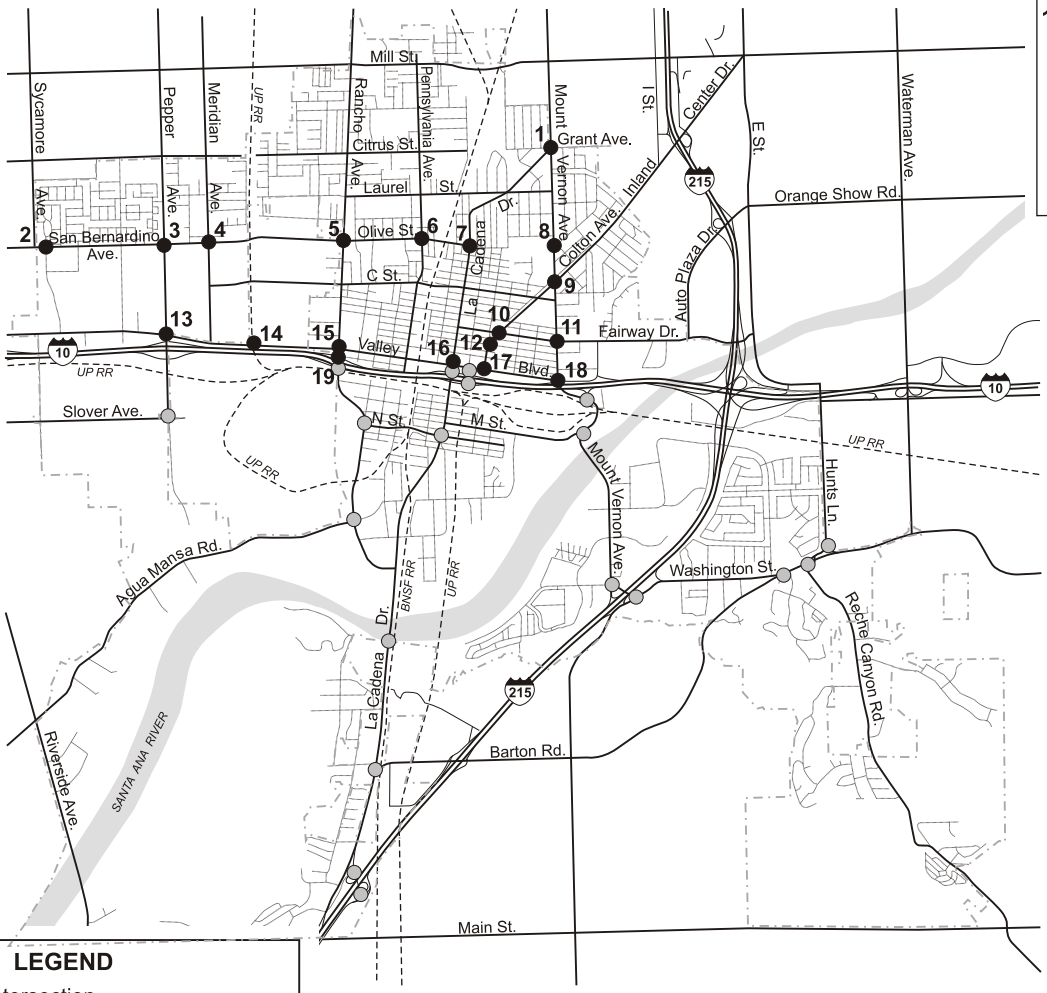
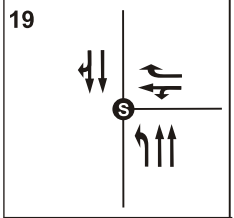
City of Colton General Plan - Circulation Study — Figure 16

Planned Future Baseline Projects







LEGEND

- ● Study Intersection
- X Intersection Reference Number
- Ⓢ Signalized Intersection
- STOP Stop Sign Controlled Intersection
- Stop Sign
- Intersection Lane Geometry

Note

* Dedicated right-turn lane assumed for level of service analysis, due to wide curb lane

N

Intersections 1-19

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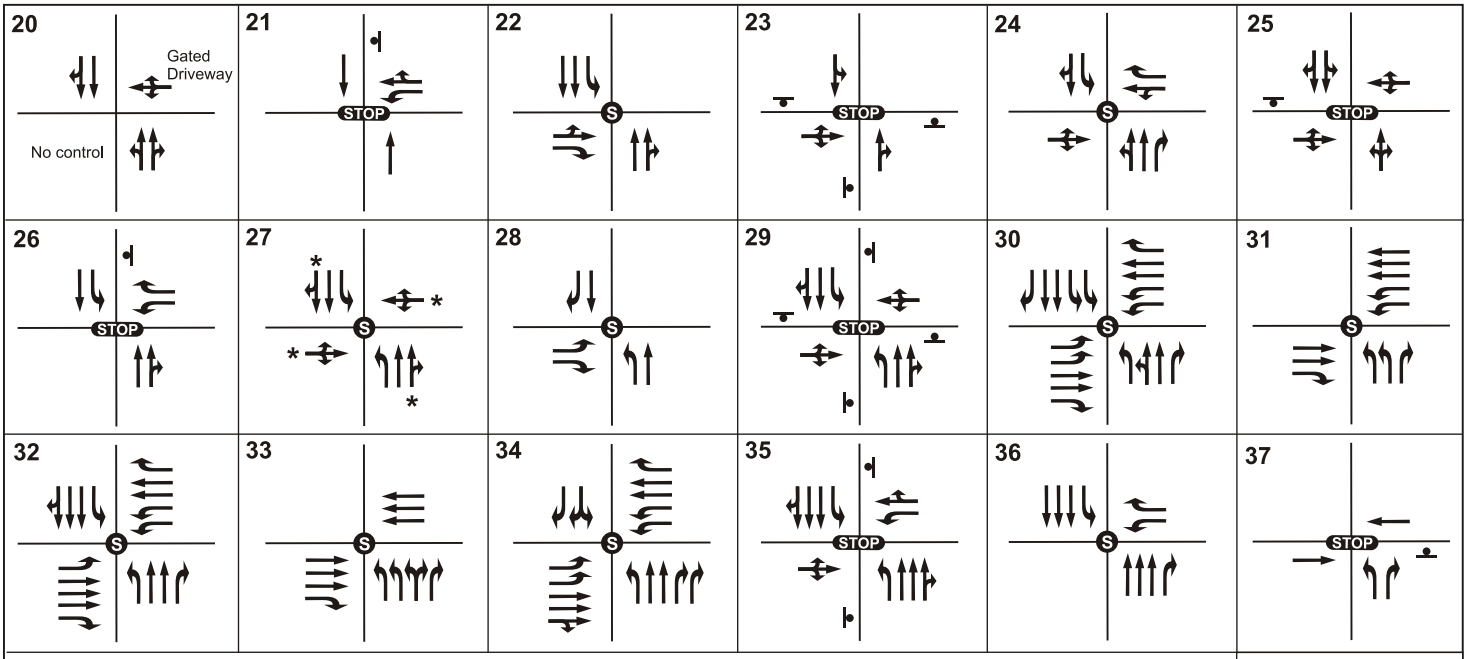
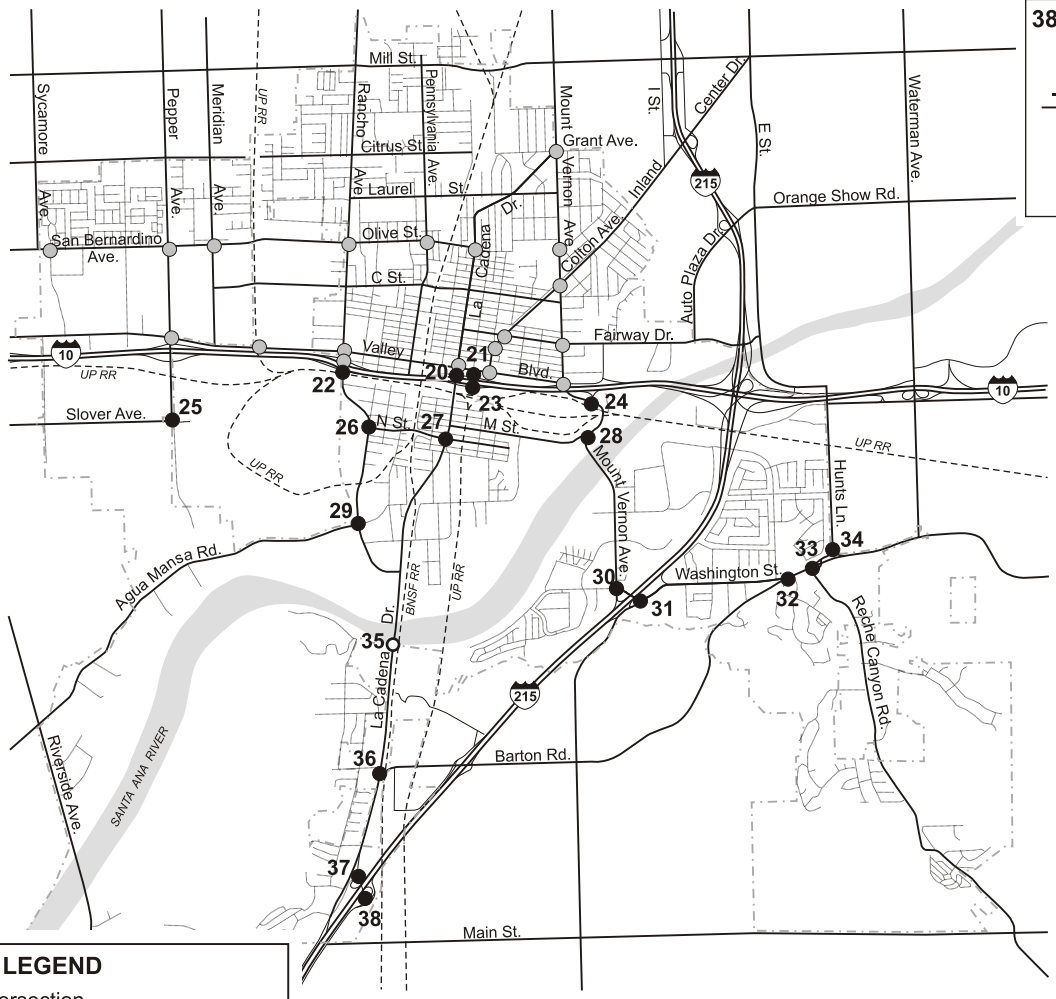
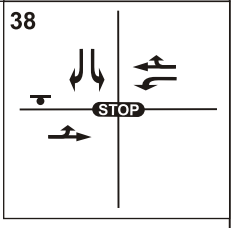
City of Colton General Plan - Circulation Study — Figure 17

Future Baseline Scenario intersection Approach Lane/Control – North







LEGEND

- Study Intersection
- X — Intersection Reference Number
- S — Signalized Intersection
- STOP — Stop Sign Controlled Intersection
- Stop Sign
- Intersection Lane Geometry

Notes

* Dedicated right-turn lane assumed for level of service analysis, due to wide curb lane

O Future intersection of La Cadena Dr / Washington St.

N

Intersections 20-38

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City of Colton General Plan - Circulation Study — Figure 18

Future Baseline Scenario intersection Approach Lane/Control – South

D. Colton Bicycle Network Improvements

The City of Colton has been phasing in bicycle network improvements over the past several years, and has more planned facilities that will be implemented as funding is available and physical constraints are evaluated. SANBAG has also produced the *2011 Non-motorized Transportation Plan*, which recommends regional projects in Colton and throughout the County. The developing Colton bicycle network defined by both Colton efforts and SANBAG plans builds upon and connects to the regional Santa Ana River Trail and other existing Class II (in-roadway, striped/signed) bicycle lanes.

Figure 19 illustrates the existing and proposed bicycle facilities within the City of Colton.

E. Regional Transit Improvements

Omnitrans System-Wide Transit Corridor Plan

Omnitrans as the service provider for western San Bernardino County, and SANBAG as the council of governments and transportation planning agency for the County as a whole, completed a Long Range Transit Plan (LRTP) for the San Bernardino Valley sub-region in 2009.

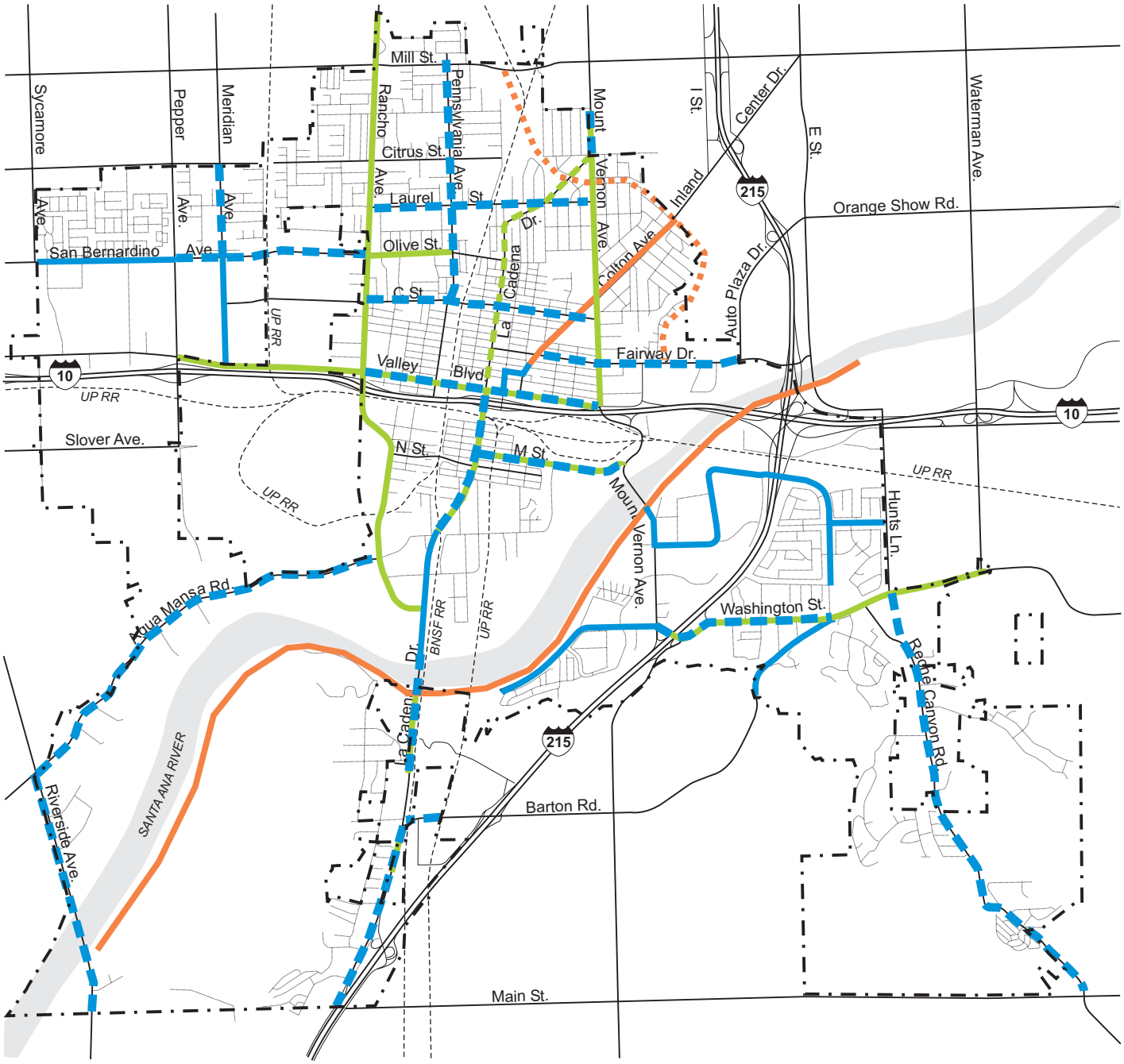
The earlier (2004) Systemwide Transit Corridor Plan for the San Bernardino Valley identified key transit corridors for the introduction of higher quality transit service (higher frequency, express or BRT services). The LRTP incorporated the 2004 report corridor concepts, covering seven different potential routes. The Corridor 5 (San Bernardino Avenue) concept included service within Colton.

Corridor 1 was identified as the highest priority corridor with the planned implementation of the E Street sbX in 2010. The remaining corridors form the framework for the establishment of a related network of premium services, as either limited stop or full express services. The E Street sbX BRT Corridor Project is currently under construction. The proposed 15.7-mile-long transit line will connect the northern portion of San Bernardino on the north with Loma Linda on the south. The line's service area will generally be to the east of the I-215 freeway corridor.

Figure 20 illustrates the planned route of the planned Omnitrans San Bernardino Avenue BRT line. Future roadway improvements within this corridor should provide for transit-supportive infrastructure, including wide sidewalks at station locations, prominent pedestrian crossing treatments at adjacent intersections, and traffic signal improvements if bus pre-emption will be part of project implementation within Colton by both the City of Colton and Omnitrans.

Future Colton Metrolink Station

The City of Colton has been planning for a potential new Metrolink station in Colton. A general station site in South Colton has been included in the SCAG Regional Transportation Plan, due to these efforts. The final station site location has not been determined, however, and the project remains unfunded. One potential site is located near the intersection of La Cadena Drive and Fogg Street.



LEGEND

- City Boundary
- Railroad
- Existing Bicycle Path/Trail (Class I)
- Existing Bicycle Lane (Class II)
- Existing Bicycle Route (Class III)
- Proposed Bicycle Path/Trail (Class I)
- Proposed Bicycle Lane (Class II)
- Proposed Bicycle Route (Class III)

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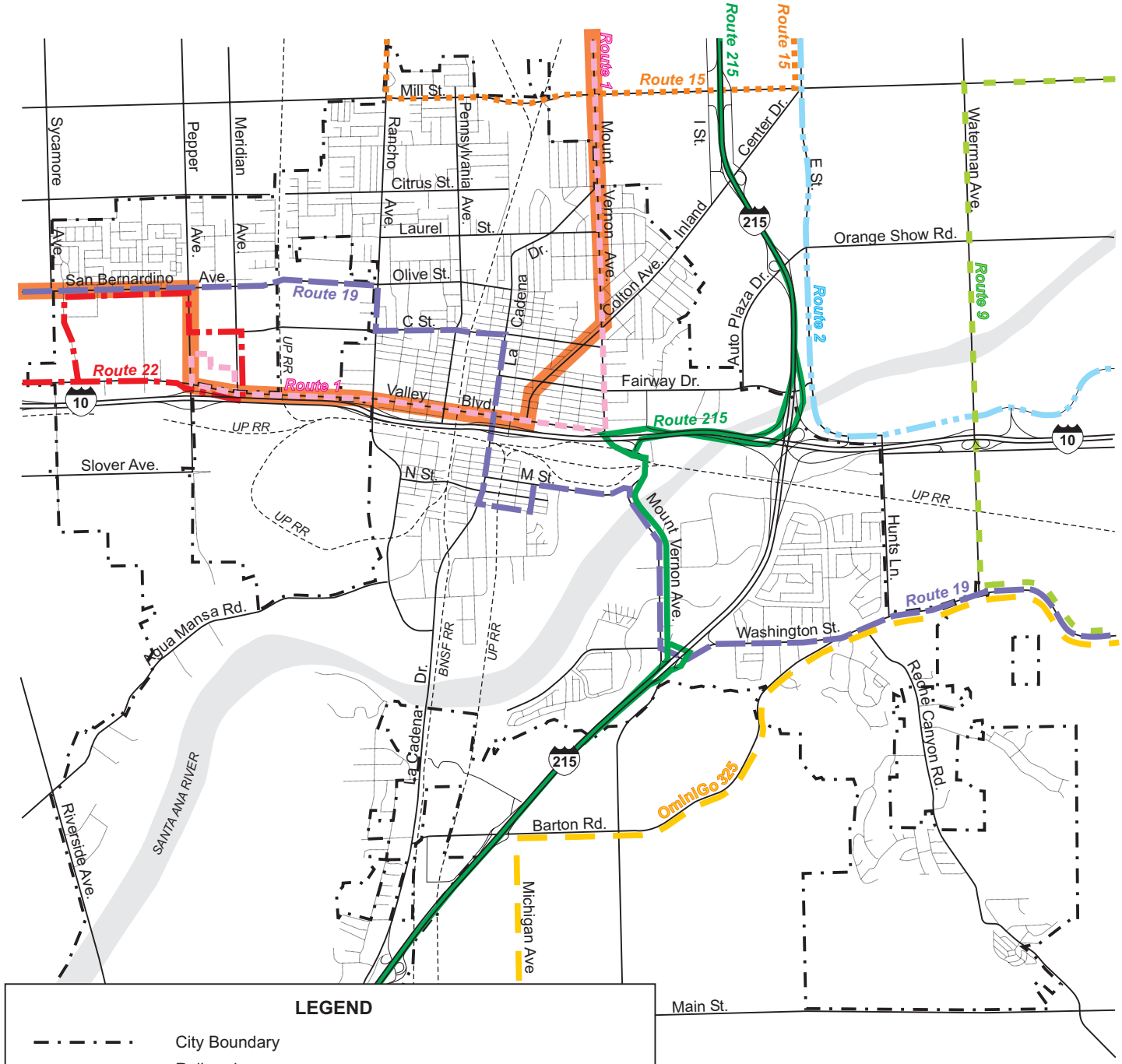
City of Colton General Plan - Circulation Element Traffic Study Figure19

Planned Colton Bicycle Facility Projects



LEGEND

- City Boundary
- Railroad
- Planned San Bernardino Avenue BRT

Local Omnitrans Routes to Remain:

- Omnitrans Route 1 (Colton-Del Rosa)
- Omnitrans Route 2 (Cal State-E Street-Loma Linda)
- Omnitrans Route 9 (San Bern-Redlands-Yucaipa)
- Omnitrans Route 15 (Fontana-San Bern/Highland-Redlands)
- Omnitrans Route 19 (Redlands-Colton-Fontana)
- Omnitrans Route 22 (North Rialto-Riverside Ave - ARMC)
- Omnitrans Route 215 (San Bern - Riverside Express)
- OminiGo Route 325 (Grand Terrace - Loma Linda)

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City of Colton General Plan - Circulation Element Traffic Study — Figure 20

Planned Omnitrans San Bernardino Avenue BRT Line

F. Colton Crossing and Quiet Zone Projects

The Colton Crossing is located to the south of the I-10 Freeway and to the east of 5th Street. The Crossing is an interchange of two railroad corridors, which perpendicularly cross each other at this point. The railroad corridors are the Burlington Northern Santa Fe Railway (BNSF) San Bernardino Subdivision (running in a north-south direction) and the Union Pacific Railroad (UPRR) Alhambra/Yuma Subdivision (running in an east-west direction).

Funding for improvements to grade separate the two railway main lines have been identified by the State and Federal governments, from both Trade Corridor Improvement (TCIF) funds and Transportation Investment Generating Economic Recovery (TIGER) funds. The remaining funds needed to complete the project will be provided by the railroads. Identified public benefits of the Colton Crossing Project included physical improvements to the local community, air quality improvements, and improvements to commuter rail. Metrolink trains traveling between the Riverside stations and the San Bernardino station use the north-south rail corridor.

Since August 2008, SANBAG has been tasked with completing the Colton Crossing Project's preliminary engineering phase. Funding is being provided via a partnership with the City of Colton and SANBAG, along with State Trade Corridor Improvement Funds. Improvements are planned to be underway by 2013.

Related improvements to the Colton Crossing include the following:

- Quiet Zone Improvements**:** Includes the closure of the existing grade crossings and installation of cul-de-sacs at E Street and H Street, the installation of four quadrant gates at Valley Boulevard and Olive Street, and the installation of quiet zone improvements on "M" Street.

- Laurel Street Grade Separation: This improvement will separate the street, as an underpass, from the rail line. There are six tracks at this existing grade crossing location, and therefore due to the width of the crossing, it is not feasible for a four quadrant gate improvement to be used.

- 9th Street Improvement: This improvement would remove the rail line that operates within the roadway of 9" Street, and relocate it to the east of Fogg Street, near M Street.

Figure 21 illustrates the location of this project corridor and the individual project elements related to railroad/roadway grade crossings.

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City of Colton General Plan - Circulation Element Traffic Study — Figure 21

Colton Crossing and Quiet Zone Corridor Location

5. Future (2030) Baseline Conditions

This section examines study area roadway network operations in the future buildout period (year 2030), with existing general plan land use and estimated growth. This establishes a "pre-project" or baseline scenario for analysis of potential traffic impacts under the General Plan Land Use update.

Traffic conditions with the proposed General Plan are analyzed within Section 6 (impacts) and Section 7 (mitigation) of this report.

A. Background Growth and Development Assumptions

To estimate future baseline (existing General Plan future conditions) traffic volumes within the Circulation Element traffic study area, traffic growth as determined by the EVTM through the year 2030 and existing general plan land use inputs were used to define roadway link volumes. The link volumes were used for the roadway segment analysis, and the same volumes were post-processed with existing turn movement volumes for the study intersection analysis.

B. Peak-Hour Intersection Analysis

Intersection peak-hour performance and level of service values for the future (year 2030) baseline scenario are summarized within Table 6.

Worsened level of service values are caused by estimated area development growth through the year 2030, as estimated by the EVTM output. Growth in traffic is created by both planned development intensity changes under the existing General Plan, land use changes anticipated in neighboring cities and County unincorporated neighborhoods, and regional growth that will create commute trips into and out of Colton and overflow/bypass traffic onto local arterials when freeways become congested during peak periods.

Table 6 – Intersection Peak-Hour Level of Service – Future (2030) Baseline

#	Study Intersections	AM PEAK		PM PEAK	
		Delay (sec.)	LOS	Delay (sec.)	LOS
1	Mt. Vernon Ave. / La Cadena Dr.-Citrus St.	29.8	C	31.7	C
2	Wildrose Ave. / San Bernardino Ave. [a]	>100	F	<100	F
3	Pepper Ave. / San Bernardino Ave.	18.2	B	18.3	B
4	Meridian Ave. / San Bernardino Ave. – Olive St. [b]	15.1	C	18.7	C
5	Rancho Ave. / Olive St.	12.3	B	11.5	B
6	Pennsylvania Ave. / Olive St. [b]	20.4	C	11.8	B
7	La Cadena Dr. / Olive St.	14.7	B	14.1	B
8	Mt. Vernon Ave. / Olive St.	11.5	B	8.3	A
9	Mt. Vernon Ave. / Colton Ave.	22.4	C	22.0	C
10	Colton Ave. / F St. [a]	>100	F	86.4	F
11	Mt. Vernon Ave. / F St. – Fairway Dr.	12.0	B	16.1	B
12	Colton Ave & 10th St & G St	29.1	C	27.1	C
13	Pepper Ave. / Valley Blvd.	27.2	C	26.2	C
14	Hermosa Ave. / Valley Blvd. [a]	15.5	C	22.7	C
15	Rancho Ave. / Valley Blvd.	73.2	E	31.4	C
16	La Cadena Dr. / Valley Blvd.	27.7	C	26.0	C
17	10th St. / Valley Blvd. [a]	12.3	B	12.4	B
18	Mt. Vernon Ave. / Valley Blvd.	40.9	D	36.6	D
19	Rancho Ave. / I-10 Westbound Ramps	59.2	E	38.7	D
20	La Cadena Dr. / I-10 Westbound On-Ramp [a]	>100	F	70.9	F
21	9th St. / I-10 Westbound Off Ramp [a]	14.1	B	14.3	B
22	Rancho Ave. / I-10 Eastbound Ramps	98.3	F	44.1	D
23	9th St. / I-10 Eastbound On-Ramp [a]	37.7	E	77.9	F
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	>100	F	80.8	F
25	Pepper Ave. / Slover Ave. [a]	15.4	C	13.6	B
26	Rancho Ave. / N St. [a]	26.7	D	29.3	D
27	La Cadena Dr. / N St.	6.2	A	11.2	B
28	Mt. Vernon Ave. / M St.	45.2	D	38.5	D
29	Rancho Ave. / Agua Mansa Rd. [b]	>100	F	95.4	F
30	Mt. Vernon Ave. / Washington St. (west)	51.6	D	38.5	D
31	Mt. Vernon Ave. / Washington St. (east)	>100	F	81.6	F
32	Barton Rd. / Washington St.	>100	F	74.7	E
33	Reche Canyon Rd. / Washington St.	55.3	E	89.1	F
34	Hunts Ln. / Washington St.	67.3	E	52.6	D
35	La Cadena Dr. / Washington St. [a] *(Future Intersection)*	>100	F	>100	F
36	La Cadena Dr. / Barton Rd.	25.6	C	27.3	C
37	La Cadena Dr. / I-215 Southbound Ramps [a]	74.9	F	76.9	F
38	La Cadena Dr. / I-215 Northbound Ramps [a]	>100	F	>100	F

[a] Unsignalized intersection, partial stop control.

[b] All-way stop-control intersection

Based on the LOS summary for this scenario provided by Table 6, the following 16 intersections would operate at poor LOS values of E or F during one or both of the weekday peak hours:

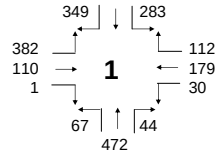
- Wildrose Avenue/San Bernardino Avenue – Would operate at LOS F during both the a.m. and p.m. peak hours
- Colton Avenue/F Street – Would operate at LOS F during both the a.m. and p.m. peak hours
- Rancho Avenue/Valley Boulevard – Would operate at LOS E during the a.m. peak hour
- Rancho Avenue/I-10 Westbound Ramps – Would operate at LOS E during the a.m. peak hour
- La Cadena Drive/I-10 Westbound On-Ramp – Would operate at LOS F during both the a.m. and p.m. peak hours
- Rancho Avenue/I-10 Eastbound Ramps – Would operate at LOS F during the a.m. peak hour
- 9th Street/I-10 Eastbound On-Ramp – Would operate at LOS E during the a.m. peak hour and at LOS F during the p.m. peak hour
- Mt. Vernon Avenue/I-10 Eastbound Ramps – Would operate at LOS F during both the a.m. and p.m. peak hours
- Rancho Avenue/Agua Mansa Road – Would operate at LOS F during both the a.m. and p.m. peak hours
- Mt. Vernon Avenue/Washington Street (East) – Would operate at LOS F during both the a.m. and p.m. peak hours
- Barton Road/Washington Street – Would operate at LOS F during the a.m. peak hour and at LOS E in the p.m. peak hour
- Reche Canyon Road/Washington Street – Would operate at LOS E during the a.m. peak hour and at LOS F in the p.m. peak hour
- Hunts Lane/Washington Street – Would operate at LOS E during the a.m. peak hour
- La Cadena/Washington Street – Would operate at LOS F during both the a.m. and p.m. peak hours
- La Cadena/I-215 Southbound Ramps – Would operate at LOS F during both the a.m. and p.m. peak hours
- La Cadena/I-215 Northbound Ramps – Would operate at LOS F during both the a.m. and p.m. peak hours

LOS F values are considered deficient under the CMP, and 13 of these intersections would operate in that range during one or both peak hours. Each of these study intersections that would operate at LOS E or F during this scenario is on a major arterial, or at a freeway interchange, or is an unsignalized intersection with large delays for vehicles approaching from the minor/controlled roadway. Generally these intersections operate at poor levels of service due to high traffic volumes on the primary arteries of the City.

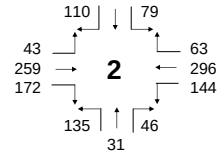
The a.m. peak-hour turning movement volumes at the study intersections for the analyzed scenario are provided on Figure 22 (north intersections) and Figure 23 (south intersections). The p.m. peak-hour turning movement volumes are provided on Figure 24 (north intersections) and Figure 25 (south intersections). Figure 26 illustrates the peak-hour level of service values at the study intersections.

The level of service worksheets for this scenario are provided in Appendix D of this report.

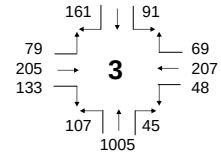
North/South: Mt. Vernon Ave.
East/West: La Cadena Dr.



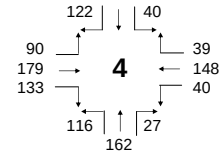
North/South: Wildrose Ave.
East/West: San Bernardino Ave.



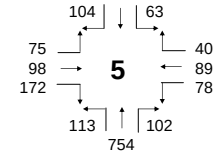
North/South: Pepper Ave.
East/West: San Bernardino Ave.



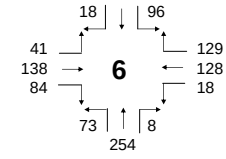
North/South: Meridian Ave.
East/West: San Bernardino Ave.



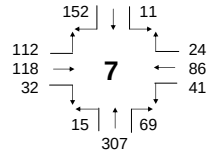
North/South: Rancho Ave.
East/West: Olive St.



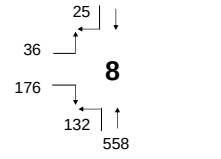
North/South: Pennsylvania Ave.
East/West: Olive St.



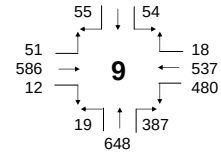
North/South: La Cadena Dr.
East/West: Olive St.



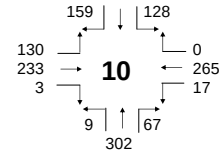
North/South: Mt. Vernon Ave.
East/West: Olive St.



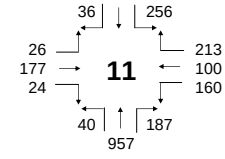
North/South: Mt. Vernon Ave.
East/West: Colton Ave.



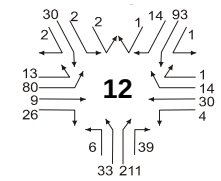
North/South: Colton Ave.
East/West: F St.



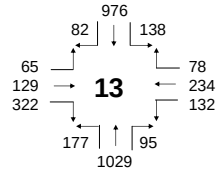
North/South: Mt. Vernon Ave.
East/West: F St.- Fairway Dr.



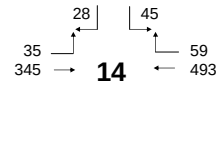
North/South: Colton Ave.
East/West: 10th St./G St.



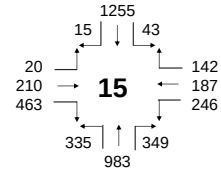
North/South: Pepper Ave.
East/West: Valley Blvd.



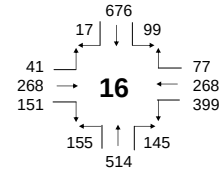
North/South: Hermosa Ave.
East/West: Valley Blvd.



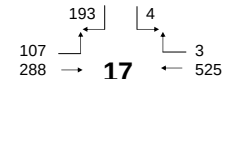
North/South: Rancho Ave.
East/West: Valley Blvd.



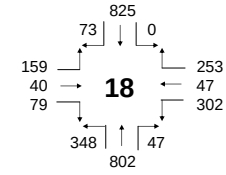
North/South: La Cadena Dr.
East/West: Valley Blvd.



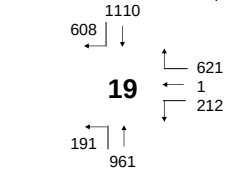
North/South: 10th St.
East/West: Valley Blvd.

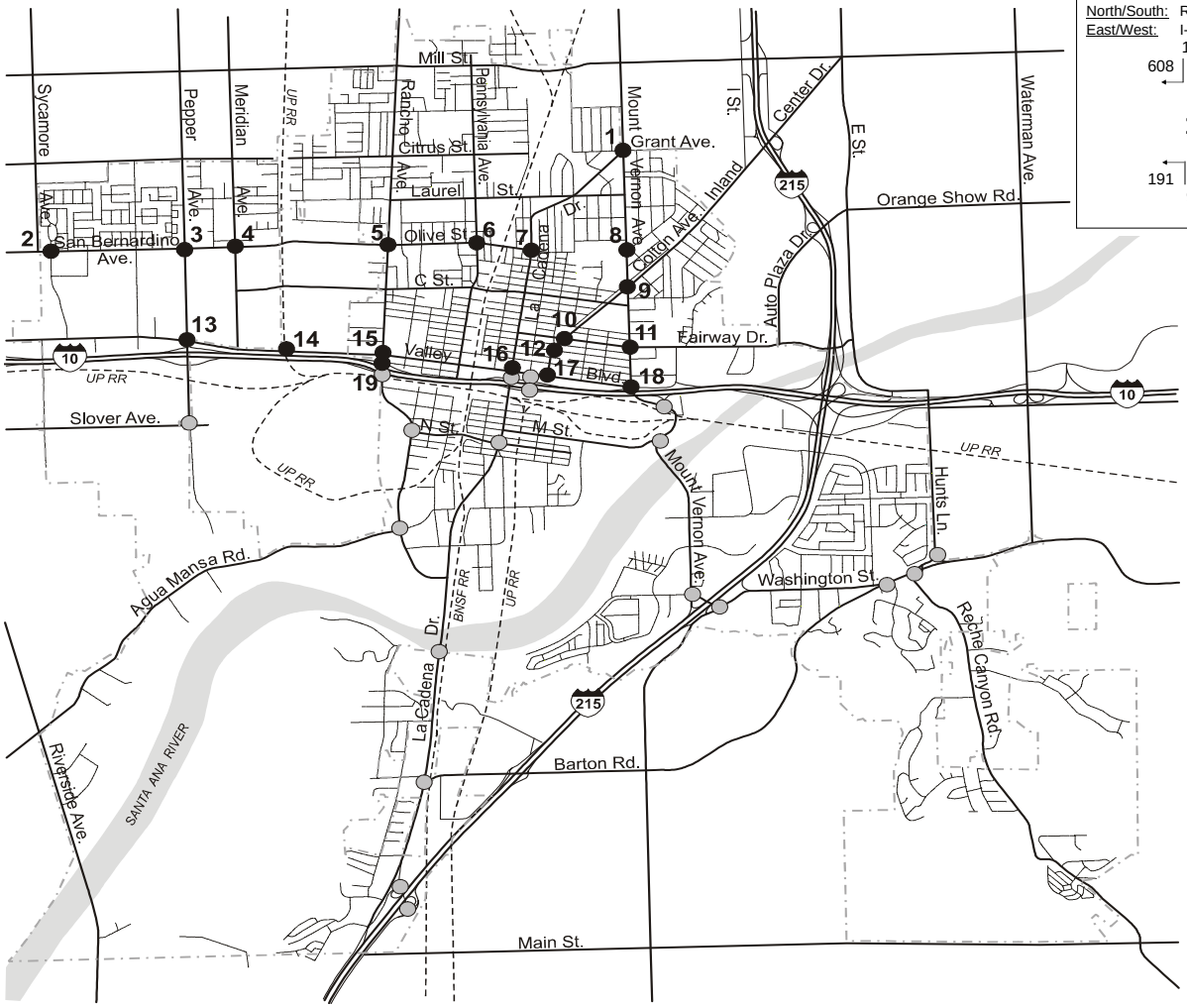


North/South: Mt. Vernon Ave.
East/West: Valley Blvd.



North/South: Rancho Ave.
East/West: I-10 WB Off Ramp





LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX → Intersection Turn Volume

Intersections 1-19

N

Not to Scale

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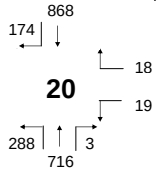
PLANNING & ENGINEERING

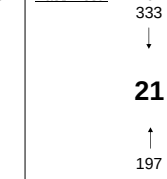
City of Colton General Plan - Circulation Study Figure 22

Future (2030) Base AM Peak-Hour Intersection Volumes – North

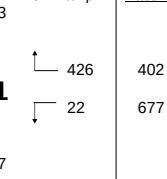
North/South: La Cadena Dr.
East/West: I-10 WB On-Ramp



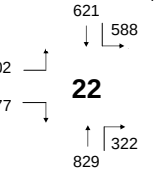
North/South: 9th St.
East/West: I-10 WB Off-Ramp



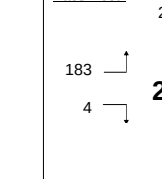
North/South: Rancho Ave.
East/West: I-10 EB Ramps



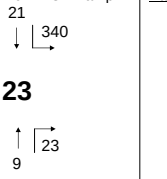
North/South: 9th St.
East/West: I-10 EB On-Ramp



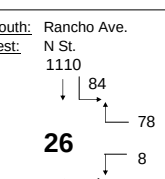
North/South: Mt. Vernon Ave.
East/West: I-10 EB Ramps



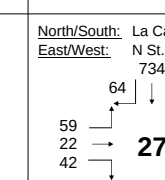
North/South: Pepper Ave.
East/West: Slover Ave.



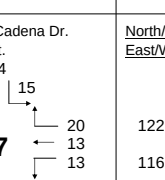
North/South: Rancho Ave.
East/West: N St.



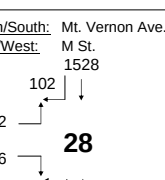
North/South: La Cadena Dr.
East/West: N St.



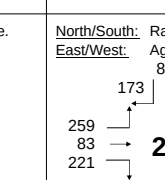
North/South: Mt. Vernon Ave.
East/West: M St.



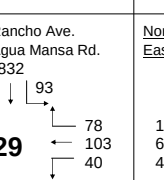
North/South: Rancho Ave.
East/West: Agua Mansa Rd.



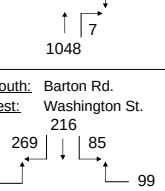
North/South: Mt. Vernon Ave.
East/West: Washington St. W.



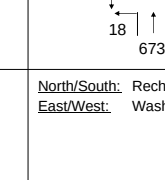
North/South: Mt. Vernon Ave.
East/West: Washington St. E.



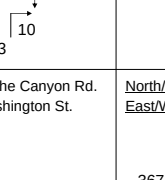
North/South: Barton Rd.
East/West: Washington St.



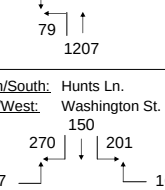
North/South: Reche Canyon Rd.
East/West: Washington St.



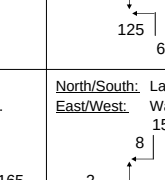
North/South: Hunts Ln.
East/West: Washington St.



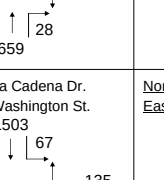
North/South: La Cadena Dr.
East/West: Washington St.



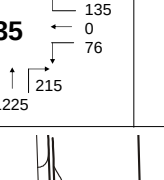
North/South: La Cadena Dr.
East/West: Barton Rd.

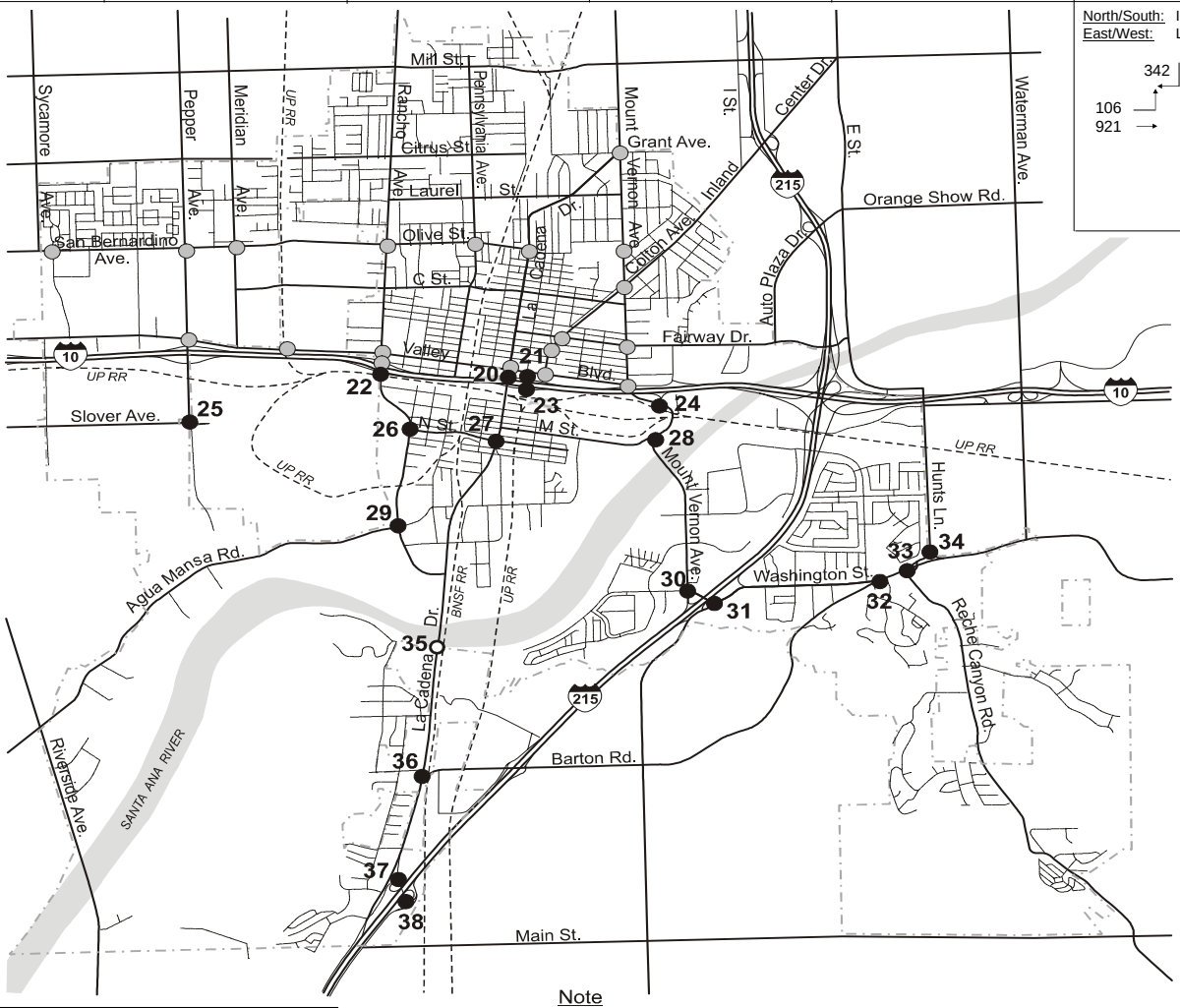


North/South: I-215 SB Ramps
East/West: La Cadena Dr.



North/South: I-215 NB Ramps
East/West: La Cadena Dr.





Note
O Future intersection of La Cadena Dr / Washington St.

LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX → Intersection Turn Volume

Intersections 20-38

N

Not to Scale

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PLANNING & ENGINEERING

City of Colton General Plan - Circulation Study Figure 23

Future (2030) Base AM Peak-Hour Intersection Volumes – South

North/South: Mt. Vernon Ave.
East/West: La Cadena Dr.

425
245 | 346
259 → 1 ← 200
150 → ← 203
15 → ← 68
37 | 147
623

North/South: Wildrose Ave.
East/West: San Bernardino Ave.

33
63 | 37
89 → 2 ← 59
350 → ← 334
80 → ← 57
102 | 113
63

North/South: Pepper Ave.
East/West: San Bernardino Ave.

832
118 | 58
132 → 3 ← 51
208 → ← 234
101 → ← 40
101 | 53
830

North/South: Meridian Ave.
East/West: San Bernardino Ave.

157
75 | 39
99 → 4 ← 50
168 → ← 149
98 → ← 14
176 | 19
370

North/South: Rancho Ave.
East/West: Olive St.

678
62 | 31
54 → 5 ← 35
117 → ← 85
121 → ← 60
108 | 55
813

North/South: Pennsylvania Ave.
East/West: Olive St.

173
24 | 28
29 → 6 ← 31
133 → ← 127
25 → ← 11
32 | 9
276

North/South: La Cadena Dr.
East/West: Olive St.

331
100 | 20
69 → 7 ← 26
120 → ← 89
29 → ← 20
23 | 32
275

North/South: Mt. Vernon Ave.
East/West: Olive St.

565
36
100 → 8
138 → ← 91
112 | 871

North/South: Mt. Vernon Ave.
East/West: Colton Ave.

578
91 | 64
114 → 9 ← 438
470 → ← 378
27 → ← 343
24 | 932

North/South: Colton Ave.
East/West: F St.

94
110 | 44
128 → 10 ← 247
111 → ← 11
0 → ← 21
3 | 222

North/South: Mt. Vernon Ave.
East/West: F St.- Fairway Dr.

860
18 | 261
31 → 11 ← 387
115 → ← 178
20 → ← 105
57 | 142
822

North/South: Colton Ave.
East/West: 10th St./G St.

27 0 3 6 21 80
4 → ← 1
8 → ← 7
79 → 12 ← 0
3 → ← 16
14 → ← 9
9 | 38
33 | 163

North/South: Pepper Ave.
East/West: Valley Blvd.

837
91 | 90
73 → 13 ← 77
268 → ← 347
211 → ← 101
223 | 99
847

North/South: Hermosa Ave.
East/West: Valley Blvd.

5 | 47
36 → 14 ← 15
507 → ← 609

North/South: Rancho Ave.
East/West: Valley Blvd.

760
29 | 85
43 → 15 ← 107
287 → ← 267
329 → ← 93
295 | 166
824

North/South: La Cadena Dr.
East/West: Valley Blvd.

389
34 | 142
95 → 16 ← 60
267 → ← 420
151 → ← 282
180 | 135
454

North/South: 10th St.
East/West: Valley Blvd.

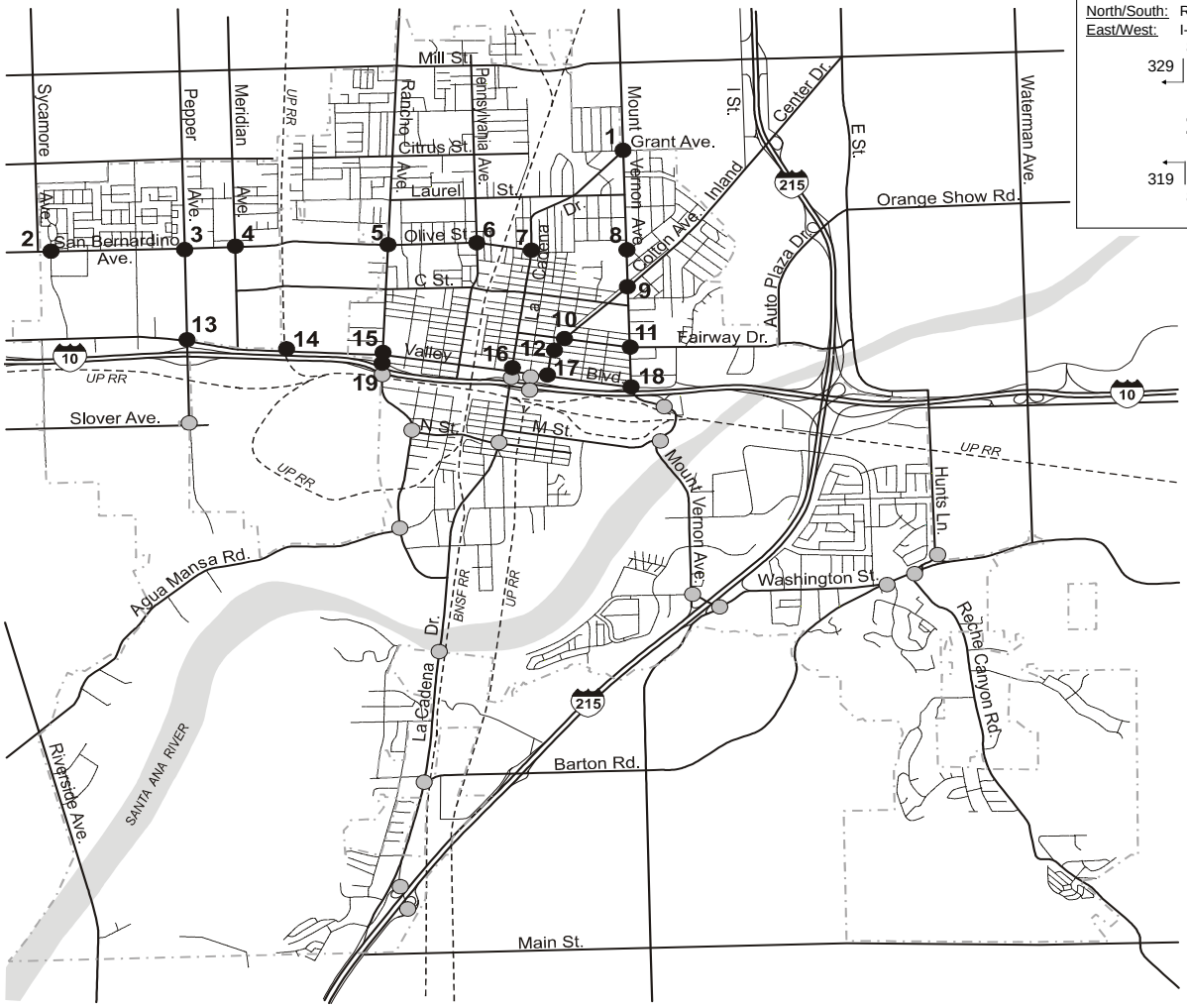
120 | 11
139 → 17 ← 13
349 → ← 478

North/South: Mt. Vernon Ave.
East/West: Valley Blvd.

690
70 | 17
127 → 18 ← 163
118 → ← 93
131 → ← 245
468 | 63
721

North/South: Rancho Ave.
East/West: I-10 WB Off Ramp

837
329
565 ← 19 ← 0
162
319
838



LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX → Intersection Turn Volume

Intersections 1-19

N

Not to Scale

KOA CORPORATION
PLANNING & ENGINEERING

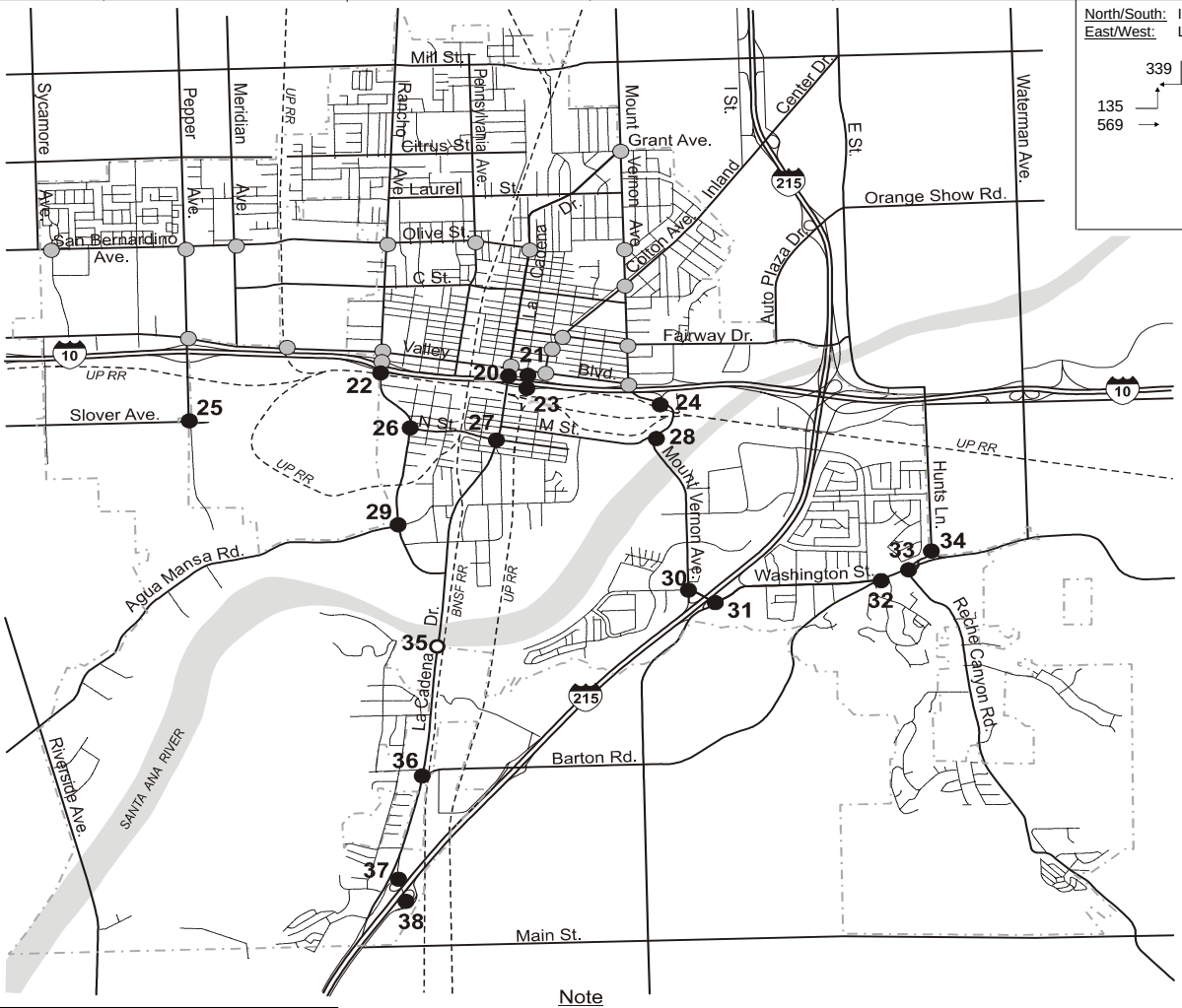
City of Colton General Plan - Circulation Study Figure 24

Future (Year 2030) Base PM Peak-Hour Volumes – North

North/South: La Cadena Dr. East/West: I-10 WB On-Ramp 706 177 ↓ 37 ↑ **20** 33 ↓ 241 ↑ 0 719	North/South: 9th St. East/West: I-10 WB Off-Ramp 334 ↓ 349 **21** 18 ↓ ↑ 278	North/South: Rancho Ave. East/West: I-10 EB Ramps 593 501 ↓ 409 ↑ **22** 489 ↓ ↑ 342 617	North/South: 9th St. East/West: I-10 EB On-Ramp 12 ↓ 343 262 ↑ **23** 2 ↓ ↑ 3 17	North/South: Mt. Vernon Ave. East/West: I-10 EB Ramps 607 32 ↓ 339 15 ↑ **24** 367 13 ↓ 0 8 ↑ 779 7 ↓ 464 887	North/South: Pepper Ave. East/West: Slover Ave. 1 140 ↓ 74 176 ↑ **25** 79 14 ↓ 5 2 ↑ 0 0 ↓ 0 6
North/South: Rancho Ave. East/West: N St. 925 ↓ 87 ↑ **26** 84 9 ↓ ↑ 36 1201	North/South: La Cadena Dr. East/West: N St. 614 61 ↓ 25 151 ↑ **27** 13 32 ↓ 39 52 ↑ 24 19 ↓ 15 719	North/South: Mt. Vernon Ave. East/West: M St. 1268 118 ↓ 130 ↑ **28** 201 ↓ ↑ 164 1010	North/South: Rancho Ave. East/West: Agua Mansa Rd. 724 148 ↓ 45 369 ↑ **29** 67 107 ↓ 64 135 ↑ 53 120 ↓ 18 537	North/South: Mt. Vernon Ave. East/West: Washington St. W. 496 129 ↓ 741 170 ↑ **30** 540 534 ↓ 535 309 ↑ 598 290 ↓ 700 224	North/South: Mt. Vernon Ave. East/West: Washington St. E. 1297 → **31** ← 988 818 ↓ 214 ↑ 684 ↓ 1167
North/South: Barton Rd. East/West: Washington St. 278 201 ↓ 131 207 ↑ 62 1002 → **32** ← 1488 19 ↓ 787 32 ↑ 637 189	North/South: Reche Canyon Rd. East/West: Washington St. 1248 → **33** ← 1797 921 ↓ 0 457 ↑ 398	North/South: Hunts Ln. East/West: Washington St. 166 706 ↓ 84 209 ↑ 208 1133 → **34** ← 1422 86 ↓ 543 118 ↑ 436 58	North/South: La Cadena Dr. East/West: Washington St. 1209 3 ↓ 100 3 ↑ 71 0 → **35** ← 0 1 ↓ 107 2 ↑ 135 1063	North/South: La Cadena Dr. East/West: Barton Rd. 611 ↓ 424 **36** 229 ↓ 346 ↑ 330 756	North/South: I-215 SB Ramps East/West: La Cadena Dr. 221 → **37** ← 828 ↓ 282 ↓ 652

North/South: I-215 NB Ramps
East/West: La Cadena Dr.

339 ↓ 120
135 ↑ **38** 741
569 → 578



Note
○ Future intersection of La Cadena Dr / Washington St.

LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX → Intersection Turn Volume

Intersections 20-38

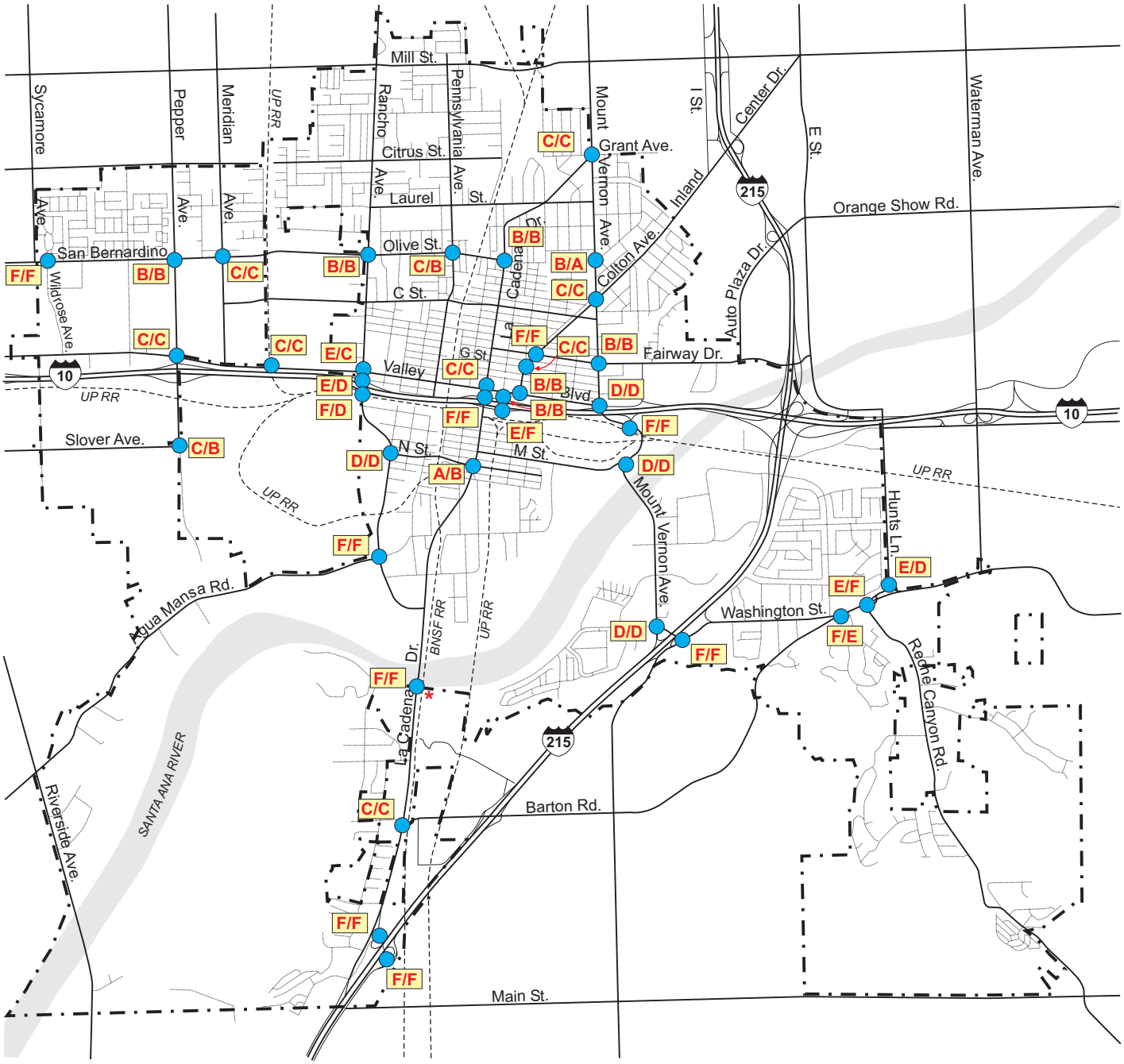
N

Not to Scale

KOA CORPORATION
PLANNING & ENGINEERING

City of Colton General Plan - Circulation Study Figure 25

Future (Year 2030) Base PM Peak-Hour Volumes – South



LEGEND

- City Boundary
- Railroad
- Study Intersection
- X/X Level of Service AM/PM

Note:
* Future intersection of La Cadena Dr / Washington St.

N

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City of Colton General Plan - Circulation Element Traffic Study — Figure 26

Future (2030) Base AM/PM Peak Hour - Intersection Levels of Service

C. Roadway Segment Analysis

Traffic operations were analyzed for future (2030) baseline conditions - without the proposed General Plan – for each of the study roadway segments. EVTM output for this scenario was compiled and a volume to capacity ratio (V/C) was determined for each roadway segment. Those ratios were then compared against the applied level of service/capacity values.

Table 7 provides the level of service for this scenario at each of the study roadway segments. The upper limit of LOS E is defined as the capacity limit (a V/C value of 1.00). Operations at three of the study roadway segments would worsen to or within the LOS value of F during the analyzed scenario:

- Colton Avenue, between Fairview Avenue and Mt. Vernon Avenue
- Mount Vernon Avenue, between the I-10 freeway and M Street
- Mount Vernon Avenue, between the I-215 freeway and the Grand Terrace City limits

The LOS value of F calculated for these segments denotes deficient conditions.

Figure 27 illustrates the projected daily traffic volumes at the study roadway segments for this scenario.

Table 7 – Roadway Segment Levels of Service – Future (2030) Base Conditions without General Plan

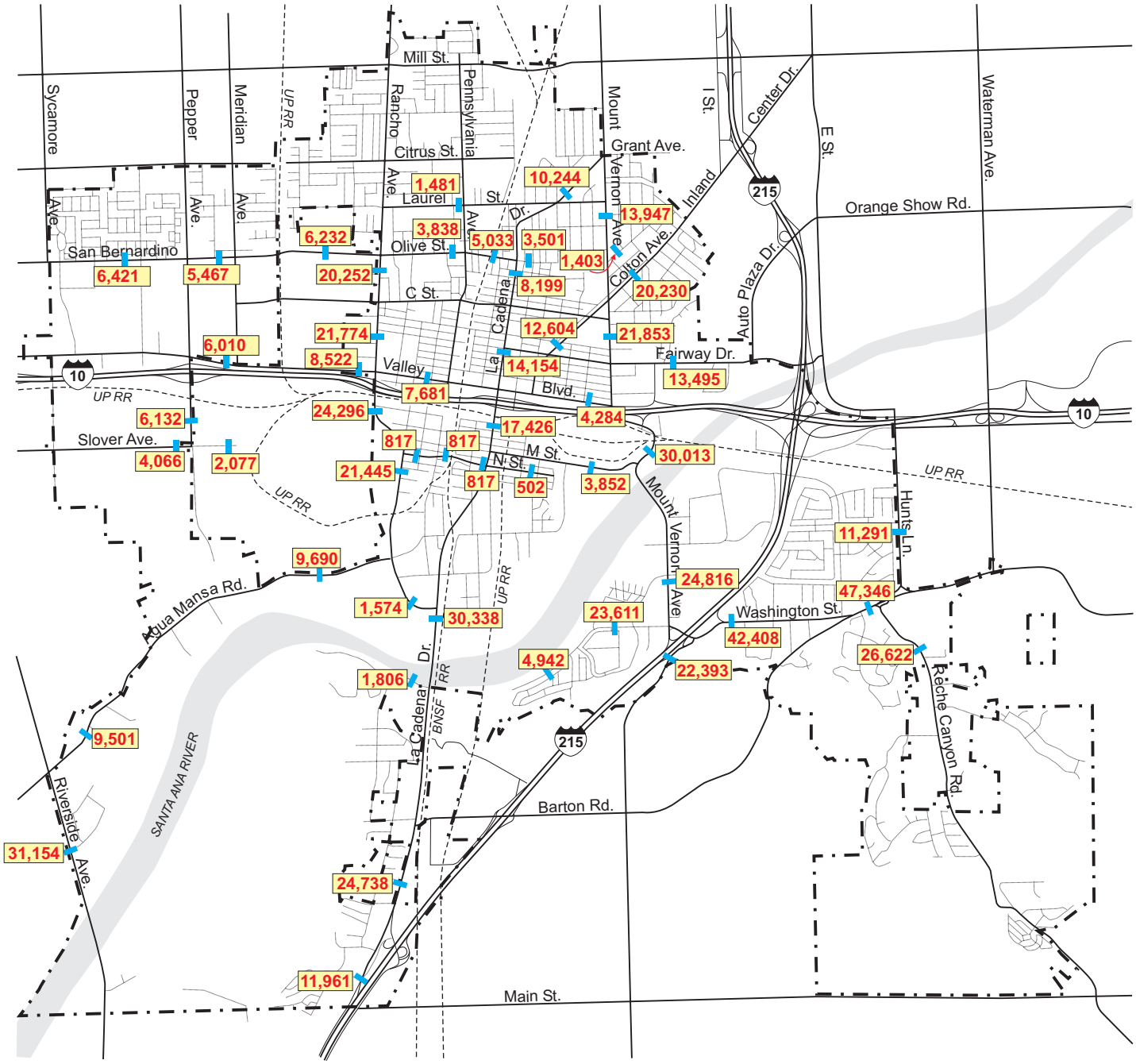
ID #	Name	Start	End	Roadway Type	Capacity (Daily Vehicles)	Future (2030) Base Conditions		
						VOLUME	V/C	LOS
A.	Laurel St.	Rancho Ave.	Pennsylvania Ave.	Collector	13,900	1,481	0.107	A
B.	La Cadena Dr.	Mt Vernon Ave.	Oak St/8th St.	Minor Arterial *	20,000	10,244	0.512	A
C.	Mt Vernon Ave.	Colton Ave.	La Cadena Dr.	Principal Arterial	36,700	13,947	0.380	A
D.	San Bernardino Ave.	Indigo Ave.	Pepper Ave.	Minor Arterial *	20,000	6,421	0.321	A
E.	San Bernardino Ave.	Pepper Ave.	Meridian Ave.	Principal Arterial	36,700	5,467	0.149	A
F.	San Bernardino Ave.	Cypress St.	Rancho Ave.	Principal Arterial	36,700	6,232	0.170	A
G.	Olive St.	Rancho Ave.	Pennsylvania Ave.	Minor Arterial *	20,000	3,838	0.192	A
H.	Olive St.	Pennsylvania Ave.	7th St.	Minor Arterial *	20,000	5,033	0.252	A
I.	Olive St.	La Cadena Dr.	9th St.	Minor Arterial *	20,000	3,501	0.175	A
J.	Olive St. [a]	Mt. Vernon Ave.	Holly Ave.	Minor Arterial *	20,000	1,403	0.070	A
K.	Rancho Ave.	Olive St.	C St.	Principal Arterial	36,700	20,252	0.552	A
L.	La Cadena Dr.	Olive St.	C St.	Minor Arterial *	20,000	8,199	0.410	A
M.	Colton Ave.	Fairview Ave.	Mt Vernon Ave.	Minor Arterial *	20,000	20,230	1.012	F
N.	Mt Vernon Ave.	Colton Ave.	E St.	Principal Arterial	36,700	21,853	0.595	A
O.	Rancho Ave.	C St.	Valley Blvd.	Principal Arterial	36,700	21,774	0.593	A
P.	La Cadena Dr.	C St.	Valley Blvd.	Minor Arterial *	20,000	14,154	0.708	C
Q.	Colton Ave.	Mt Vernon Ave.	G St/10th St.	Minor Arterial *	20,000	12,604	0.630	B
R.	Fairway Dr.	Auto Center Dr.	Mt Vernon Ave.	Principal Arterial	24,200	13,495	0.558	A
S.	Valley Blvd.	Meridian Ave.	Pepper Ave.	Principal Arterial	36,700	6,010	0.164	A
T.	Valley Blvd.	Rancho Ave.	Cypress St.	Principal Arterial	36,700	8,522	0.232	A
U.	Valley Blvd.	Pennsylvania Ave.	Rancho Ave.	Principal Arterial	36,700	7,681	0.209	A
V.	Valley Blvd.	Mt Vernon Ave.	10th St.	Principal Arterial	36,700	4,284	0.117	A
W.	Rancho Ave.	I-10 Fwy.	N St.	Principal Arterial	36,700	24,296	0.662	B
X.	La Cadena Dr.	I-10 Fwy.	N St.	Principal Arterial	36,700	17,426	0.475	A
Y.	Pepper Ave.	I-10 Freeway	Slover Ave.	Minor Arterial *	20,000	6,132	0.307	A
Z.	Slover Ave.	Pepper Ave.	Eucalyptus Ave.	Secondary Arterial	24,200	4,066	0.168	A
AA.	Slover Ave.	Pepper Ave.	Eastern Terminus	Collector	13,900	2,077	0.149	A
BB.	N St.	Rancho Ave.	4th St.	Collector	13,900	817	0.059	A
CC.	N St.	7th St.	5th St.	Collector **	13,900	817	0.059	A
DD.	N St.	7th St.	La Cadena Dr.	Collector	13,900	817	0.059	A
EE.	N St.	10th St.	11th St.	Collector	13,900	502	0.036	A
FF.	M St.	Congress St.	Mt. Vernon Ave.	Collector	13,900	3,852	0.277	A
GG.	Mt Vernon Ave.	I-10	M St.	Minor Arterial *	20,000	30,013	1.501	F
HH.	Rancho Ave.	N St.	O St.	Principal Arterial	36,700	21,445	0.584	A
II.	Hunts Ln.	Cooley Ln.	Stewart St. – Harwick Dr.	Secondary Arterial	24,200	11,291	0.467	A
JJ.	Agua Mansa Rd.	west of Rancho Ave.		Principal Arterial	36,700	9,690	0.264	A
KK.	Mt Vernon Ave.	San Antonio Dr.	Centre Pointe Dr.	Principal Arterial - 6 Lanes	55,000	24,816	0.451	A
LL.	Rancho Ave.	Fogg St.	La Cadena Dr.	Principal Arterial	36,700	1,574	0.043	A
MM.	La Cadena Dr.	South of Rancho Ave.		Principal Arterial - 6 Lanes	55,000	30,338	0.552	A
NN.	Agua Mansa Rd.	East of Riverside Ave.		Principal Arterial	36,700	9,501	0.259	A
OO.	Riverside Ave.	South of Agua Mansa Rd.		Principal Arterial - 6 Lanes	55,000	31,154	0.566	A
PP.	Tropicana Ranch Rd. [a]	West of La Cadena Dr.		Collector	13,900	1,806	0.130	A
QQ.	Washington St.	Mediteranian	Western terminus	Minor Arterial *	20,000	4,942	0.247	A
RR.	Washington St.	Mt. Vernon Ave. (west intx.)	Mediteranian	Principal Arterial	36,700	23,611	0.643	B
SS.	Washington St.	Mt. Vernon Ave. (east intx.)	Meadow Lane	Principal Arterial - 6 Lanes	55,000	42,408	0.771	C
TT.	Washington St.	Barton Rd./Cooley Dr.	Reche Canyon Rd.	Principal Arterial - 6 Lanes	55,000	47,346	0.861	D
UU.	Mt. Vernon Ave.	I-215 interchange	Grand Terrace City Limits	Minor Arterial *	20,000	22,393	1.120	F
VV.	Reche Canyon Rd.	South of Washington St.		Principal Arterial	36,700	26,622	0.725	C
WW.	La Cadena Dr.	North of I-215 interchange		Principal Arterial - 6 Lanes	55,000	24,738	0.450	A
XX.	La Cadena Dr.	South of I-215 interchange		Minor Arterial *	20,000	11,961	0.598	A

** This is a two-lane segment within a designated arterial corridor. As two-lane arterials are atypical but the designation denotes planned capacity, an equivalent two-lane arterial capacity was utilized.*

*** The capacity of this four-lane segment was defined by the two-lane collector capacity, as the designation would be atypical and this is a short segment.*

**** This is a two-lane arterial. The future roadway improvement was assumed to be a widening from 2 to 4 lanes, rather than 4 to 8 as is noted in the Measure I arterial projects list.*

[a] - A growth rate was applied to these segments based on growth at nearest model roadway segment.



LEGEND

- City Boundary
- Railroad
- Study Segments
- XXX ADT Volume

N

KOA CORPORATION
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City of Colton General Plan - Circulation Element Traffic Study — Figure 27

Future (2030) Baseline Daily Roadway Segment Volumes

6. Future (2030) with Proposed General Plan

This scenario includes background traffic growth and development under the proposed General Plan. Using the EVTM year-2030 model data, and inputs of land use data from the Land Use Map update, the scenario analysis estimates the effects of both regional development and population growth and the land use changes proposed for the General Plan update.

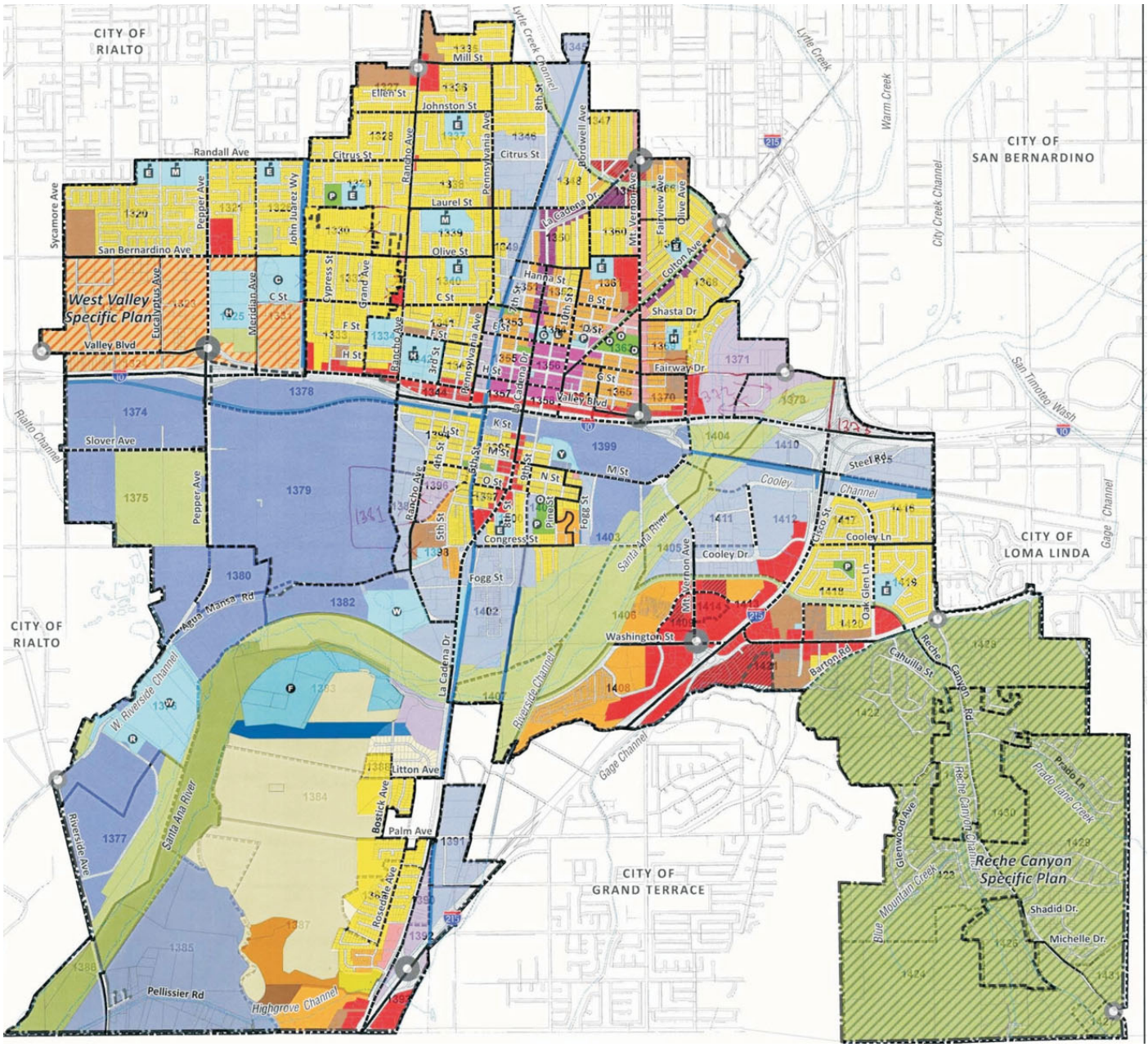
A. Anticipated Development under General Plan

KOA was provided details from the Land Use Plan update, based on commercial, industrial, and institutional floor area increases and residential unit increases in various areas of the City. Trip generation for these land uses was analyzed and impacts were examined.

The development of traffic forecasts for a circulation element takes into account the type and density of future land uses within the analyzed city or county, and the location and potential interaction of various land use types, as well as the characteristics and capacity of each of the major roadways and intersections.

The incremental (net) development increase/decrease by Traffic Analysis Zone (TAZ) was derived by subtracting the intensity of the existing General Plan land uses from that of the proposed General Plan land uses. The changes in development intensities would include parcel turnover and redevelopment (recycling), as well new development envisioned by the updated Land Use Plan of the General Plan. A total of 111 TAZ polygons within the City limits of Colton were identified.

Figure 28 illustrates the Traffic Analysis Zone extents within the study area.


CITY OF RIALTO
CITY OF SAN BERNARDINO
CITY OF LOMA LINDA
CITY OF GRAND TERRACE
CITY OF RIALTO
West Valley Specific Plan
Reche Canyon Specific Plan
Randall Ave
San Bernardino Ave
Valley Blvd
Slover Ave
Agua Mansa Rd
Mill St
Johnston St
Citrus St
Laurel St
Olive St
Hanna St
Shasta Dr
Fairway Dr
Cooley Dr
Cooley Ln
Steel Rds
Washington St
Fogg St
Congress St
Litton Ave
Palm Ave
Pellissier Rd
Barton Rd
Cahuilla St
Reche Canyon Rd
Prado Ln
Shadid Dr.
Michelle Dr.
Glenwood Ave
Blue Mountain Creek
Prado Lane Creek
Reche Canyon Channel
Lytle Creek
Warm Creek
City Creek Channel
Lytle Creek Channel
San Timoteo Wash
Gage Channel
Cooley Channel
Riverside Channel
Highgrove Channel
Santa Ana River
W. Riverside Channel
Rialto Channel
Sycamore Ave
Pepper Ave
John Juarez Wy
Eucalyptus Ave
Meridian Ave
Cypress St
Grand Ave
Rancho Ave
Pennsylvania Ave
La Cadena Dr
Bordwell Ave
Mt Vernon Ave
Fairview Ave
Olive Ave
Colton Ave
Pinoak St
Fogg St
Oak Glen Ln
Bostick Ave
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B. Projected Traffic Volumes

The development intensity changes – square feet of floor area for non-residential uses such as commercial and industrial, and number of units for residential uses – from the existing General Plan to the proposed General Plan and the related Land Use Plan are calculated below.

The trip generation changes due to incremental (net) development increase associated with the proposed General Plan is summarized within Table 8. Negative trip generation numbers are caused by reductions in overall trips, due to expected localized reductions in land use mix and intensity. "In" and "Out" designations refer to the relationship of the trips to the generating uses.

The trip totals were calculated using rates for the various non-residential and residential land use types considered in the Land Use Plan, based on *Trip Generation (8th edition),* published by ITE. The numbers provided here are for reference, in order to show order of magnitude changes for each area of the City, as the model process uses different inputs. The EVTM input process for the existing and proposed General Plan land uses used the same changes in intensities of land use, but the input values were based on residential units and non-commercial floor area, with conversions via EVTM factors via residential density and commercial employment.

C. Study Intersection Operations Analysis

A level of service analysis was conducted based on the output from the EVTM, after the addition of the proposed General Plan land use data. The analysis scenario includes this land use growth, as well as programmed roadway improvements that include intersection and roadway segment capacity enhancements.

The results of the analysis for this scenario are provided within Table 9. Intersections that would operate at LOS values of E or F are indicated by highlighted cells.

Table 8 – Trip Generation Change by Traffic Analysis by Zone (TAZ) – Peak Hours

TAZ	ResidentiaL Daily Total	Residential AM Peak Hour IN	Residential AM Peak Hour OUT	Residential AM Peak Hour TOTAL	Residential PM Peak Hour IN	Residential PM Peak Hour OUT	Residential PM Peak Hour TOTAL	Commercial Daily Total	Commercial AM Peak Hour IN	Commercial AM Peak Hour OUT	Commercial AM Peak Hour TOTAL	Commercial PM Peak Hour IN	Commercial PM Peak Hour OUT	Commercial PM Peak Hour TOTAL
1320	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1321	0	0	0	0	0	0	0	1,583	34	22	56	67	70	137
1322	3,982	55	247	302	240	122	362	10,402	626	170	796	341	598	939
1323	1,053	15	65	80	63	33	96	7,936	116	96	212	359	322	681
1324	0	0	0	0	0	0	0	960	435	36	471	(65)	227	162
1325	0	0	0	0	0	0	0	1,082	228	21	249	8	182	190
1326	32	1	2	3	2	1	3	0	0	0	0	0	0	0
1327	115	2	7	9	7	5	12	881	19	12	31	38	39	77
1328	0	0	0	0	0	0	0	28	(1)	0	(1)	4	3	7
1329	0	0	0	0	0	0	0	24	0	(1)	(1)	3	3	6
1330	18	0	1	1	1	1	2	(20)	(1)	0	(1)	(1)	(1)	(2)
1331	2,601	36	162	198	157	80	237	5,594	554	99	653	132	460	592
1332	0	0	0	0	0	0	0	252	6	4	10	9	10	19
1333	47	1	2	3	4	3	7	2,558	32	33	65	120	99	219
1334	(90)	(2)	(6)	(8)	(6)	(3)	(9)	731	10	10	20	33	29	62
1335	403	6	25	31	24	13	37	45	(1)	(1)	(2)	7	5	12
1336	19	0	1	1	1	1	2	740	(1)	(1)	(2)	72	57	129
1337	98	2	6	8	7	4	11	17	0	(1)	(1)	2	1	3
1338	(21)	0	(1)	(1)	(1)	(1)	(2)	145	3	2	5	6	7	13
1339	65	1	4	5	4	3	7	0	0	0	0	0	0	0
1340	9	0	1	1	1	0	1	0	0	0	0	0	0	0
1341	86	2	5	7	6	3	9	0	0	0	0	0	0	0
1342	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1343	(11)	0	(1)	(1)	(1)	0	(1)	397	9	5	14	17	18	35
1344	(299)	(5)	(18)	(23)	(20)	(11)	(31)	3,140	61	43	104	137	136	273
1345	0	0	0	0	0	0	0	689	80	11	91	12	84	96
1346	278	5	16	21	19	11	30	3,094	340	(5)	335	36	400	436
1347	187	2	12	14	11	6	17	2,627	99	35	134	95	150	245
1348	70	1	4	5	4	2	6	398	52	0	52	3	57	60
1349	(76)	(1)	(4)	(5)	(5)	(3)	(8)	313	36	5	41	5	38	43
1350	155	2	10	12	10	5	15	412	28	6	34	12	35	47
1351	(4)	(2)	1	(1)	(3)	(3)	(6)	446	38	4	42	10	46	56
1352	29	1	2	3	2	1	3	75	2	1	3	3	4	7
1353	276	1	19	20	14	5	19	1,082	26	16	42	46	52	98
1354	54	0	4	4	3	1	4	651	15	9	24	27	28	55
1355	467	4	31	35	25	11	36	4,815	126	69	195	196	223	419
1356	370	5	25	30	20	11	31	11,533	248	167	415	486	490	976
1357	309	5	20	25	19	8	27	4,049	85	60	145	171	170	341
1358	339	5	22	27	20	10	30	2,882	66	42	108	120	125	245
1359	1,034	15	64	79	62	32	94	289	(6)	3	(3)	16	3	19
1360	(60)	(1)	(3)	(4)	(3)	(2)	(5)	238	11	8	19	(5)	1	(4)
1361	(39)	3	(5)	(2)	2	5	7	1,748	38	24	62	75	77	152
1362	206	2	13	15	12	7	19	3,395	58	50	108	139	124	263
1363	(45)	(1)	(2)	(3)	(3)	(3)	(6)	1,469	23	24	47	55	50	105
1364	138	2	9	11	8	4	12	5,192	73	71	144	227	198	425
1365	15	0	1	1	1	1	2	2,166	(16)	30	14	100	49	149
1366	(447)	(2)	(31)	(33)	(22)	(7)	(29)	1,007	26	17	43	30	37	67
1367	(745)	(1)	(52)	(53)	(35)	(9)	(44)	802	25	17	42	13	22	35
1368	728	11	44	55	44	24	68	(77)	(8)	(3)	(11)	2	(5)	(3)
1369	2	0	0	0	0	0	0	749	20	14	34	20	26	46
1370	(169)	(4)	(10)	(14)	(10)	(6)	(16)	1,969	6	29	35	85	58	143
1371	(323)	1	(23)	(22)	(13)	(1)	(14)	3,585	335	77	412	93	332	425
1372	0	0	0	0	0	0	0	2,857	299	54	353	109	327	436
1374	0	0	0	0	0	0	0	646	110	110	220	41	41	82
1375	0	0	0	0	0	0	0	826	140	140	280	52	52	104

Table 8 (continued) – Trip Generation Change by Traffic Analysis by Zone (TAZ) – Peak Hours

TAZ	ResidentiaL Daily Total	Residential AM Peak Hour			Residential PM Peak Hour			Commercial Daily Total	Commercial AM Peak Hour			Commercial PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL		IN	OUT	TOTAL	IN	OUT	TOTAL
1376	0	0	0	0	0	0	0	(837)	(49)	124	75	27	(155)	(128)
1377	0	0	0	0	0	0	0	300	51	51	102	19	19	38
1378	0	0	0	0	0	0	0	51	1	1	2	2	2	4
1379	0	0	0	0	0	0	0	25	4	4	8	2	2	4
1380	0	0	0	0	0	0	0	197	33	33	66	12	12	24
1381	0	0	0	0	0	0	0	1,228	135	(3)	132	14	160	174
1382	(92)	(2)	(6)	(8)	(6)	(3)	(9)	647	95	67	162	28	57	85
1383	11,103	189	669	858	707	392	1,099	5,468	89	94	183	212	174	386
1384	3,761	73	221	294	250	147	397	0	0	0	0	0	0	0
1385	706	14	42	56	47	28	75	16,026	1,862	254	2,116	268	1,963	2,231
1386	0	0	0	0	0	0	0	129	15	2	17	2	16	18
1387	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1388	109	2	6	8	7	4	11	0	0	0	0	0	0	0
1389	490	10	29	39	33	19	52	0	0	0	0	0	0	0
1390	(99)	(1)	(6)	(7)	(6)	(3)	(9)	552	50	6	56	14	53	67
1391	0	0	0	0	0	0	0	563	72	(4)	68	1	85	86
1392	0	0	0	0	0	0	0	1,017	100	11	111	21	109	130
1393	0	0	0	0	0	0	0	4,830	51	65	116	216	179	395
1394	393	8	23	31	26	15	41	1,154	126	(4)	122	13	149	162
1395	(3)	0	0	0	0	0	0	1,162	42	21	63	63	75	138
1396	43	1	3	4	3	2	5	65	0	3	3	5	(2)	3
1397	(9)	0	(1)	(1)	(1)	0	(1)	876	9	6	15	59	51	110
1398	1,508	22	93	115	91	47	138	1,732	196	14	210	24	217	241
1399	(31)	0	(2)	(2)	(2)	(1)	(3)	668	31	35	66	36	29	65
1400	116	2	7	9	8	5	13	1,333	25	15	40	69	67	136
1401	128	3	8	11	9	5	14	334	36	(1)	35	3	43	46
1402	(168)	(3)	(10)	(13)	(11)	(6)	(17)	2,765	333	9	342	33	375	408
1403	(104)	2	(8)	(6)	(3)	1	(2)	1,327	138	62	200	42	114	156
1404	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1405	0	0	0	0	0	0	0	143	36	(4)	32	(8)	44	36
1406	(253)	(4)	(16)	(20)	(15)	(8)	(23)	1,519	33	21	54	65	67	132
1407	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1408	1,989	27	124	151	120	61	181	2,767	60	38	98	118	123	241
1409	0	0	0	0	0	0	0	904	19	12	31	38	40	78
1410	0	0	0	0	0	0	0	480	56	8	64	8	59	67
1411	0	0	0	0	0	0	0	(106)	(24)	(3)	(27)	(11)	2	(9)
1412	0	0	0	0	0	0	0	4,202	33	55	88	183	161	344
1413	215	3	13	16	13	7	20	3,631	78	50	128	154	161	315
1414	0	0	0	0	0	0	0	737	16	10	26	32	32	64
1415	0	0	0	0	0	0	0	105	12	2	14	2	13	15
1416	228	3	14	17	14	7	21	0	0	0	0	0	0	0
1417	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1418	0	0	0	0	0	0	0	1,054	12	14	26	47	39	86
1419	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1420	0	0	0	0	0	0	0	643	14	9	23	27	28	55
1421	(95)	(2)	(5)	(7)	(6)	(4)	(10)	13,551	260	186	446	584	578	1,162
1422	(1,456)	(26)	(88)	(114)	(94)	(53)	(147)	0	0	0	0	0	0	0
1423	(1,023)	(20)	(60)	(80)	(68)	(40)	(108)	0	0	0	0	0	0	0
1424	1,345	38	73	111	102	69	171	0	0	0	0	0	0	0
1425	5,446	107	320	427	362	213	575	0	0	0	0	0	0	0
1426	333	8	19	27	23	15	38	0	0	0	0	0	0	0
1427	1,075	21	63	84	71	42	113	0	0	0	0	0	0	0
1428	12	0	1	1	1	0	1	0	0	0	0	0	0	0
1429	(2,087)	(41)	(122)	(163)	(139)	(81)	(220)	2,159	46	30	76	92	96	188
1430	6,060	119	356	475	403	237	640	0	0	0	0	0	0	0
1431	1,701	33	100	133	113	66	179	0	0	0	0	0	0	0

Table 9 – Study Intersection Operations – Future (2030) Proposed General Plan Scenario – Peak Hours

#	Study Intersections	AM PEAK		PM PEAK	
		Delay (sec.)	LOS	Delay (sec.)	LOS
1	Mt. Vernon Ave. / La Cadena Dr.-Citrus St.	31.0	C	33.7	C
2	Wildrose Ave. / San Bernardino Ave. [a]	>100	F	>100	F
3	Pepper Ave. / San Bernardino Ave.	21.2	C	20.6	C
4	Meridian Ave. / San Bernardino Ave. – Olive St. [b]	17.3	C	19.6	C
5	Rancho Ave. / Olive St.	12.8	B	12.5	B
6	Pennsylvania Ave. / Olive St. [b]	18.2	C	11.6	B
7	La Cadena Dr. / Olive St.	12.7	B	12.1	B
8	Mt. Vernon Ave. / Olive St.	8.2	A	7.1	A
9	Mt. Vernon Ave. / Colton Ave.	24.7	C	23.1	C
10	Colton Ave. / F St. [a]	>100	F	>100	F
11	Mt. Vernon Ave. / F St. – Fairway Dr.	15.2	B	15.7	B
12	Colton Ave & 10th St & G St	>100	F	>100	F
13	Pepper Ave. / Valley Blvd.	28.9	C	27.4	C
14	Hermosa Ave. / Valley Blvd. [a]	>100	F	>100	F
15	Rancho Ave. / Valley Blvd.	90.8	F	33.8	C
16	La Cadena Dr. / Valley Blvd.	39.1	D	32.1	C
17	10th St. / Valley Blvd. [a]	33.8	D	19.6	C
18	Mt. Vernon Ave. / Valley Blvd.	47.6	D	37.4	D
19	Rancho Ave. / I-10 Westbound Ramps	>100	F	68.7	E
20	La Cadena Dr. / I-10 Westbound On-Ramp [a]	>100	F	45.0	E
21	9th St. / I-10 Westbound Off Ramp [a]	18.9	C	23.4	C
22	Rancho Ave. / I-10 Eastbound Ramps	>100	F	62.3	E
23	9th St. / I-10 Eastbound On-Ramp [a]	>100	F	>100	F
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	>100	F	>100	F
25	Pepper Ave. / Slover Ave. [a]	16.4	C	14.3	B
26	Rancho Ave. / N St. [a]	51.7	F	27.1	D
27	La Cadena Dr. / N St.	6.2	A	10.1	B
28	Mt. Vernon Ave. / M St.	>100	F	46.4	D
29	Rancho Ave. / Agua Mansa Rd. [b]	>100	F	>100	F
30	Mt. Vernon Ave. / Washington St. (west)	67.2	E	41.0	D
31	Mt. Vernon Ave. / Washington St. (east)	>100	F	51.9	D
32	Barton Rd. / Washington St.	>100	F	86.4	F
33	Reche Canyon Rd. / Washington St.	45.4	D	70.9	E
34	Hunts Ln. / Washington St.	>100	F	63.9	E
35	La Cadena Dr. / Washington St. [a] *(Future Intersection)*	>100	F	>100	F
36	La Cadena Dr. / Barton Rd.	35.4	D	33.3	C
37	La Cadena Dr. / I-215 Southbound Ramps [a]	>100	F	>100	F
38	La Cadena Dr. / I-215 Northbound Ramps [a]	>100	F	>100	F

[a] Unsignalized intersection, partial stop control.

[b] All-way stop-control intersection

With the intensities of development under the proposed General Plan Land Use Element, the data within Table 9 indicates that 21 study intersections would operate at poor LOS values of E or F during the peak hours, and 19 of these intersections would operate at deficient LOS F. The following intersections would worsen to or within LOS E or F due to the proposed General Plan:

- Wildrose Avenue/San Bernardino Avenue – Would worsen within LOS F during both the a.m. and p.m. peak hours
- Colton Avenue/F Street – Would worsen within LOS F during both the a.m. and p.m. peak hours
- Colton Avenue/10th Street-G Street – Would worsen to LOS F during both the a.m. and p.m. peak hours
- Hermosa Avenue/Valley Boulevard – Would worsen to LOS F during both the a.m. and p.m. peak hours
- Rancho Avenue/Valley Boulevard – Would worsen to LOS F during the a.m. peak hour
- Rancho Avenue/I-10 Westbound Ramps – Would worsen to LOS F during the a.m. peak hour and to LOS E during the p.m. peak hour
- La Cadena Drive/I-10 Westbound On-Ramp – Would worsen within LOS F during the a.m. peak hour
- Rancho Avenue/I-10 Eastbound Ramps – Would worsen within LOS F during the a.m. peak hour and to LOS E during the p.m. peak hour
- 9th Street/I-10 Eastbound On-Ramp – Would worsen to LOS F during the a.m. peak hour and within LOS F during the p.m. peak hour
- Mt. Vernon Avenue/I-10 Eastbound Ramps – Would worsen within LOS F during both the a.m. and p.m. peak hours
- Rancho Avenue/N Street – Would worsen to LOS F during the a.m. peak hour
- Mt. Vernon Avenue/M Street – Would worsen to LOS F during the a.m. peak hour
- Rancho Avenue/Agua Mansa Road – Would worsen within LOS F during both the a.m. and p.m. peak hours
- Mt. Vernon Avenue/Washington Street (West) – Would worsen to LOS E during the a.m. peak hour
- Mt. Vernon Avenue/Washington Street (East) – Would worsen within LOS F during the a.m. peak hour
- Barton Road/Washington Street – Would worsen within LOS F during the a.m. peak hour and to LOS F in the p.m. peak hour
- Hunts Lane/Washington Street – Would worsen to LOS F during the a.m. peak hour and to LOS E during the p.m. peak hour.
- La Cadena/Washington Street – Would worsen within LOS F during both the a.m. and p.m. peak hours
- La Cadena/I-215 Southbound Ramps – Would worsen within LOS F during both the a.m. and p.m. peak hours
- La Cadena/I-215 Northbound Ramps – Would worsen within LOS F during both the a.m. and p.m. peak hours

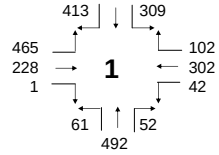
LOS F values are considered deficient under the CMP, and 19 of these intersections would operate in that range during one or both peak hours, with the proposed General Plan. This is an increase of 13 intersections from the future baseline scenario, due to changes in development intensity under the proposed General Plan Land Use Map.

Each of these study intersections that would operate at LOS E or F during this scenario is on a major arterial, or on a freeway interchange, or is unsignalized intersection with large delays for vehicles approaching from the minor/controlled roadway. Worsening of operations would be caused by the General Plan at some locations due to areas of concentrated development, such as the West Valley Specific Plan near Hermosa Avenue and Valley Boulevard, growth of commercial areas, and growth of outlying residential areas.

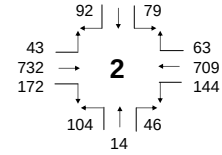
The a.m. peak-hour turning movement volumes at the study intersections for the analyzed scenario are provided on Figure 29 (north intersections) and Figure 30 (south intersections). The p.m. peak-hour turning movement volumes are provided on Figure 31 (north intersections) and Figure 32 (south intersections). Figure 33 illustrates the peak-hour level of service values at the study intersections.

The level-of-service worksheets for this scenario are provided in Appendix E of this report.

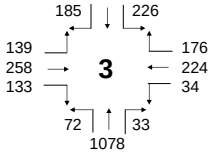
North/South: Mt. Vernon Ave.
East/West: La Cadena Dr.



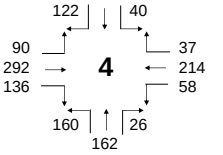
North/South: Wildrose Ave.
East/West: San Bernardino Ave.



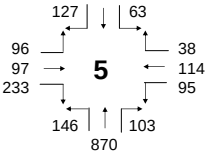
North/South: Pepper Ave.
East/West: San Bernardino Ave.



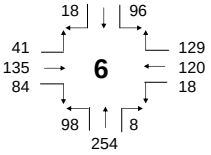
North/South: Meridian Ave.
East/West: San Bernardino Ave.



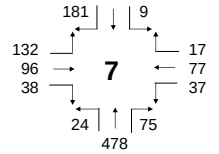
North/South: Rancho Ave.
East/West: Olive St.



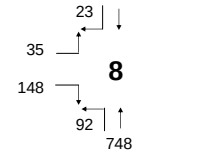
North/South: Pennsylvania Ave.
East/West: Olive St.



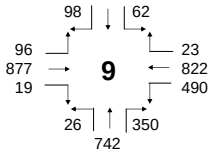
North/South: La Cadena Dr.
East/West: Olive St.



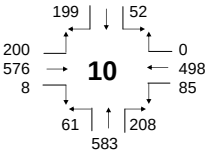
North/South: Mt. Vernon Ave.
East/West: Olive St.



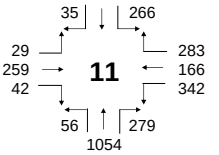
North/South: Mt. Vernon Ave.
East/West: Colton Ave.



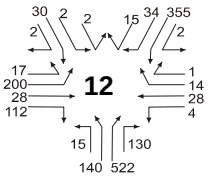
North/South: Colton Ave.
East/West: F St.



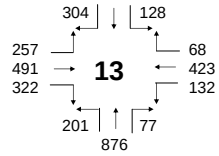
North/South: Mt. Vernon Ave.
East/West: F St.- Fairway Dr.



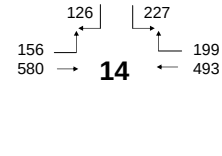
North/South: Colton Ave.
East/West: 10th St./G St.



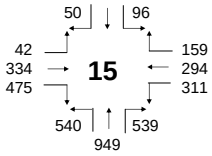
North/South: Pepper Ave.
East/West: Valley Blvd.



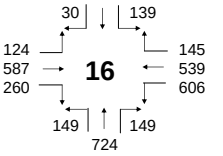
North/South: Hermosa Ave.
East/West: Valley Blvd.



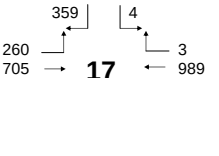
North/South: Rancho Ave.
East/West: Valley Blvd.



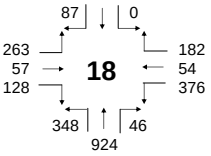
North/South: La Cadena Dr.
East/West: Valley Blvd.



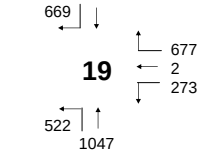
North/South: 10th St.
East/West: Valley Blvd.

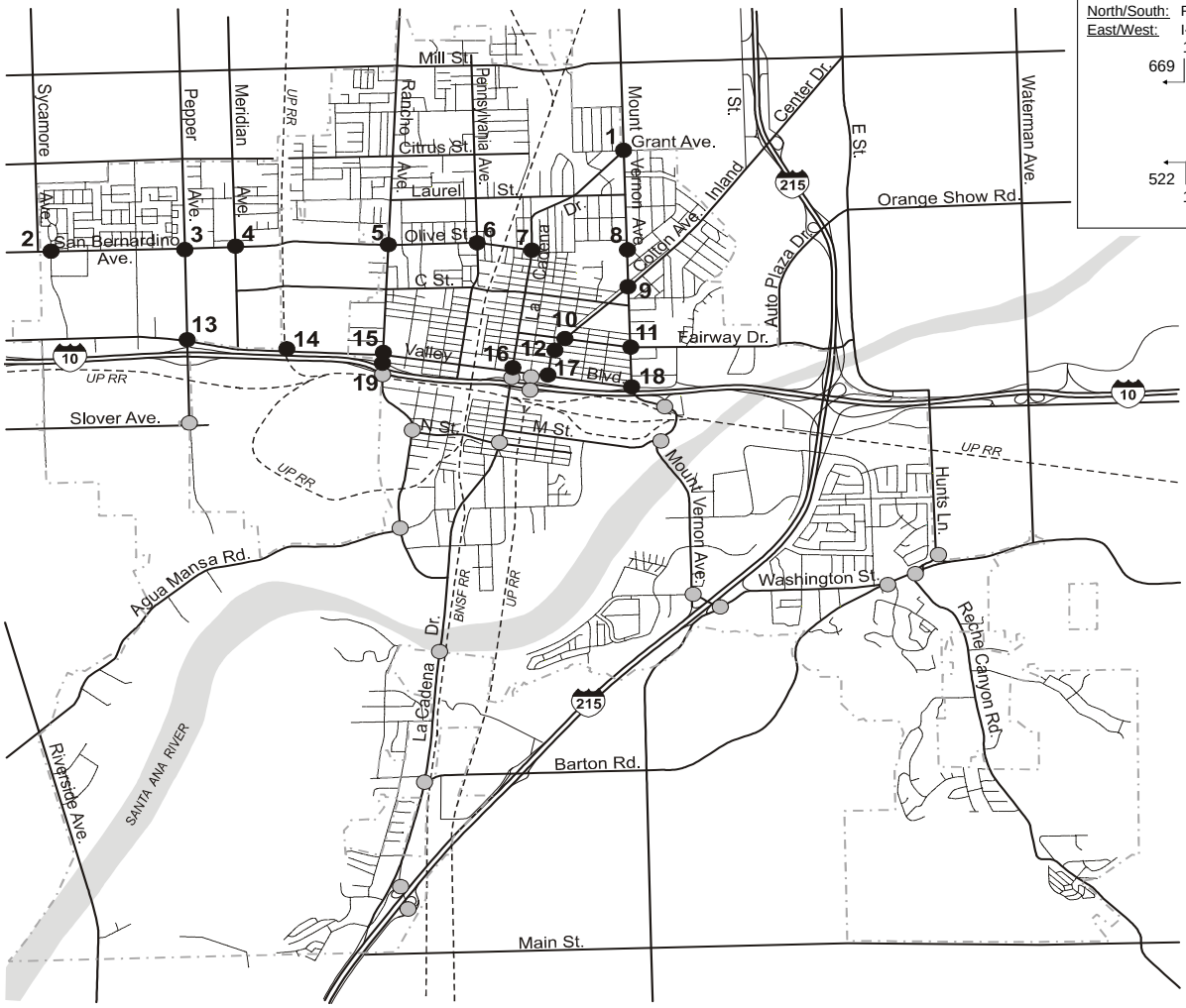


North/South: Mt. Vernon Ave.
East/West: Valley Blvd.



North/South: Rancho Ave.
East/West: I-10 WB Off Ramp





LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX → Intersection Turn Volume

Intersections 1-19

N

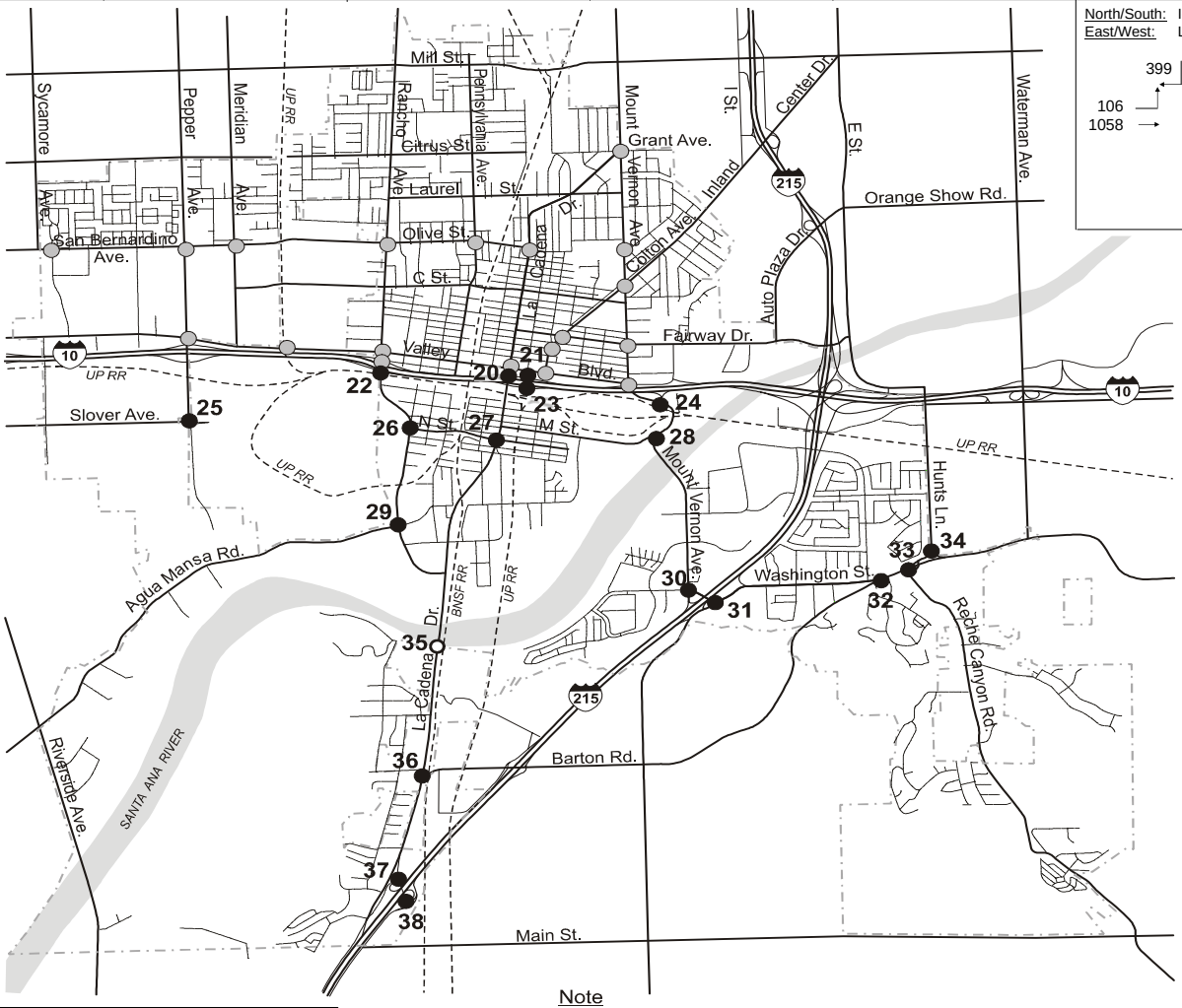
Not to Scale

KOA CORPORATION
PLANNING & ENGINEERING

City of Colton General Plan - Circulation Study Figure 29

Future (Year 2030) Proposed General Plan AM Peak-Hour Volumes – North

North/South: La Cadena Dr. East/West: I-10 WB On-Ramp 1353 542 | 37 **20** 233 | 7 5 982	North/South: 9th St. East/West: I-10 WB Off-Ramp 441 580 **21** 31 222	North/South: Rancho Ave. East/West: I-10 EB Ramps 756 745 648 **22** 886 356 1084	North/South: 9th St. East/West: I-10 EB On-Ramp 27 668 183 **23** 10 22 23	North/South: Mt. Vernon Ave. East/West: I-10 EB Ramps 820 37 | 694 4 → 543 42 → **24** ← 3 3 → 1116 10 | 697 1046	North/South: Pepper Ave. East/West: Slover Ave. 1 253 | 94 267 → 71 12 → **25** ← 19 0 → 0 0 | 0 1
North/South: Rancho Ave. East/West: N St. 1333 131 78 **26** 8 6 1297	North/South: La Cadena Dr. East/West: N St. 1052 64 | 47 59 → 43 38 → **27** ← 13 49 → 40 18 | 38 854	North/South: Mt. Vernon Ave. East/West: M St. 1760 145 222 **28** 316 186 1526	North/South: Rancho Ave. East/West: Agua Mansa Rd. 1046 179 | 72 222 → 65 83 → **29** ← 119 358 → 62 217 | 40 824	North/South: Mt. Vernon Ave. East/West: Washington St. W. 647 361 | 884 263 → 866 857 → **30** ← 723 553 → 772 493 | 761 506	North/South: Mt. Vernon Ave. East/West: Washington St. E. 1554 → **31** ← 1634 956 → 215 727 | 1533
North/South: Barton Rd. East/West: Washington St. 374 478 | 100 379 → 184 1403 → **32** ← 2000 86 → 985 20 | 899 249	North/South: Reche Canyon Rd. East/West: Washington St. 1610 → **33** ← 2303 500 → 0 731 | 765	North/South: Hunts Ln. East/West: Washington St. 227 392 | 288 367 → 334 1560 → **34** ← 1465 123 → 1022 296 | 670 167	North/South: La Cadena Dr. East/West: Washington St. 1891 8 | 130 2 → 180 0 → **35** ← 0 1 → 169 1 | 325 1611	North/South: La Cadena Dr. East/West: Barton Rd. 1110 459 522 **36** 462 674 922	North/South: I-215 SB Ramps East/West: La Cadena Dr. 376 → **37** ← 951 156 | 866
					North/South: I-215 NB Ramps East/West: La Cadena Dr. 399 | 431 106 → 485 1058 → **38** ← 884



Note

O Future intersection of La Cadena Dr / Washington St.

LEGEND

- ● Study Intersection
- X Intersection Reference Number
- $\overrightarrow{XX}$ Intersection Turn Volume

Intersections 20-38

N

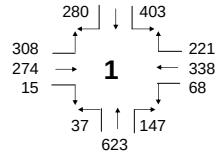
Not to Scale

KOA CORPORATION
PLANNING & ENGINEERING

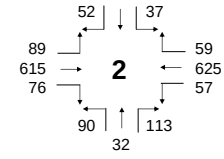
City of Colton General Plan - Circulation Study Figure 30

Future (Year 2030) Proposed General Plan AM Peak-Hour Volumes – South

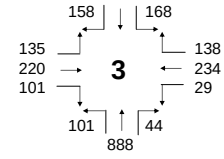
North/South: Mt. Vernon Ave.
East/West: La Cadena Dr.



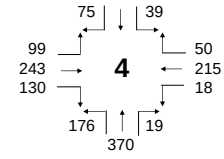
North/South: Wildrose Ave.
East/West: San Bernardino Ave.



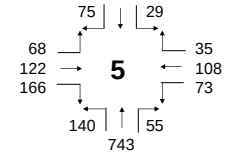
North/South: Pepper Ave.
East/West: San Bernardino Ave.



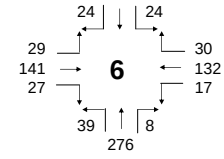
North/South: Meridian Ave.
East/West: San Bernardino Ave.



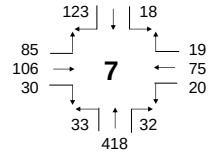
North/South: Rancho Ave.
East/West: Olive St.



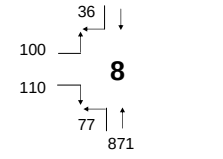
North/South: Pennsylvania Ave.
East/West: Olive St.



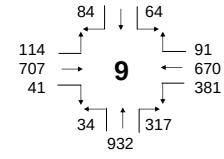
North/South: La Cadena Dr.
East/West: Olive St.



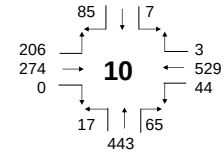
North/South: Mt. Vernon Ave.
East/West: Olive St.



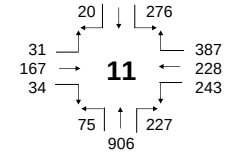
North/South: Mt. Vernon Ave.
East/West: Colton Ave.



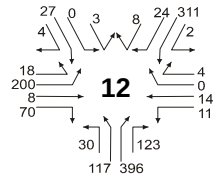
North/South: Colton Ave.
East/West: F St.



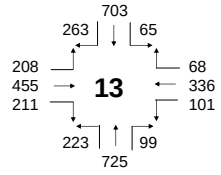
North/South: Mt. Vernon Ave.
East/West: F St.- Fairway Dr.



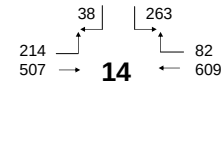
North/South: Colton Ave.
East/West: 10th St./G St.



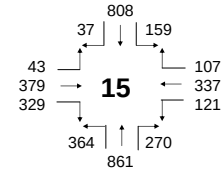
North/South: Pepper Ave.
East/West: Valley Blvd.



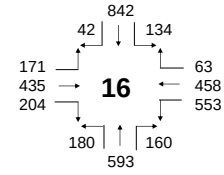
North/South: Hermosa Ave.
East/West: Valley Blvd.



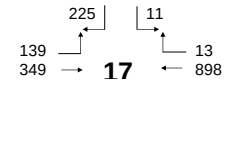
North/South: Rancho Ave.
East/West: Valley Blvd.



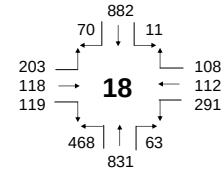
North/South: La Cadena Dr.
East/West: Valley Blvd.



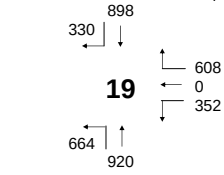
North/South: 10th St.
East/West: Valley Blvd.

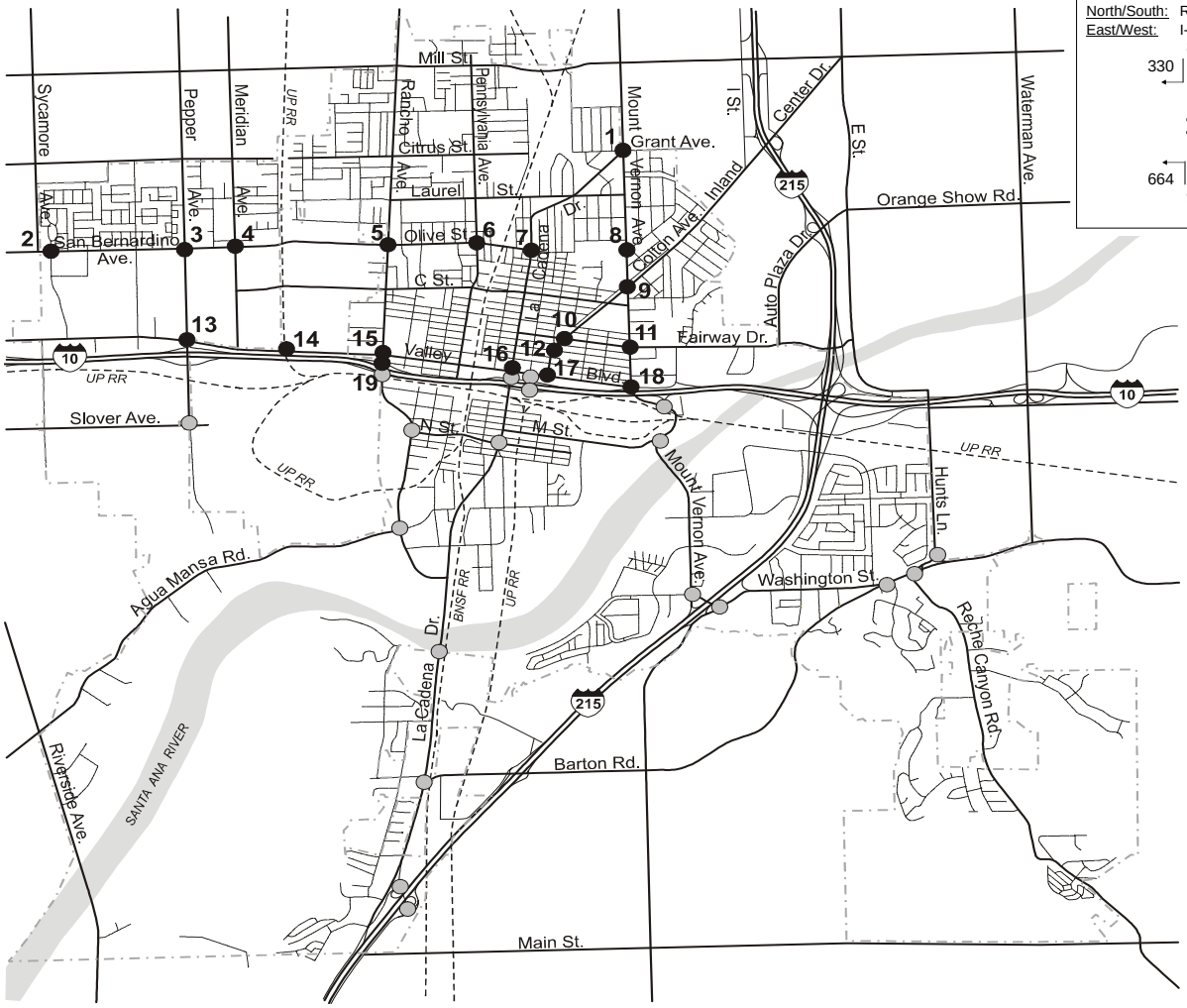


North/South: Mt. Vernon Ave.
East/West: Valley Blvd.



North/South: Rancho Ave.
East/West: I-10 WB Off Ramp





LEGEND

- ● Study Intersection
- X Intersection Reference Number
- XX → Intersection Turn Volume

Intersections 1-19

N

Not to Scale

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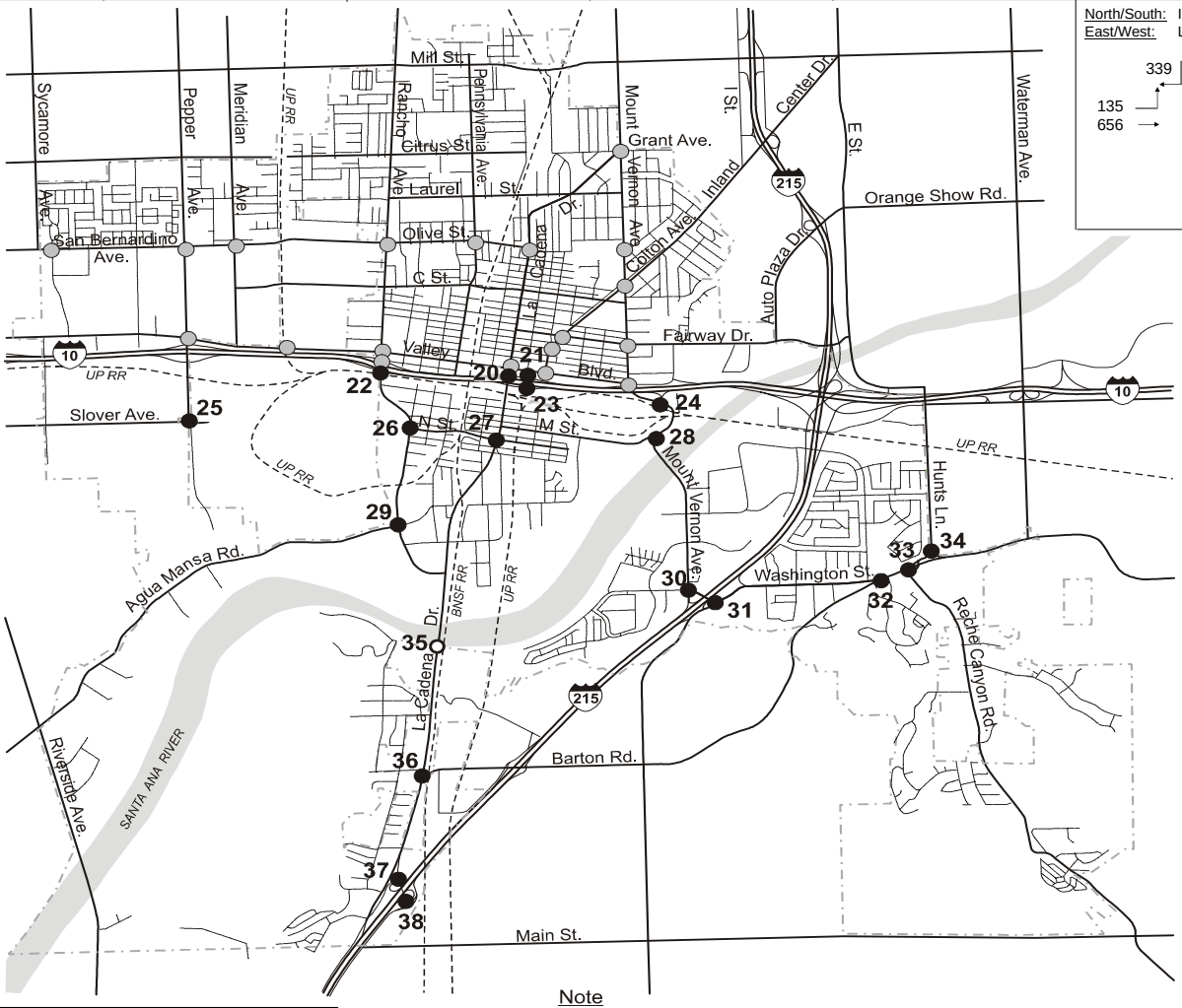
PLANNING & ENGINEERING

City of Colton General Plan - Circulation Study Figure 31

Future (Year 2030) Proposed General Plan PM Peak-Hour Volumes – North

North/South: La Cadena Dr. East/West: I-10 WB On-Ramp 1118 438 → 52 **20** 208 → 15 797 ← 0	North/South: 9th St. East/West: I-10 WB Off-Ramp 334 593 **21** 278 ← 31	North/South: Rancho Ave. East/West: I-10 EB Ramps 726 524 634 → **22** 643 ← 391 809	North/South: 9th St. East/West: I-10 EB On-Ramp 16 565 262 → **23** 2 ← 6 15	North/South: Mt. Vernon Ave. East/West: I-10 EB Ramps 726 33 → 534 15 → 502 15 → **24** ← 0 7 → 882 6 → 642 809	North/South: Pepper Ave. East/West: Slover Ave. 1 222 → 76 214 → 68 12 → **25** ← 5 2 → 0 0 → 0 6
North/South: Rancho Ave. East/West: N St. 1112 103 **26** 84 → 9 36 1082	North/South: La Cadena Dr. East/West: N St. 871 61 → 54 151 → 17 32 → **27** ← 39 52 → 49 19 → 27 713	North/South: Mt. Vernon Ave. East/West: M St. 1457 132 175 → **28** 273 → 164 1282	North/South: Rancho Ave. East/West: Agua Mansa Rd. 902 133 → 32 369 → 53 107 → **29** ← 71 238 → 81 208 → 24 666	North/South: Mt. Vernon Ave. East/West: Washington St. W. 637 211 → 729 303 → 708 674 → **30** ← 670 416 → 590 434 → 683 350	North/South: Mt. Vernon Ave. East/West: Washington St. E. 1297 → **31** ← 760 976 → 134 1968 → 381
North/South: Barton Rd. East/West: Washington St. 325 357 → 131 349 → 90 1185 → **32** ← 1696 18 → 860 29 → 705 238	North/South: Reche Canyon Rd. East/West: Washington St. 1329 → **33** ← 1935 921 → 0 593 → 398	North/South: Hunts Ln. East/West: Washington St. 248 706 → 124 209 → 206 1138 → **34** ← 1347 113 → 691 159 → 631 161	North/South: La Cadena Dr. East/West: Washington St. 1543 3 → 157 3 → **35** ← 117 0 → 0 1 → 174 2 → 222 1376	North/South: La Cadena Dr. East/West: Barton Rd. 770 538 **36** → 282 540 406 922	North/South: I-215 SB Ramps East/West: La Cadena Dr. 193 → **37** ← 1039 341 → 771

North/South: I-215 NB Ramps East/West: La Cadena Dr. 339 → 201 135 → 741 656 → **38** ← 785



Note

○ Future intersection of La Cadena Dr / Washington St.

LEGEND

- ● Study Intersection
- **X** Intersection Reference Number
- XX → Intersection Turn Volume

Intersections 20-38

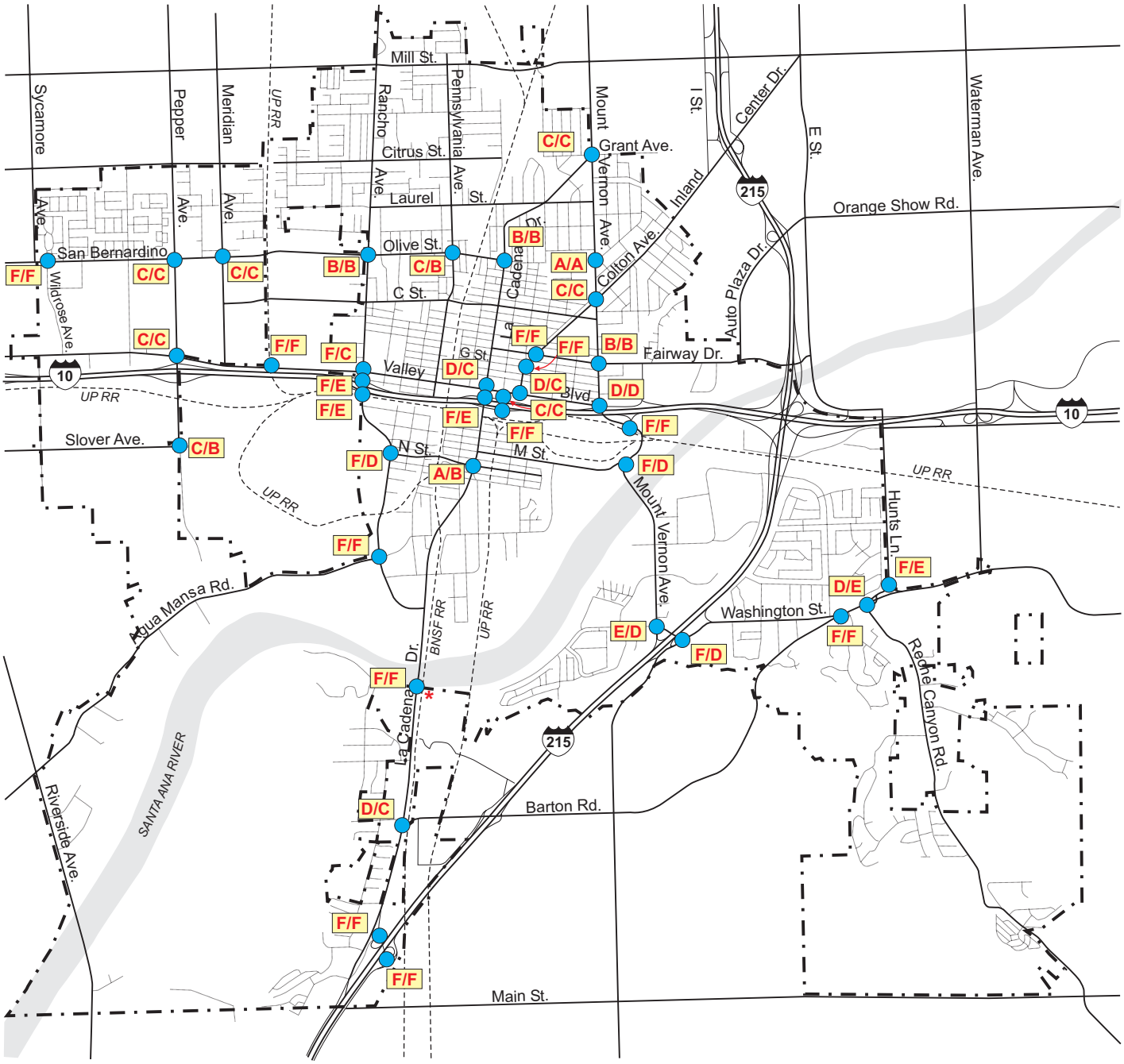
N

Not to Scale

KOA CORPORATION
PLANNING & ENGINEERING

City of Colton General Plan - Circulation Study Figure 32

Future (Year 2030) Proposed General Plan PM Peak-Hour Volumes – South



LEGEND

- City Boundary
- Railroad
- Study Intersection
- X/X Level of Service AM/PM

Note:
* Future intersection of La Cadena Dr / Washington St.

N

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City of Colton General Plan - Circulation Element Traffic Study — Figure 33

Future (2030) with General Plan AM/PM Peak Hour - Intersection Levels of Service

D. Study Roadway Segment Operations

Traffic operations were analyzed for future (2030) conditions with the proposed General Plan for each of the study roadway segments. Table 10 provides the level of service values for this scenario. The upper limit of LOS E is defined as the capacity limit (a V/C value of 1.00).

Operations at nine of the study roadway segments would worsen to or within LOS values of E or F during the analyzed scenario:

- Colton Avenue, between Fairview Avenue and Mt. Vernon Avenue – Would worsen within LOS F
- La Cadena Drive, between C Street and Valley Boulevard – Would worsen from LOS C to F
- Colton Avenue, between Mount Vernon Avenue and G Street and 10th Street– Would worsen from LOS B to E
- Mount Vernon Avenue, between the I-10 freeway and M Street – Would worsen within LOS F
- Washington Street, between Mount Vernon Avenue and Meadow Lane – Would worsen from LOS C to E
- Washington Street, between Barton Road/Cooley Drive and Reche Canyon Road – Would worsen from LOS D to E
- Mount Vernon Avenue, between the I-215 freeway and the Grand Terrace City limits – Would worsen within LOS F
- Reche Canyon Road, south of Washington Street – Would worsen from LOS C to F
- La Cadena Drive, south of I-215 Interchange – Would worsen from LOS A to E

The resulting LOS value of F, calculated for five of the segments in the list above, denotes deficient conditions.

Figure 34 illustrates the projected daily traffic volumes at the study roadway segments for this scenario.

Table 10 – Study Roadway Segment Operations – Future (2030) Proposed General Plan Scenario

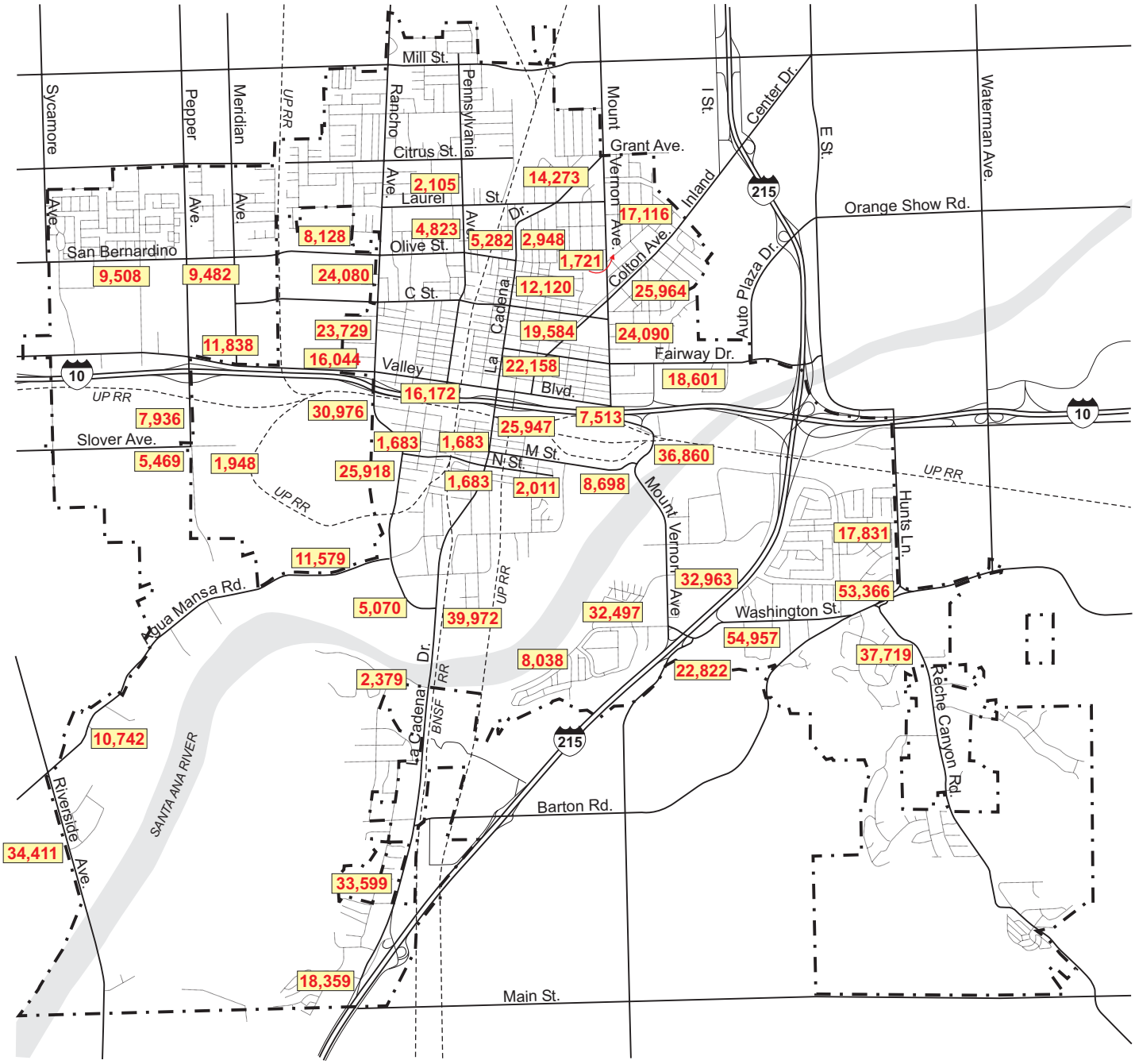
ID #	Name	Start	End	Roadway Type	Capacity (Daily Vehicles)	Future (2030) Proposed General Plan Conditions		
						VOLUME	V/C	LOS
A.	Laurel St.	Rancho Ave.	Pennsylvania Ave.	Collector	13,900	2,105	0.151	A
B.	La Cadena Dr.	Mt Vernon Ave.	Oak St/8th St.	Minor Arterial *	20,000	14,273	0.714	C
C.	Mt Vernon Ave.	Colton Ave.	La Cadena Dr.	Principal Arterial	36,700	17,116	0.466	A
D.	San Bernardino Ave.	Indigo Ave.	Pepper Ave.	Minor Arterial *	20,000	9,508	0.475	A
E.	San Bernardino Ave.	Pepper Ave.	Meridian Ave.	Principal Arterial	36,700	9,482	0.258	A
F.	San Bernardino Ave.	Cypress St.	Rancho Ave.	Principal Arterial	36,700	8,128	0.221	A
G.	Olive St.	Rancho Ave.	Pennsylvania Ave.	Minor Arterial *	20,000	4,823	0.241	A
H.	Olive St.	Pennsylvania Ave.	7th St.	Minor Arterial *	20,000	5,282	0.264	A
I.	Olive St.	La Cadena Dr.	9th St.	Minor Arterial *	20,000	2,948	0.147	A
J.	Olive St. [a]	Mt. Vernon Ave.	Holly Ave.	Minor Arterial *	20,000	1,721	0.086	A
K.	Rancho Ave.	Olive St.	C St.	Principal Arterial	36,700	24,080	0.656	B
L.	La Cadena Dr.	Olive St.	C St.	Minor Arterial *	20,000	12,120	0.606	B
M.	Colton Ave.	Fairview Ave.	Mt Vernon Ave.	Minor Arterial *	20,000	25,964	1.298	F
N.	Mt Vernon Ave.	Colton Ave.	E St.	Principal Arterial	36,700	24,090	0.656	B
O.	Rancho Ave.	C St.	Valley Blvd.	Principal Arterial	36,700	23,729	0.647	B
P.	La Cadena Dr.	C St.	Valley Blvd.	Minor Arterial *	20,000	22,158	1.108	F
Q.	Colton Ave.	Mt Vernon Ave.	G St/10th St.	Minor Arterial *	20,000	19,584	0.979	E
R.	Fairway Dr.	Auto Center Dr.	Mt Vernon Ave.	Principal Arterial	24,200	18,601	0.769	C
S.	Valley Blvd.	Meridian Ave.	Pepper Ave.	Principal Arterial	36,700	11,838	0.323	A
T.	Valley Blvd.	Rancho Ave.	Cypress St.	Principal Arterial	36,700	16,044	0.437	A
U.	Valley Blvd.	Pennsylvania Ave.	Rancho Ave.	Principal Arterial	36,700	16,172	0.441	A
V.	Valley Blvd.	Mt Vernon Ave.	10th St.	Principal Arterial	36,700	7,513	0.205	A
W.	Rancho Ave.	I-10 Fwy.	N St.	Principal Arterial	36,700	30,976	0.844	D
X.	La Cadena Dr.	I-10 Fwy.	N St.	Principal Arterial	36,700	25,947	0.707	C
Y.	Pepper Ave.	I-10 Freeway	Slover Ave.	Minor Arterial *	20,000	7,936	0.397	A
Z.	Slover Ave.	Pepper Ave.	Eucalyptus Ave.	Secondary Arterial	24,200	5,469	0.226	A
AA.	Slover Ave.	Pepper Ave.	Eastern Terminus	Collector	13,900	1,948	0.140	A
BB.	N St.	Rancho Ave.	4th St.	Collector	13,900	1,683	0.121	A
CC.	N St.	7th St.	5th St.	Collector **	13,900	1,683	0.121	A
DD.	N St.	7th St.	La Cadena Dr.	Collector	13,900	1,683	0.121	A
EE.	N St.	10th St.	11th St.	Collector	13,900	2,011	0.145	A
FF.	M St.	Congress St.	Mt. Vernon Ave.	Collector	13,900	8,698	0.626	B
GG.	Mt Vernon Ave.	I-10	M St.	Minor Arterial *	20,000	36,860	1.843	F
HH.	Rancho Ave.	N St.	O St.	Principal Arterial	36,700	25,918	0.706	C
II.	Hunts Ln.	Cooley Ln.	Stewart St. – Harwick Dr.	Secondary Arterial	24,200	17,831	0.737	C
JJ.	Agua Mansa Rd.	west of Rancho Ave.		Principal Arterial	36,700	11,579	0.316	A
KK.	Mt Vernon Ave.	San Antonio Dr.	Centre Pointe Dr.	Principal Arterial - 6 Lanes	55,000	32,963	0.599	A
LL.	Rancho Ave.	Fogg St.	La Cadena Dr.	Principal Arterial	36,700	5,070	0.138	A
MM.	La Cadena Dr.	South of Rancho Ave.		Principal Arterial - 6 Lanes	55,000	39,972	0.727	C
NN.	Agua Mansa Rd.	East of Riverside Ave.		Principal Arterial	36,700	10,742	0.293	A
OO.	Riverside Ave.	South of Agua Mansa Rd.		Principal Arterial - 6 Lanes	55,000	34,411	0.626	B
PP.	Tropicana Ranch Rd. [a]	West of La Cadena Dr.		Collector	13,900	2,379	0.171	A
QQ.	Washington St.	Mediteranian	Western terminus	Minor Arterial *	20,000	8,038	0.402	A
RR.	Washington St.	Mt. Vernon Ave. (west intx.)	Mediteranian	Principal Arterial	36,700	32,497	0.885	D
SS.	Washington St.	Mt. Vernon Ave. (east intx.)	Meadow Lane	Principal Arterial - 6 Lanes	55,000	54,957	0.999	E
TT.	Washington St.	Barton Rd./Cooley Dr.	Reche Canyon Rd.	Principal Arterial - 6 Lanes	55,000	53,366	0.970	E
UU.	Mt. Vernon Ave.	I-215 interchange	Grand Terrace City Limits	Minor Arterial *	20,000	22,822	1.141	F
VV.	Reche Canyon Rd.	South of Washington St.		Principal Arterial	36,700	37,719	1.028	F
WW.	La Cadena Dr.	North of I-215 interchange		Principal Arterial - 6 Lanes	55,000	33,599	0.611	B
XX.	La Cadena Dr.	South of I-215 interchange		Minor Arterial *	20,000	18,359	0.918	E

** This is a two-lane segment within a designated arterial corridor. As two-lane arterials are atypical but the designation denotes planned capacity, an equivalent two-lane arterial capacity was utilized.*

*** The capacity of this four-lane segment was defined by the two-lane collector capacity, as the designation would be atypical and this is a short segment.*

**** This is a two-lane arterial. The future roadway improvement was assumed to be a widening from 2 to 4 lanes, rather than 4 to 8 as is noted in the Measure I arterial projects list.*

[a] - A growth rate was applied to these segments based on growth at nearest model roadway segment.



LEGEND

- City Boundary
- Railroad
- Study Segments
- XXX ADT Volume

N

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City of Colton General Plan - Circulation Element Traffic Study — Figure 34

Future (2030) with General Plan - Daily Roadway Segment Volumes

7. Impacts and Mitigation for Proposed General Plan Scenario

This section evaluates the impact of incremental traffic growth between the future baseline and future proposed General Plan scenarios. To ensure that adequate mobility is maintained within the City, locations that would be cumulatively impacted by future land use changes. These improvements would then be implemented as new development occurs and they are justified and physically and financially feasible.

This report section provides a discussion of significant impacts at the study intersections and study roadway segments, and recommended mitigation measures for deficient locations.

A. Significant Impact and Minimum Performance Standards

A significant impact is normally defined when new vehicle trips generated by a specific project or groups of projects would cause level of service values, volume-to-capacity ratios, or other measured variables to deteriorate below a minimum acceptable threshold or increase by a set maximum amount. These thresholds and maximums are specified by the local agency.

The evaluation of traffic impacts in the San Bernardino Valley requires the application of guidelines and standards defined by the San Bernardino County Congestion Management Program (CMP), unless the local agency has defined specific impact guidelines that are more stringent than those defined by the CMP. In those cases, CMP impacts are analyzed as a supplemental part of traffic studies. The City of Colton does not have published traffic study guidelines.

The performance standards used to evaluate volumes and capacities on the roadway system are based on average daily volumes for analyzed roadways and peak-hour operations data for analyzed intersections.

The San Bernardino County Congestion Management Program defines impact for traffic studies at Level of Service values of LOS E or worse for freeway ramps and LOS D for City intersections (under certain circumstances). Mitigation measures are required, based on the County CMP guidelines, if approval and construction of a project will result in or significantly worsen unacceptable level of service values. They are also appropriate if cumulative traffic conditions will result in a poor level of service and the proposed development contributes to these conditions significantly.

Mitigation measures should generally be considered when traffic conditions are forecasted to decline to levels of service that are defined as deficient by either the CMP or the local agency. The City of Colton General Plan states that LOS values of E or better are considered acceptable. Therefore, any analyzed intersection or roadway segment operating at LOS F conditions were considered for mitigation measures due to impacts anticipated by General Plan development.

Recent studies conducted for projects within the City of Colton, such as the traffic study for the West Valley Specific Plan, apply the CMP standards in this manner for the determination of impacts.

B. Significant Traffic Impacts – General Plan Scenario

Study Intersections

The determination of significant impacts of the proposed General Plan at the study intersections, by the future analysis year of 2030, is summarized by the list below. These are intersections with operations that would worsen within or to the deficient LOS value of F:

- Wildrose Avenue/San Bernardino Avenue – Worsening within LOS F, AM and PM
- Colton Avenue/F Street – Worsening within LOS F, AM and PM
- Colton Avenue/10th Street-G Street – Worsening to LOS F, AM and PM
- Hermosa Avenue/Valley Boulevard – Worsening within LOS F, AM and PM
- Rancho Avenue/Valley Boulevard – Worsening to LOS F, AM
- Rancho Avenue/I-10 Westbound Ramps – Worsening to LOS F, AM
- La Cadena Drive/I-10 Westbound On-Ramp – Worsening within LOS F, AM
- Rancho Avenue/I-10 Eastbound Ramps – Worsening within LOS F, AM
- 9th Street/I-10 Eastbound On-Ramp – Worsen to LOS F, AM; Within LOS F, PM
- Mt. Vernon Avenue/I-10 Eastbound Ramps – Worsening within LOS F, AM and PM
- Rancho Avenue/N Street – Worsening to LOS F, AM
- Mt. Vernon Avenue/M Street – Worsening to LOS F, AM
- Rancho Avenue/Agua Mansa Road – Worsening within LOS F, AM and PM
- Mt. Vernon Avenue/Washington Street (East) – Worsening to LOS F, AM
- Barton Road/Washington Street – Worsen within LOS F, AM; To LOS F, PM
- Hunts Lane/Washington Street – Worsening to LOS F, AM
- La Cadena/Washington Street – Worsening within LOS F, AM and PM
- La Cadena/I-215 Southbound Ramps – Worsening within LOS F, AM and PM
- La Cadena/I-215 Northbound Ramps – Worsening within LOS F, AM and PM

The recommended mitigation measures and their estimated effect on LOS values are summarized in Table 11 (a.m. peak) and Table 12 (p.m. peak). Mitigations and related improvements in LOS are listed within each table. Residual impacts were not identified for the analyzed locations.

Table 11 – Recommended Study Intersection Mitigation Measures and Effects – AM Peak Hour

#	Study Intersections	Future (2030) Future Base Conditions		Future (2030) with Proposed General Plan Conditions		Future (2030) with Proposed General Plan Conditions - Mitigated		Mitigation Measure
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
2	Wildrose Ave. / San Bernardino Ave. [a]	>100	**F**	>100	**F**	10.6	B	Install two-phase traffic signal.
10	Colton Ave. / F St. [a]	>100	**F**	>100	**F**	28.5	C	Install traffic signal with permissive phasing. Re-stripe to provide EB and WB left-turn pockets within the 44-foot roadway width. Parking prohibitions will be required near the intersection approaches.
12	Colton Ave & 10th St & G St	29.1	C	335.6	**F**	70.4	**E**	Add a northbound right-turn lane. Will likely require widening adjecent to this approach, due to geometric constraints.
14	Hermosa Ave. / Valley Blvd. [a]	15.5	C	>100	**F**	16.3	B	Install two-phase traffic signal.
15	Rancho Ave. / Valley Blvd.	73.2	**E**	90.8	**F**	45.1	D	Converted the east-west signal phasing from protected to permitted, reducing a signal phase from the cycle. Geometric and safety issues need to be considered.
19	Rancho Ave. / I-10 Westbound Ramps	59.2	**E**	>100	**F**	32.1	C	Add a second westbound right-turn lane on the freeway ramp. Widen the SB approach to provide two through lanes and a right-turn only lane onto the freeway ramp. [c]
20	La Cadena Dr. / I-10 Westbound On-Ramp [a]	>100	**F**	>100	**F**	1.9	A	Prohibit left-turns from the minor driveway at east leg of intersection due to alignment concerns. Widening not feasible with existing building locations. Install a traffic signal. [c]
22	Rancho Ave. / I-10 Eastbound Ramps	98.3	**F**	>100	**F**	46.9	D	Add a left-turn, right-turn lanes at freeway off-ramp. Ramp is on fill section and will need to be rebuilt. On Rancho Avenue, add an additional through lane in each direction. [c]
23	9th St. / I-10 Eastbound On-Ramp [a]	37.7	**E**	>100	**F**	13.6	B	Add a two-phase traffic signal. [c]
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	>100	**F**	>100	**F**	71.2	**E**	Add a second southbound left-turn lane at the off-ramp approach, with related improvements to receiving lanes. Add a westbound right-turn overlap phase. [c]
26	Rancho Ave. / N St. [a]	26.7	D	51.7	**F**	14.3	B	Prohibit westbound left-turns during the peak hours.
28	Mt. Vernon Ave. / M St.	45.2	D	>100	**F**	18.6	B	Add additional north-south lanes to Mt. Vernon Avenue.
29	Rancho Ave. / Agua Mansa Rd. [b]	>100	**F**	>100	**F**	24.4	C	Install two-phase traffic signal . Widen eastbound approach, stripe eastbound, westbound approaches to provide left and through/right turn lanes.
31	Mt. Vernon Ave. / Washington St. (east)	>100	**F**	>100	**F**	31.2	C	Add a northbound right-turn lane. Geometric constraints must be overcome.
32	Barton Rd. / Washington St.	>100	**F**	>100	**F**	50.4	D	Add northbound and southbound right-turn overlap phases. Coordinate with related pedestrian movements.
34	Hunts Ln. / Washington St.	67.3	**E**	>100	**F**	44.0	D	In addition to planned intersection design, provide a third westbound left-turn lane, with northbound right-turn overlap phase (protected right-turn phase). Continue three receiving lanes for adequate distance before merge. Additional southbound through lane.
35	La Cadena Dr. / Washington St. [a]	>100	**F**	>100	**F**	10.3	B	Install a traffic signal with north/south protected left-turn phasing.
37	La Cadena Dr. / I-215 Southbound Ramps [a]	74.9	**F**	>100	**F**	54.1	D	Install two-phase traffic signal. [c]
38	La Cadena Dr. / I-215 Northbound Ramps [a]	>100	**F**	>100	**F**	19.9	C	Install two-phase traffic signal. Add a second through lane in each direction on La Cadena Drive. [c]

[a] Unsignalized intersection, partial stop control.

[b] All-way stop-control intersection

[c] Implementation will require coordination with and approval by Caltrans

Table 12 – Recommended Study Intersection Mitigation Measures and Effects – PM Peak Hour

#	Study Intersections	Future (2030) Future Base Conditions		Future (2030) with Proposed General Plan Conditions		Future (2030) with Proposed General Plan Conditions - Mitigated		Mitigation Measure
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
2	Wildrose Ave. / San Bernardino Ave. [a]	<100	**F**	>100	**F**	11.0	B	Install two-phase traffic signal.
10	Colton Ave. / F St. [a]	86.4	**F**	>100	**F**	18.2	B	Install traffic signal with permissive phasing. Re-stripe to provide EB and WB left-turn pockets within the 44-foot roadway width. Parking prohibitions will be required near the intersection approaches.
12	Colton Ave & 10th St & G St	27.1	C	335.6	**F**	70.8	**E**	Add a northbound right-turn lane. Will likely require widening adjecent to this approach, due to geometric constraints.
14	Hermosa Ave. / Valley Blvd. [a]	22.7	C	>100	**F**	12.7	B	Install two-phase traffic signal.
15	Rancho Ave. / Valley Blvd.	31.4	C	33.8	C	28.7	C	Converted the east-west signal phasing from protected to permitted, reducing a signal phase from the cycle. Geometric and safety issues need to be considered.
19	Rancho Ave. / I-10 Westbound Ramps	38.7	D	68.7	**E**	32.0	C	Add a second westbound right-turn lane on the freeway ramp. Widen the SB approach to provide two through lanes and a right-turn only lane onto the freeway ramp. [c]
20	La Cadena Dr. / I-10 Westbound On-Ramp [a]	70.9	**F**	45.0	**E**	2.0	A	Prohibit left-turns from the minor driveway at east leg of intersection due to alignment concerns. Widening not feasible with existing building locations. Install a traffic signal. [c]
22	Rancho Ave. / I-10 Eastbound Ramps	44.1	D	62.3	**E**	29.1	C	Add a left-turn, right-turn lanes at freeway off-ramp. Ramp is on fill section and will need to be rebuilt. On Rancho Avenue, add an additional through lane in each direction.
23	9th St. / I-10 Eastbound On-Ramp [a]	77.9	**F**	>100	**F**	16.4	B	Add a two-phase traffic signal. [c]
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	80.8	**F**	>100	**F**	32.5	C	Add a second southbound left-turn lane at the off-ramp approach, with related improvements to receiving lanes. Add a westbound right-turn overlap phase. [c]
26	Rancho Ave. / N St. [a]	29.3	D	27.1	D	13.2	B	Prohibit westbound left-turns during the peak hours.
29	Rancho Ave. / Agua Mansa Rd. [b]	95.4	**F**	>100	**F**	21.3	C	Install two-phase traffic signal . Widen eastbound approach, stripe eastbound, westbound approaches to provide left and through/right turn lanes.
31	Mt. Vernon Ave. / Washington St. (east)	81.6	**F**	51.9	D	51.8	D	Add a northbound right-turn lane. Geometric constraints must be overcome.
32	Barton Rd. / Washington St.	74.7	**E**	86.4	**F**	33.4	C	Add northbound and southbound right-turn overlap phases. Coordinate with related pedestrian movements.
35	La Cadena Dr. / Washington St. [a]	>100	**F**	>100	**F**	11.7	B	Install a traffic signal with north/south protected left-turn phasing.
37	La Cadena Dr. / I-215 Southbound Ramps [a]	76.9	**F**	>100	**F**	48.4	D	Install two-phase traffic signal. [c]
38	La Cadena Dr. / I-215 Northbound Ramps [a]	>100	**F**	>100	**F**	13.6	B	Install two-phase traffic signal. Add a second through lane in each direction on La Cadena Drive. [c]

[a] Unsignalized intersection, partial stop control.

[b] All-way stop-control intersection

[c] Implementation will require coordination with and approval by Caltrans

These impacts should be addressed as each individual development proposal with an overlapping traffic study area is reviewed during the entitlement process. Fair-share contributions could be made for these improvements until funding is fully available for implementation of the future identified mitigation measure.

Final engineering studies would need to be completed for each physical improvement before implementation. A planning-level of analysis was conducted for this analysis in order to provide a program-level review of potential mitigation measures. The general need for widening, and the extent of such required for each measure, would be determined as future development is entitled.

City Policy on Interchange Improvements

The following are policy statements of the City of Colton on freeway/arterial interchange improvements within the City, related to active Caltrans freeway improvement projects. As final improvement plans for interchanges related to these projects have not been adopted by Caltrans, improvements over existing interchange configurations are the focus of impact mitigations recommended within this report.

Washington Street/Mount Vernon Ave. Interchange at Interstate 215

The interchange at Washington Street/Mount Vernon will need to be reconstructed as part of the ultimate widening of Interstate 215 to add four additional lanes (two lanes northbound and two lanes southbound) as called for in Caltrans District 8 improvement plans. When this interchange is replaced, it should continue to retain Washington Street as a continuous arterial, east and west of the freeway. The reconstructed interchange should also include Mount Vernon Ave. as a continuous arterial, north and south of the freeway. In addition, coordination of the traffic signals at the freeway ramp intersections with adjacent city controlled signalized intersections should be addressed to reduce traffic congestion and improve traffic safety in the vicinity of the freeway interchange.

Interstate 10 Interchanges

SANBAG is currently studying the widening of Interstate 10 through the City of Colton to add High Occupancy Vehicle (HOV) lanes and High Occupancy Toll (HOT) lanes. The addition of travel lanes on Interstate 10 will create the need to replace existing interchanges at Rancho Avenue, La Cadena/9th Street, and Mount Vernon Ave./Sperry Drive. The replacement of interchanges in this corridor should incorporate the following features:

- Relocation of the westbound on-ramp to eliminate the fifth leg at the intersection of Mount Vernon at Valley Boulevard.

- Freeway ramps should be designed to improve direct access to E. Valley Blvd. which serves as a major retail corridor for the city of Colton.

- Improvement of coordination of freeway ramp traffic signals with adjacent City-controlled signals to reduce traffic congestion and improve traffic safety.

Study Roadway Segments

The mitigation measures defined below for impacts at deficient roadway locations should be the priority improvement locations over the General Plan timeframe. There would be seven study roadway segments that would have deficient (LOS F) conditions that are caused or worsened by the proposed General Plan. Mitigation measures for these locations are recommended below.

- Colton Avenue, between Fairview Avenue and Mt. Vernon Avenue – Increase in roadway capacity to a four-lane cross-section. Would affect existing bicycle path and service road segments. Alternatively, provide advanced corridor signal synchronization, and add additional traffic signals as warranted with future development *
- La Cadena, between C Street and Valley Boulevard – An increase in roadway width to a four-lane cross-section would not likely be feasible within the downtown area.

Alternatively, provide advanced corridor signal synchronization, and add new traffic signals to unsignalized intersections as warranted with future development *

- Mount Vernon Avenue, between the I-10 freeway and M Street – Increase in roadway capacity to a four-lane cross-section. Would affect interchange ramp intersection with the I-10 freeway, bridge over railroad corridor/yard, and potentially the bridge over the Santa Ana River to the south of this segment.
- Mount Vernon Avenue, between the I-215 freeway and the Grand Terrace City limits – Provision of additional lanes, to a four-lane cross-section, may not be feasible due to challenging geography. Alternatively, provide advanced corridor signal synchronization, linked into Grand Terrace and Colton traffic signals.
- Reche Canyon Road, south of Washington Street – Provision of additional lanes, to a six-lane cross-section in addition to planned corridor improvements, may not be feasible due to adjacent residential neighborhoods. As traffic signals become necessary with future residential development, provide advanced corridor signal synchronization *

** The broader concept of corridor signal synchronization and active control is discussed in more detail below.*

The physical or financial feasibility of implementing these improvements has not been investigated in detail for this report, due to the complexities inherent in the implementation of long corridor improvements (both in terms of infrastructure and potential new adjacent development) over an extended time period. Capacity enhancements would need to be implemented on these roadways within the General Plan timeframe, in order to provide operations at non-deficient level of service values.

If widening is not physically or financially feasible within the General Plan timeframe, a concerted effort should be made within these corridors to implement alternative capacity enhancements. An alternate strategy for traffic impact mitigation that many local municipalities within Southern California are now employing includes the implementation of corridor traffic signal synchronization programs tied to Intelligent Transportation Systems (ITS) technologies. Traffic benefits appear in the form of less congestion, delays and stops at the included roadway intersections. Improvements within Colton could build upon the first phases of the San Bernardino Valley Coordinated Traffic Signal System Plan.

Traffic signal corridor synchronization and adaptive traffic signal control could be utilized if widening or restriping and removal of other roadway aspects such as on-street parking, medians, or service/frontage roads is deemed infeasible. Based on experiences with such systems in other jurisdictions, an expected benefit of implementation is approximately 10% of capacity. Adaptive signal control technologies have the goals of reducing travel times, vehicle delay and overall congestion. Additional benefits that could be accrued from an overall city-wide application of such systems include safety and traveler information.

If traffic signal improvements were utilized to mitigate the impacts to the designated roadway segments rather than widening, a letter grade improvement in level of service would result. The system would also only work if closely-spaced traffic signals could be linked together over a long distance, and across adjacent jurisdictions such as the City of Grand Terrace. This could take place through regional traffic/signalization improvement programs.

C. Overlap with Proposed Specific Plan Mitigation Measures

The impact calculations and recommended mitigation measures are based on inputs to the traffic analysis model, which included anticipated area land use changes that were incorporated into the Land Use Plan under the General Plan update. The West Valley Specific Plan, incorporating the area known as the Colton Superblock, encapsulates an area bounded by the I-10 freeway on the south, San Bernardino Avenue on the north, the City of Rialto on the west, and Pepper Avenue on the east. This area surrounds the Arrowhead Regional Medical Center. Proposed land uses for this Plan were incorporated into the overall analyzed General Plan land uses.

Recommended mitigation measures of the Specific Plan traffic study were reviewed, to determine where overlaps with recommended General Plan mitigation measures might occur. The following mitigation measures were found to overlap:

- Wildrose Avenue/San Bernardino Avenue: Installation of a traffic signal
- Hermosa Avenue/Valley Boulevard: Installation of a traffic signal
- Rancho Aenue/I-10 Westbound Ramps: A new southbound right-turn only lane
- Rancho Avenue/I-10 Eastbound Ramps: Additional lanes at the off-ramp approach
- Rancho Avenue/Agua Mansa Road: Installation of a traffic signal, additional turn lanes at eastbound and westbound approaches

The Specific Plan mitigation measures include other localized improvements to provide adequate access to and from local connector roadways within the development parcels.

D. Complementary Transit and Bicycle Improvements

Omnitrans BRT Line Implementation

Establishment of the proposed Omnitrans Bus Rapid Transit line through the City of Colton along San Bernardino Avenue, Pepper Avenue, Valley Boulevard, Colton Avenue, and Mount Vernon Avenue will provide new opportunities for local residents and employees to make local and regional trips via transit. For discretionary riders (those that own vehicles but choose to take transit for specific trips), new trips on the BRT service that are diverted from personal vehicles will help to reduce demand on the roadway system.

This new transit service, and other incremental transit service improvements into the future, will provide new trip mode choices and will offset some of the new demand for vehicle trips generated by the intensification of land uses over time within Colton and the surrounding areas.

Bicycle Network Implementation

Implementation of the planned bicycle facility network within Colton, with expanding linkages to regional facilities such as the Santa Ana River Trail, will also help to provide another mode choice for local and sub-regional trips. Trips made by bicycle will offset vehicle trips on the local roadway network.

9. Conclusions and Recommendations

This section summarizes the conclusions and recommendations of the traffic impact analysis conducted for the Circulation Element Update. The recommendations described in Section 7 of this report, based on the proposed General Plan analysis scenario and summarized below, have been targeted to improve roadway and intersection levels of service to acceptable conditions where determined to be potentially feasible for buildout conditions. These measures are also required to meet forecast traffic demand associated with anticipated background traffic growth, which is unrelated to incremental development envisioned by the updated Land Use Map of the General Plan update.

To ensure that adequate mobility is maintained within the City, locations that would be cumulatively impacted by future land use changes have been identified and mitigation measures have been examined. Improvements at these locations would then be implemented as new development occurs and they are justified and physically and financially feasible.

The recycling of development parcels can often allow for physical changes to roadway rights-of-way as part of the entitlement process, and the collection of impact fees over time (as in-lieu mitigation measures) can allow for the funding of major improvements.

The analysis presented within this document demonstrates that several of the study intersections and roadway segments are forecast to operate at deficient levels of service (as defined by the County Congestion Management Program) in the analyzed year of 2030. Therefore, transportation system enhancements are warranted to maintain adequate service levels. The recommended improvements to the transportation system are described below, which are targeted to mitigate level of service impacts that would be caused by both incremental development allowed under the General Plan update and cumulative area growth that would generate new trips into and out of Colton as well.

A. Intersection Capacity Enhancements

Study Intersections

The recommended mitigation measures and their estimated effect on LOS values are summarized in Table 13 (a.m. peak) and Table 14 (p.m. peak). Mitigations and related improvements in LOS are listed within each table. Residual impacts were not identified for the analyzed locations.

Table 13 – Recommended Study Intersection Mitigation Measures and Effects – AM Peak Hour

#	Study Intersections	Future (2030) Future Base Conditions		Future (2030) with Proposed General Plan Conditions		Future (2030) with Proposed General Plan Conditions - Mitigated		Mitigation Measure
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
2	Wildrose Ave. / San Bernardino Ave. [a]	>100	**F**	>100	**F**	10.6	B	Install two-phase traffic signal.
10	Colton Ave. / F St. [a]	>100	**F**	>100	**F**	28.5	C	Install traffic signal with permissive phasing. Re-stripe to provide EB and WB left-turn pockets within the 44-foot roadway width. Parking prohibitions will be required near the intersection approaches.
12	Colton Ave & 10th St & G St	29.1	C	335.6	**F**	70.4	**E**	Add a northbound right-turn lane. Will likely require widening adjecent to this approach, due to geometric constraints.
14	Hermosa Ave. / Valley Blvd. [a]	15.5	C	>100	**F**	16.3	B	Install two-phase traffic signal.
15	Rancho Ave. / Valley Blvd.	73.2	**E**	90.8	**F**	45.1	D	Converted the east-west signal phasing from protected to permitted, reducing a signal phase from the cycle. Geometric and safety issues need to be considered.
19	Rancho Ave. / I-10 Westbound Ramps	59.2	**E**	>100	**F**	32.1	C	Add a second westbound right-turn lane on the freeway ramp. Widen the SB approach to provide two through lanes and a right-turn only lane onto the freeway ramp. [c]
20	La Cadena Dr. / I-10 Westbound On-Ramp [a]	>100	**F**	>100	**F**	1.9	A	Prohibit left-turns from the minor driveway at east leg of intersection due to alignment concerns. Widening not feasible with existing building locations. Install a traffic signal. [c]
22	Rancho Ave. / I-10 Eastbound Ramps	98.3	**F**	>100	**F**	46.9	D	Add a left-turn, right-turn lanes at freeway off-ramp. Ramp is on fill section and will need to be rebuilt. On Rancho Avenue, add an additional through lane in each direction. [c]
23	9th St. / I-10 Eastbound On-Ramp [a]	37.7	**E**	>100	**F**	13.6	B	Add a two-phase traffic signal. [c]
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	>100	**F**	>100	**F**	71.2	**E**	Add a second southbound left-turn lane at the off-ramp approach, with related improvements to receiving lanes. Add a westbound right-turn overlap phase. [c]
26	Rancho Ave. / N St. [a]	26.7	D	51.7	**F**	14.3	B	Prohibit westbound left-turns during the peak hours.
28	Mt. Vernon Ave. / M St.	45.2	D	>100	**F**	18.6	B	Add additional north-south lanes to Mt. Vernon Avenue.
29	Rancho Ave. / Agua Mansa Rd. [b]	>100	**F**	>100	**F**	24.4	C	Install two-phase traffic signal . Widen eastbound approach, stripe eastbound, westbound approaches to provide left and through/right turn lanes.
31	Mt. Vernon Ave. / Washington St. (east)	>100	**F**	>100	**F**	31.2	C	Add a northbound right-turn lane. Geometric constraints must be overcome.
32	Barton Rd. / Washington St.	>100	**F**	>100	**F**	50.4	D	Add northbound and southbound right-turn overlap phases. Coordinate with related pedestrian movements.
34	Hunts Ln. / Washington St.	67.3	**E**	>100	**F**	44.0	D	In addition to planned intersection design, provide a third westbound left-turn lane, with northbound right-turn overlap phase (protected right-turn phase). Continue three receiving lanes for adequate distance before merge. Additional southbound through lane.
35	La Cadena Dr. / Washington St. [a]	>100	**F**	>100	**F**	10.3	B	Install a traffic signal with north/south protected left-turn phasing.
37	La Cadena Dr. / I-215 Southbound Ramps [a]	74.9	**F**	>100	**F**	54.1	D	Install two-phase traffic signal. [c]
38	La Cadena Dr. / I-215 Northbound Ramps [a]	>100	**F**	>100	**F**	19.9	C	Install two-phase traffic signal. Add a second through lane in each direction on La Cadena Drive. [c]

[a] Unsignalized intersection, partial stop control.

[b] All-way stop-control intersection

[c] Implementation will require coordination with and approval by Caltrans

Table 14 - Recommended Study Intersection Mitigation Measures and Effects – PM Peak Hour

#	Study Intersections	Future (2030) Future Base Conditions		Future (2030) with Proposed General Plan Conditions		Future (2030) with Proposed General Plan Conditions - Mitigated		Mitigation Measure
		Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
2	Wildrose Ave. / San Bernardino Ave. [a]	<100	**F**	>100	**F**	11.0	B	Install two-phase traffic signal.
10	Colton Ave. / F St. [a]	86.4	**F**	>100	**F**	18.2	B	Install traffic signal with permissive phasing. Re-stripe to provide EB and WB left-turn pockets within the 44-foot roadway width. Parking prohibitions will be required near the intersection approaches.
12	Colton Ave & 10th St & G St	27.1	C	335.6	**F**	70.8	**E**	Add a northbound right-turn lane. Will likely require widening adjecent to this approach, due to geometric constraints.
14	Hermosa Ave. / Valley Blvd. [a]	22.7	C	>100	**F**	12.7	B	Install two-phase traffic signal.
15	Rancho Ave. / Valley Blvd.	31.4	C	33.8	C	28.7	C	Converted the east-west signal phasing from protected to permitted, reducing a signal phase from the cycle. Geometric and safety issues need to be considered.
19	Rancho Ave. / I-10 Westbound Ramps	38.7	D	68.7	**E**	32.0	C	Add a second westbound right-turn lane on the freeway ramp. Widen the SB approach to provide two through lanes and a right-turn only lane onto the freeway ramp. [c]
20	La Cadena Dr. / I-10 Westbound On-Ramp [a]	70.9	**F**	45.0	**E**	2.0	A	Prohibit left-turns from the minor driveway at east leg of intersection due to alignment concerns. Widening not feasible with existing building locations. Install a traffic signal. [c]
22	Rancho Ave. / I-10 Eastbound Ramps	44.1	D	62.3	**E**	29.1	C	Add a left-turn, right-turn lanes at freeway off-ramp. Ramp is on fill section and will need to be rebuilt. On Rancho Avenue, add an additional through lane in each direction.
23	9th St. / I-10 Eastbound On-Ramp [a]	77.9	**F**	>100	**F**	16.4	B	Add a two-phase traffic signal. [c]
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	80.8	**F**	>100	**F**	32.5	C	Add a second southbound left-turn lane at the off-ramp approach, with related improvements to receiving lanes. Add a westbound right-turn overlap phase. [c]
26	Rancho Ave. / N St. [a]	29.3	D	27.1	D	13.2	B	Prohibit westbound left-turns during the peak hours.
29	Rancho Ave. / Agua Mansa Rd. [b]	95.4	**F**	>100	**F**	21.3	C	Install two-phase traffic signal . Widen eastbound approach, stripe eastbound, westbound approaches to provide left and through/right turn lanes.
31	Mt. Vernon Ave. / Washington St. (east)	81.6	**F**	51.9	D	51.8	D	Add a northbound right-turn lane. Geometric constraints must be overcome.
32	Barton Rd. / Washington St.	74.7	**E**	86.4	**F**	33.4	C	Add northbound and southbound right-turn overlap phases. Coordinate with related pedestrian movements.
35	La Cadena Dr. / Washington St. [a]	>100	**F**	>100	**F**	11.7	B	Install a traffic signal with north/south protected left-turn phasing.
37	La Cadena Dr. / I-215 Southbound Ramps [a]	76.9	**F**	>100	**F**	48.4	D	Install two-phase traffic signal. [c]
38	La Cadena Dr. / I-215 Northbound Ramps [a]	>100	**F**	>100	**F**	13.6	B	Install two-phase traffic signal. Add a second through lane in each direction on La Cadena Drive. [c]

[a] Unsignalized intersection, partial stop control.

[b] All-way stop-control intersection

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These impacts should be addressed as each individual development proposal with an overlapping traffic study area is reviewed during the entitlement process. Fair-share contributions could be made for these improvements until funding is fully available for implementation of the future identified mitigation measure.

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Freeway Interchanges

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Washington Street/Mount Vernon Ave. Interchange at Interstate 215

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Interstate 10 Interchanges

SANBAG is currently studying the widening of Interstate 10 through the City of Colton to add High Occupancy Vehicle (HOV) lanes and High Occupancy Toll (HOT) lanes. The addition of travel lanes on Interstate 10 will create the need to replace existing interchanges at Rancho Avenue, La Cadena/9th Street, and Mount Vernon Ave./Sperry Drive. The replacement of interchanges in this corridor should incorporate the following features:

- Relocation of the westbound on-ramp to eliminate the fifth leg at the intersection of Mount Vernon at Valley Boulevard.

- Freeway ramps should be designed to improve direct access to E. Valley Blvd. which serves as a major retail corridor for the city of Colton.

- Improvement of coordination of freeway ramp traffic signals with adjacent City-controlled signals to reduce traffic congestion and improve traffic safety.

B. Roadway Segment Capacity Enhancements

The mitigation measures defined below for impacts at deficient roadway locations should be the priority improvement locations over the General Plan timeframe. There would be seven study roadway segments that would have deficient (LOS F) conditions that are caused or worsened by the proposed General Plan. Mitigation measures for these locations are recommended below.

- Colton Avenue, between Fairview Avenue and Mt. Vernon Avenue – Increase in roadway capacity to a four-lane cross-section. Would affect existing bicycle path and service road segments. Alternatively, provide advanced corridor signal synchronization, and add additional traffic signals as warranted with future development *

- La Cadena Drive, between C Street and Valley Boulevard – An increase in roadway width to a four-lane cross-section would not likely be feasible within the downtown area. Alternatively, provide advanced corridor signal synchronization, and add new traffic signals to unsignalized intersections as warranted with future development *
- Mount Vernon Avenue, between the I-10 freeway and M Street – Increase in roadway capacity to a four-lane cross-section. Would affect interchange ramp intersection with the I-10 freeway, bridge over railroad corridor/yard, and potentially the bridge over the Santa Ana River to the south of this segment.
- Mount Vernon Avenue, between the I-215 freeway and the Grand Terrace City limits – Provision of additional lanes, to a four-lane cross-section, may not be feasible due to challenging geography. Alternatively, provide advanced corridor signal synchronization, linked into Grand Terrace and Colton traffic signals.
- Reche Canyon Road, south of Washington Street – Provision of additional lanes, to a six-lane cross-section in addition to planned corridor improvements, may not be feasible due to adjacent residential neighborhoods. As traffic signals become necessary with future residential development, provide advanced corridor signal synchronization *

** The broader concept of corridor signal synchronization and active control is discussed in more detail below.*

The physical or financial feasibility of implementing these improvements has not been investigated in detail for this report, due to the complexities inherent in the implementation of long corridor improvements over an extended time period. Capacity enhancements would need to be implemented on these roadways within the General Plan timeframe, in order to provide operations at good level of service values.

C. Transit System and Bicycle Network Improvements

The earlier (2004) Systemwide Transit Corridor Plan for the San Bernardino Valley identified key transit corridors for the introduction of higher quality transit service (higher frequency, express or BRT services). The LRTP incorporated the 2004 report corridor concepts, covering seven different potential routes. The Corridor 5 (San Bernardino Avenue) concept included service within Colton.

The planned Omnitrans San Bernardino Avenue BRT line would serve major roadway corridors in Colton. Future roadway improvements within this corridor should provide for transit-supportive infrastructure, including wide sidewalks at station locations, prominent pedestrian crossing treatments at adjacent intersections, and traffic signal improvements if bus pre-emption will be part of project implementation within Colton by both the City of Colton and Omnitrans.

This new transit service, and other incremental transit service improvements into the future, will provide new trip mode choices and will offset some of the new demand for vehicle trips generated by the intensification of land uses over time within Colton and the surrounding areas.

Implementation of the planned bicycle facility network within Colton, with expanding linkages to regional facilities such as the Santa Ana River Trail, will also help to provide another mode choice for local and sub-regional trips. Trips made by bicycle will offset vehicle trips on the local roadway network.

D. Corridor Traffic Signal Synchronization

If widening is not physically or financially feasible within the General Plan timeframe, a concerted effort should be made within these corridors to implement alternative capacity enhancements. An alternate strategy for traffic impact mitigation that many local municipalities within Southern California are now employing includes the implementation of corridor traffic signal synchronization programs tied to Intelligent Transportation Systems (ITS) technologies. Traffic benefits appear in the form of less congestion, delays and stops at the included roadway intersections. Improvements within Colton could build upon the first phases of the San Bernardino Valley Coordinated Traffic Signal System Plan.

Traffic signal corridor synchronization and adaptive traffic signal control could be utilized if widening or restriping and removal of other roadway aspects such as on-street parking, medians, or service/frontage roads is deemed infeasible. Based on experiences with such systems in other jurisdictions, an expected benefit of implementation is approximately 10% of capacity. Adaptive signal control technologies have the goals of reducing travel times, vehicle delay and overall congestion. Additional benefits that could be accrued from an overall city-wide application of such systems include safety and traveler information.

SANBAG developed a strategic plan for the cross-jurisdictional interconnection and coordination of traffic signals in the San Bernardino Valley. Tier 1 locations included 299 signals along major east-west streets along I-10 and Highway 60 and major north-south streets. Tier 2 locations included traffic signals along other major San Bernardino Valley corridors such as Foothill Boulevard, Highland Street, the Mount Vernon/Washington/Barton corridor, Euclid Avenue, and Central Avenue. When conceived, the project was not planned to have specific transit priority signal strategies, but within Colton future traffic signal upgrades along the Omnitrans BRT corridor should consider potential equipment upgrades and timing benefits for Omnitrans schedule adherence.

E. Recommended City Policy Changes

Arterial Driveway Access Spacing Guidelines

The Primary Arterials of Colton are the major pathways through the City that provide access to residential areas and other land uses, and support commerce. Efficient traffic flow and safety along these arteries can be negatively affected by friction caused by a number of factors including movements related to on-street parking, bus trips to and from transit stops, and turns into and out of side streets and site driveways.

The effects of this final element, site driveways, can be managed through land use policies that can potentially reduce generated traffic friction over time as parcels are recycled and new or rehabilitated uses are entitled and developed.

The Transportation Research Board (TRB) document entitled *Circular E-C019: Urban Street Symposium* provides guidance on spacing of driveways and traffic flow. Direct property access from major arterials should only be provided where access cannot be provided via other roadways (such as side streets that may abut other frontages of a particular parcel). Provision of access on side streets must be weighed, however, with the potential for neighborhood roadway impacts from major development parcels.

It is recommended that the City of Colton adopt a development planning policy that reviews driveway spacing as part of the site plan review and overall entitlement process, using the following general guidelines:

- Roadways with posted speed limits of 30-35 mph: 265 feet of separation
- Roadways with posted speed limits of 40 mph: 340 feet of separation
- Roadways with posted speed limits of 45 mph: 380 feet of separation

Where parcel frontage widths are low, application of such standards will not be feasible or practical. This would be applied to large parcels, where relationships between adjoining parcels can be considered, or where the location of multiple driveways on very large parcels can be planned for accordingly. Encourage of shared access between parcels, allowing for a consolidation of driveways as part of new development projects, should be considered as well.

Local Traffic Impact Standards

The City of Colton currently relies upon guidelines established by the County of San Bernardino Congestion Management Program for the analysis of traffic impacts. The defined thresholds are based on facility deficiency, which is indicated by the LOS value of F (at or over-capacity operations).

Application of this threshold allows for continued cumulative impacts, over time, by multiple developments. Once the LOS F condition is triggered, the analyzed development is then responsible for mitigation. Using a scaled-threshold set of impact standards, improvements or fair-share contributions toward future improvements could be provided before at-capacity or deficient conditions are reached.

Many larger jurisdictions use such sets of thresholds based on LOS values of C or worse. At the LOS C range, volume-to-capacity ratios are reaching 70 percent or more. Driver discomfort grows, the effects of friction are very noticeable, and operational aspects such as lane changes become more difficult.

The following standards should be considered as part of the development of a City traffic impact study guidelines document. This is based on the application of the Highway Capacity Manual method, with output as average delay per approaching vehicle, to roadway intersection analysis efforts:

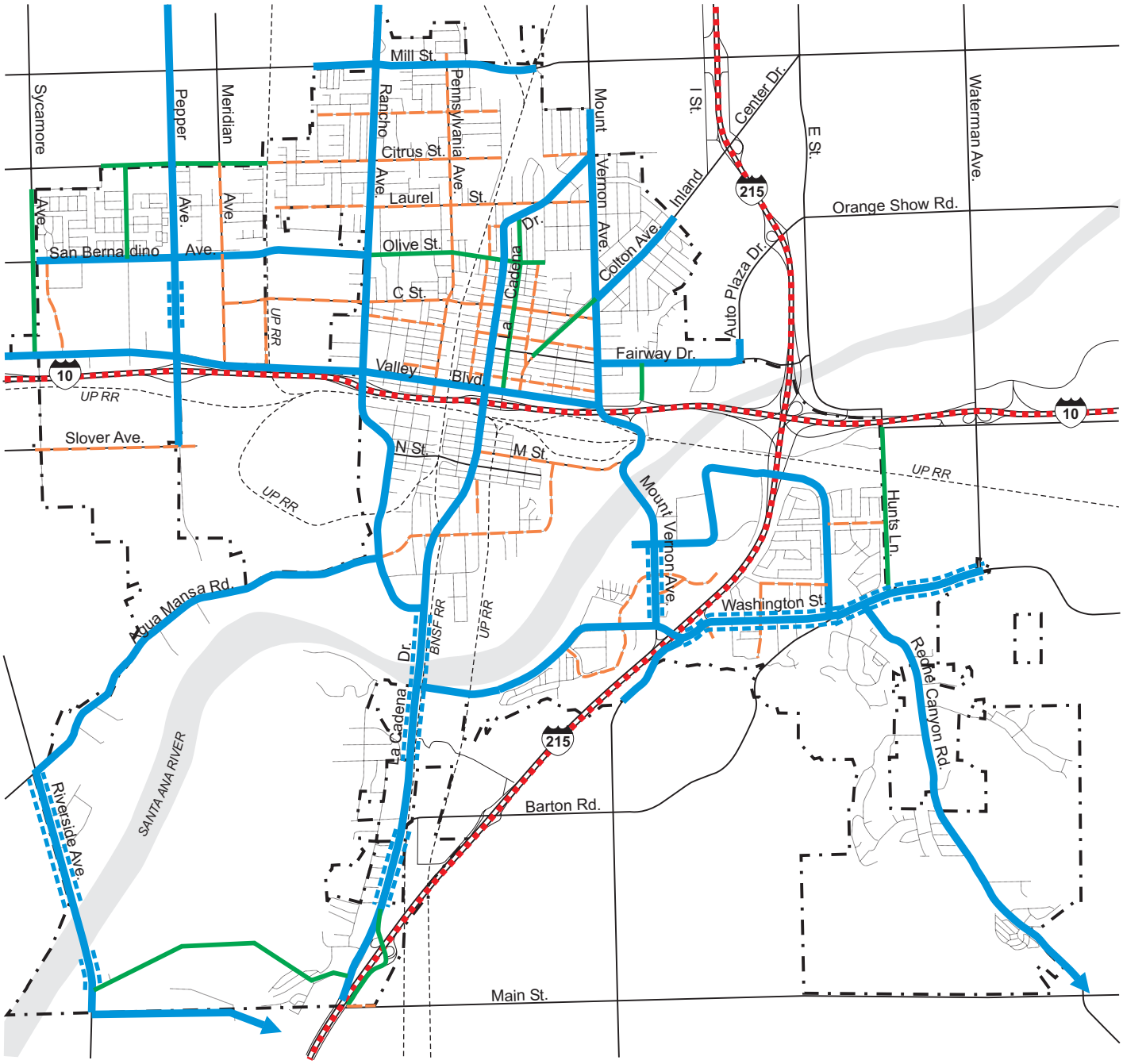
Post-Project LOS	Added Seconds of Delay
C	4.0
D	2.0
E or F	1.0

F. Recommended Roadway Classifications Map

Based on the recommended study roadway segment mitigation measures, and other planned City roadway and infrastructure projects, a recommended new City-wide roadway classification map is proposed.

This is provided by Figure 35, and includes the following major elements:

- Incorporation of the completed Center Street roadway project between Riverside Avenue and La Cadena Drive, and a planned roadway project to the north of Center Street.
- Planned roadway widening projects, under Measure I, within the corridors of San Bernardino Avenue, C Street, Fairway Drive, Slover Avenue, Agua Mansa Road, Riverside Avenue, La Cadena Drive, Barton Road, Washington Street, and Reche Canyon Road.
- The planned extension of Pepper Avenue between Slover Avenue and Agua Mansa Road.
- Supporting designations for potential new roadway widening, as mitigation for the General Plan Land Use Map, within the corridors of Colton Avenue, La Cadena Drive, Mount Vernon Avenue, and Reche Canyon Road.
- A split of roadway segments along E Street and H Street between Pennsylvania Avenue and 7th Street, due to implementation of the railroad corridor Quiet Zone project in that area.



LEGEND

- City Boundary
- Railroad
- Freeway
- Six-Lane Principal Arterial
- Principal Arterial
- Minor Arterial
- Collector

N

KOA CORPORATION
PLANNING & ENGINEERING

City of Colton General Plan - Circulation Element Traffic Study — Figure 35

Proposed Roadway Classifications

APPENDIX A
Model Data Post-Processing Worksheets

78 0 AM PEAK HOUR EXISTING COUNTS DATA

INT NUMBI	INTERSECT	WB Left	WB Thru	WB Right	EB Left	EB Thru	EB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
1	Mt. Vernon Ave. / La Cadena Dr.-Citrus St. *	27	106	16	109	91	1	61	221	40	76	281	134
2	Wildrose Ave. / San Bernardino Ave.	78	278	53	45	270	103	16	7	16	67	39	83
3	Pepper Ave. / San Bernardino Ave.	22	188	40	72	186	121	65	306	13	67	599	146
4	Meridian Ave. / San Bernardino Ave. – Olive St	34	95	30	98	117	123	73	111	7	30	266	124
5	Rancho Ave. / Olive St. *	71	49	36	44	89	85	30	393	93	57	601	48
6	Pennsylvania Ave. / Olive St	16	75	117	37	98	76	66	231	7	87	237	16
7	La Cadena Dr. / Olive St.	21	70	7	76	87	29	13	94	23	3	164	107
8	Mt. Vernon Ave. / Olive St. NORTH	0	0	0	33	0	78	58	368	0	0	305	23
9	Mt. Vernon Ave. / Colton Ave	72	127	11	49	111	3	5	434	51	27	377	55
10	Colton Ave. / F St.	14	37	0	13	60	3	8	28	16	2	50	13
11	Mt. Vernon Ave. / F St. – Fairway Dr.	67	36	183	16	62	7	7	397	45	147	482	15
12	Colton Ave. / 10th st. / G St.	3	9	2	14	14	6	2	19	37	1	17	1
13	Pepper Ave. / Valley Blvd.	120	213	30	44	114	293	161	613	73	25	741	50
14	Hermosa Ave. / Valley Blvd.	0	448	54	32	344	0	0	0	0	35	0	25
15	Rancho Ave. / Valley Blvd. *	156	186	129	32	180	226	219	494	196	57	687	33
16	La Cadena Dr. / Valley Blvd.	176	244	20	31	181	137	141	209	53	26	336	15
17	10th St. / Valley Blvd.	0	183	3	67	185	0	0	0	0	4	0	64
18	Mt. Vernon Ave. / Valley Blvd	216	46	44	68	37	79	295	387	49	0	507	62
19	Rancho Ave. / I-10 Westbound Ramps	193	1	527	0	0	0	174	483	0	0	762	330
20	La Cadena Dr. / I-10 Westbound On-Ramp	3	0	15	0	0	0	79	432	2	0	528	158
21	9th St. / I-10 Westbound Off Ramp	11	0	326	0	0	0	0	179	0	0	303	0
22	Rancho Ave. / I-10 Eastbound Ramps	0	0	0	167	0	220	0	424	140	482	469	0
23	9th St. / I-10 Eastbound On-Ramp	0	0	0	118	1	1	0	3	1	320	4	0
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	430	3	259	12	49	5	6	471	150	189	378	44
25	Pepper Ave. / Slover Ave	0	3	12	14	2	0	0	1	0	12	1	10
26	Rancho Ave. / N St.	7	0	71	0	0	0	0	465	6	76	600	0
27	La Cadena Dr. / N St.	12	12	18	54	20	38	16	377	8	11	361	58
28	Mt. Vernon Ave. / M St	0	0	0	53	0	150	120	459	0	0	629	56
29	Rancho Ave. / Agua Mansa Rd.	4	21	19	129	12	46	53	332	4	30	387	163
30	Mt. Vernon Ave. / Washington St. (west) *	340	343	525	85	281	130	248	325	495	288	151	91
31	Mt. Vernon Ave. / Washington St. (east) *	55	593	0	0	455	430	485	0	469	0	0	0
32	Barton Rd. / Washington St. *	285	860	91	121	593	16	8	113	541	58	96	182
33	Reche Canyon Rd. / Washington St.	207	609	0	0	1020	166	584	0	894	0	0	0
34	Hunts Ln. / Washington St. *	638	819	60	327	1390	428	337	66	320	52	174	160
35	La Cadena Dr. / Washington St. (future road)	114	1	98	3	0	0	7	649	250	236	2125	14
36	La Cadena Dr. / Barton Rd.	66	0	214	0	0	0	0	407	92	192	523	0
37	La Cadena Dr. / I-215 Southbound Ramps	0	384	1	0	190	2	73	2	358	0	0	0
38	La Cadena Dr. / I-215 Northbound Ramps	0	203	389	88	468	0	0	0	0	34	0	184

	AVERAGE DAILY TRAFFIC VOLUMES					SCENARIO:	FUTURE BASE 2030		
	AM PEAK HOUR FACTOR:			10					
	NB_In	NB_Out	SB_In	SB_Out	EB_In	EB_Out	WB_In	WB_Out	
1	5015	4032	9900	9660	4645	5599	3041	4224	1
2	2297	1742	1849	995	3437	4905	3360	2447	2
3	11637	11278	11542	11215	2801	3620	2800	2667	3
4	2342	1510	1342	1954	2667	2800	2266	2350	4
5	9538	10311	9111	8618	3177	3055	1999	1839	5
6	1273	737	1033	1393	1759	1893	2081	2039	6
7	3815	4384	5464	4434	2503	2530	1534	1967	7
8	7167	6780	5031	5851	1967	1534			8
9	10538	10856	6780	7167	6494	6110	9955	10275	9
10	3075	1187	3674	4319	3054	4297	2798	4279	10
11	12139	11813	12970	11966	2302	1757	4824	6202	11
12	3205	1234	1187	3075	1421	836	417	493	12
13	10483	11133	11328	11712	2515	2703	2386	3624	13
14			630	611	3759	2952	3517	3901	14
15	15824	19182	11277	10497	4486	4036	3191	4488	15
16	7342	11824	7837	6317	4127	3215	6978	5125	16
17			1036	1066	5319	7180	2833	2879	17
18	12227	11722	11813	12139	3135	2266	7821	873	18
19	12209	11984	19182	15824		7771	7658		19
20	8559	8867	7606	7342		3975	300	33	20
21	534	2684	1066	1677			1119		21
22	11523	12979	12089	12310	10791			9097	22
23	180	141	2684	534	534			2684	23
24	13289	16724	11722	12227	440	470	13742	9804	24
25			2517	3064	2321	1745	1023	1054	25
26	10338	11107	13448	10663			176	641	26
27	6855	7647	7625	7127	641	176	157	328	27
28	12116	16438	16724	13289	2370	1482			28
29	8238	10929	11032	9956	5689	4001	2233	2039	29
30	13597	16839	14758	11206	12160	11451	20084	21100	30
31	24411	11294			21100	20064	15858	24495	31
32	10178	11977	5220	4864	15280	20648	27053	20293	32
33	6103	4432			20293	27053	20951	15860	33
34	7233	8854	6226	4109	15860	20951	24436	19841	34
35	14548	15790	15550	13604			2118	2824	35
36	13258	11479	12548.5	11229.5			6384	9042	36
37	11067				4050.389	8900.645	9828	10475	37
38			7376	2020	10475	9828	10457.01	11975.8	38

COLTON CIRC ELEMENT
B-Turns Worksheets for
2030 AM Base Scenario

78		0	0	0	0	0	0	0	0	0	0	0	0

INT	NUMBI	INTERSECT	WB Left	WB Thru	WB Right	EB Left	EB Thru	EB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
	4	Mt. Vernon Ave. / La Cadena Dr.-Citrus St. *	24	179	112	382	110	0	31	472	29	283	379	349
	5	Wildrose Ave. / San Bernardino Ave.	39	246	25	43	168	105	135	31	46	31	29	110
	6	Pepper Ave. / San Bernardino Ave.	48	162	69	48	131	102	107	1005	45	91	977	93
	7	Meridian Ave. / San Bernardino Ave. – Olive St.	40	148	39	41	179	47	92	115	27	29	64	40
	8	Rancho Ave. / Olive St. *	78	89	33	75	71	172	113	754	84	29	781	104
	9	Pennsylvania Ave. / Olive St.	10	128	65	12	138	26	54	62	8	57	38	7
	10	La Cadena Dr. / Olive St.	41	86	24	112	118	25	15	307	69	11	372	152
	11	Mt. Vernon Ave. / Olive St. NORTH	0	0	0	27	0	176	132	558	0	0	502	21
	12	Mt. Vernon Ave. / Colton Ave.	480	537	18	51	586	12	19	648	387	54	594	55
	13	Colton Ave. / F St.	17	265	0	130	233	0	6	302	67	128	102	159
	14	Mt. Vernon Ave. / F St. – Fairway Dr.	160	100	213	26	177	24	40	957	187	256	997	36
	15	Colton Ave. / 10th st. / G St.	4	30	4	93	9	26	39	211	39	1	93	15
	16	Pepper Ave. / Valley Blvd.	57	126	78	65	129	80	62	1029	95	138	976	82
	17	Hermosa Ave. / Valley Blvd.	0	280	42	19	345	0	0	0	0	45	0	15
	18	Rancho Ave. / Valley Blvd. *	246	58	52	15	76	417	335	983	349	24	1255	12
	19	La Cadena Dr. / Valley Blvd.	399	226	77	41	268	107	83	514	145	99	676	12
	20	10th St. / Valley Blvd.	0	525	0	107	288	0	0	0	0	0	0	193
	21	Mt. Vernon Ave. / Valley Blvd.	302	47	253	159	40	45	108	802	47	0	825	73
	22	Rancho Ave. / I-10 Westbound Ramps	88	1	621	0	0	0	169	961	0	0	1110	608
	23	La Cadena Dr. / I-10 Westbound On-Ramp	19	0	18	0	0	0	288	716	3	0	868	110
	24	9th St. / I-10 Westbound Off Ramp	89	0	89	0	0	0	0	79	0	0	179	0
	25	Rancho Ave. / I-10 Eastbound Ramps	0	0	0	402	0	677	0	829	322	588	621	0
	26	9th St. / I-10 Eastbound On-Ramp	0	0	0	44	1	4	0	9	8	258	10	0
	27	Mt. Vernon Ave. / I-10 Eastbound Ramps	977	3	395	5	36	3	7	823	500	444	692	37
	28	Pepper Ave. / Slover Ave.	0	18	84	222	14	0	0	0	0	91	0	157
	29	Rancho Ave. / N St.	1	0	18	0	0	0	0	1048	2	62	1110	0
	30	La Cadena Dr. / N St.	6	1	9	32	8	24	4	673	10	15	734	14
	31	Mt. Vernon Ave. / M St.	0	0	0	122	0	116	65	1207	0	0	1528	83
	32	Rancho Ave. / Agua Mansa Rd.	40	103	78	259	83	221	125	659	28	93	832	173
	33	Mt. Vernon Ave. / Washington St. (west) *	775	581	653	144	670	403	338	325	698	743	506	227
	34	Mt. Vernon Ave. / Washington St. (east) *	573	849	0	0	540	556	296	0	1910	0	0	0
	35	Barton Rd. / Washington St. *	896	1775	99	227	1174	86	21	160	808	48	216	269
	36	Reche Canyon Rd. / Washington St.	94	2,142	0	0	1,508	349	563	0	78	0	0	0
	37	Hunts Ln. / Washington St. *	644	1,614	165	189	1,324	91	211	58	459	201	150	270
	38	La Cadena Dr. / Washington St. (future road)	76	0	135	0	0	0	0	1,225	215	67	1,503	0
	39	La Cadena Dr. / Barton Rd.	280	0	349	0	0	0	0	774	531	373	868	0
	40	La Cadena Dr. / I-215 Southbound Ramps	0	760	0	0	316	0	130	0	732	0	0	0
	41	La Cadena Dr. / I-215 Northbound Ramps	0	641	196	6	921	0	0	0	0	277	0	342

78 0 PM PEAK HOUR EXISTING COUNTS DATA

INT NUMBI	INTERSECT	WB Left	WB Thru	WB Right	EB Left	EB Thru	EB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
1	Mt. Vernon Ave. / La Cadena Dr.-Citrus St. *	62	103	91	177	100	14	34	566	134	126	386	102
2	Wildrose Ave. / San Bernardino Ave.	24	251	28	44	280	32	61	40	82	39	18	47
3	Pepper Ave. / San Bernardino Ave.	21	213	44	120	189	92	92	565	27	32	373	107
4	Meridian Ave. / San Bernardino Ave. – Olive St	9	120	41	91	155	72	86	324	15	36	126	54
5	Rancho Ave. / Olive St. *	52	82	32	54	106	76	86	739	50	28	406	41
6	Pennsylvania Ave. / Olive St	11	59	27	26	111	23	29	251	8	22	157	22
7	La Cadena Dr. / Olive St.	18	68	19	46	103	26	22	256	29	7	175	29
8	Mt. Vernon Ave. / Olive St. NORTH	0	0	0	91	0	72	63	792	0	0	514	33
9	Mt. Vernon Ave. / Colton Ave	81	158	83	104	199	9	9	847	96	58	525	83
10	Colton Ave. / F St.	10	118	1	47	52	0	3	122	15	2	73	19
11	Mt. Vernon Ave. / F St. – Fairway Dr.	75	162	352	28	88	16	26	705	38	154	538	18
12	Colton Ave. / 10th st. / G St.	9	13	6	39	20	7	4	17	70	2	17	2
13	Pepper Ave. / Valley Blvd.	92	315	48	66	244	192	203	639	90	26	544	83
14	Hermosa Ave. / Valley Blvd.	0	554	4	29	461	0	0	0	0	9	0	4
15	Rancho Ave. / Valley Blvd. *	83	200	68	33	207	174	196	743	98	67	583	23
16	La Cadena Dr. / Valley Blvd.	256	382	22	86	243	137	164	413	123	46	347	31
17	10th St. / Valley Blvd.	0	335	12	126	317	0	0	0	0	10	0	77
18	Mt. Vernon Ave. / Valley Blvd	233	168	36	79	74	111	351	530	56	12	621	65
19	Rancho Ave. / I-10 Westbound Ramps	124	0	449	0	0	0	190	814	0	0	758	189
20	La Cadena Dr. / I-10 Westbound On-Ramp	11	0	34	0	0	0	127	654	0	0	615	161
21	9th St. / I-10 Westbound Off Ramp	14	0	286	0	0	0	0	253	0	0	304	0
22	Rancho Ave. / I-10 Eastbound Ramps	0	0	0	370	1	226	0	591	297	455	366	0
23	9th St. / I-10 Eastbound On-Ramp	0	0	0	173	5	0	0	5	1	334	5	0
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	468	0	259	11	6	5	3	712	325	213	518	12
25	Pepper Ave. / Slover Ave	0	2	38	54	2	2	0	5	0	3	1	10
26	Rancho Ave. / N St.	8	0	76	0	0	0	0	779	33	79	431	0
27	La Cadena Dr. / N St.	22	35	12	137	29	47	17	654	14	23	415	55
28	Mt. Vernon Ave. / M St	0	0	0	49	0	144	150	869	0	0	776	57
29	Rancho Ave. / Agua Mansa Rd.	10	16	37	335	51	68	38	378	4	20	338	91
30	Mt. Vernon Ave. / Washington St. (west) *	325	288	469	107	373	122	164	204	623	660	306	79
31	Mt. Vernon Ave. / Washington St. (east) *	87	712	0	0	918	721	350	0	358	0	0	0
32	Barton Rd. / Washington St. *	515	794	48	136	785	8	9	83	418	109	210	180
33	Reche Canyon Rd. / Washington St.	974	1132	0	0	671	611	298	0	361	0	0	0
34	Hunts Ln. / Washington St. *	638	1274	56	186	1032	428	337	66	320	52	560	629
35	La Cadena Dr. / Washington St. (future road)	114	1	98	8	0	4	3	749	250	236	833	1
36	La Cadena Dr. / Barton Rd.	131	0	208	0	0	0	0	727	89	312	527	0
37	La Cadena Dr. / I-215 Southbound Ramps	2	616	2	0	206	0	187	5	361	0	0	0
38	La Cadena Dr. / I-215 Northbound Ramps	0	399	637	125	431	0	0	0	0	15	0	214

	AVERAGE DAILY TRAFFIC VOLUMES					SCENARIO:	FUTURE BASE 2030		
	PM PEAK HOUR FACTOR:			12					
	NB_In	NB_Out	SB_In	SB_Out	EB_In	EB_Out	WB_In	WB_Out	
1	5015	4032	9900	9660	4645	5599	4948	6958	1
2	2297	1742	1246	1983	3437	4905	3360	2447	2
3	11637	11278	11542	11215	2801	3620	2800	2667	3
4	2342	1510	1342	1954	2667	2800	2266	2350	4
5	9538	10311	9111	8618	3177	3055	1999	1839	5
6	1273	737	1033	1393	1759	1893	2081	2039	6
7	3815	4384	5464	4434	2503	2530	1534	1967	7
8	7167	6780	5031	5851	1967	1534			8
9	10538	10856	6780	7167	6494	6110	9955	10275	9
10	3075	1187	3674	4319	3054	4297	3968	2122	10
11	12139	11813	12970	11966	1675	2614	4824	6202	11
12	3205	1234	1187	3075	1352	840	417	493	12
13	10483	11133	11328	11712	2515	2703	2386	3624	13
14			630	611	3759	2952	3517	3901	14
15	16830	12276	11277	10497	4486	4036	3191	4488	15
16	7342	7762	7837	6317	4127	3215	6978	5125	16
17			756	1199	5319	7180	3016	2842	17
18	12227	11722	11813	12139	3135	2266	7821	873	18
19	12209	11984	12276	16830		7771	7658		19
20	8559	8867	7606	7342		3975	557	0	20
21	534	2684	1199	1677			934		21
22	11523	12979	12089	12310	10791			9097	22
23	101	73	2684	534	534			2684	23
24	13289	16724	11722	12227	440	470	13742	9804	24
25			2517	3064	2321	1745	1023	1054	25
26	10338	11107	8743	14657			176	641	26
27	6855	7647	7625	7127	641	176	157	328	27
28	12116	16438	16724	13289	2370	1482			28
29	8238	10929	11032	9956	5689	4001	2233	2039	29
30	13597	16839	14758	11206	12160	11451	20084	21100	30
31	24411	11294			21100	20064	15858	24495	31
32	10178	11977	5220	4864	15280	20648	27053	20293	32
33	6103	4432			20293	27053	20951	15860	33
34	7233	8854	6226	4109	15860	20951	24436	19841	34
35	14548	15790	15550	13604			2118	2824	35
36	13258	11479	12548.5	11229.5			6384	9042	36
37	11067				2618.294	13315.9	9828	10475	37
38			7376	2020	10475	9828	16061.04	8268.746	38

COLTON CIRC ELEM
B-Turns Worksheets for
2030 PM Base Scenario

Future 2030 Without Project (with adjustments)

		WB Left	WB Thru	WB Right	EB Left	EB Thru	EB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
1	Mt. Vernon Ave. / La Cadena Dr.-Citrus St. *	38	203	200	259	150	6	19	346	84	346	292	245
2	Wildrose Ave. / San Bernardino Ave.	32	244	26	76	149	80	102	63	40	15	33	63
3	Pepper Ave. / San Bernardino Ave.	40	142	51	54	112	68	77	830	53	58	832	83
4	Meridian Ave. / San Bernardino Ave. – Olive St.	14	149	25	24	151	48	62	114	19	26	64	22
5	Rancho Ave. / Olive St. *	60	85	23	54	91	121	108	642	37	25	678	62
6	Pennsylvania Ave. / Olive St.	11	127	31	8	133	6	17	77	9	28	44	14
7	La Cadena Dr. / Olive St.	13	89	26	69	120	21	23	275	24	20	331	100
8	Mt. Vernon Ave. / Olive St. NORTH	0	0	0	33	0	138	112	455	0	0	427	16
9	Mt. Vernon Ave. / Colton Ave.	378	438	51	41	470	27	24	505	343	43	500	47
10	Colton Ave. / F St.	5	247	10	128	111	0	1	222	21	44	94	110
11	Mt. Vernon Ave. / F St. – Fairway Dr.	105	142	163	11	115	20	57	822	142	261	860	18
12	Colton Ave. / 10th st. / G St.	9	16	7	87	3	14	42	163	38	1	80	12
13	Pepper Ave. / Valley Blvd.	45	95	77	52	131	46	51	847	81	90	837	79
14	Hermosa Ave. / Valley Blvd.	0	241	15	36	278	0	0	0	0	47	0	5
15	Rancho Ave. / Valley Blvd. *	93	104	36	15	145	170	218	824	166	63	760	14
16	La Cadena Dr. / Valley Blvd.	220	213	60	74	183	37	32	392	102	142	389	23
17	10th St. / Valley Blvd.	0	478	0	100	237	0	0	0	0	0	0	120
18	Mt. Vernon Ave. / Valley Blvd.	245	93	163	127	34	42	58	721	22	17	690	38
19	Rancho Ave. / I-10 Westbound Ramps	162	0	565	0	0	0	319	838	0	0	837	329
20	La Cadena Dr. / I-10 Westbound On-Ramp	33	0	23	0	0	0	241	589	0	0	706	90
21	9th St. / I-10 Westbound Off Ramp	52	0	72	0	0	0	0	68	0	0	172	0
22	Rancho Ave. / I-10 Eastbound Ramps	0	0	0	409	1	489	0	617	342	415	593	0
23	9th St. / I-10 Eastbound On-Ramp	0	0	0	40	2	0	0	5	2	219	6	0
24	Mt. Vernon Ave. / I-10 Eastbound Ramps	779	0	367	15	13	8	7	637	464	339	607	32
25	Pepper Ave. / Slover Ave.	0	5	79	176	14	0	0	0	0	74	0	140
26	Rancho Ave. / N St.	1	0	20	0	0	0	0	1201	9	44	925	0
27	La Cadena Dr. / N St.	8	2	3	34	4	15	2	557	7	16	614	11
28	Mt. Vernon Ave. / M St.	0	0	0	97	0	102	50	1010	0	0	1268	74
29	Rancho Ave. / Agua Mansa Rd.	53	64	67	227	107	135	120	537	18	45	724	148
30	Mt. Vernon Ave. / Washington St. (west) *	598	535	540	170	534	309	290	224	619	605	496	129
31	Mt. Vernon Ave. / Washington St. (east) *	214	988	0	0	874	727	684	0	1167	0	0	0
32	Barton Rd. / Washington St. *	787	1488	47	207	1002	19	32	151	637	53	191	201
33	Reche Canyon Rd. / Washington St.	57	1797	0	0	1248	312	457	0	74	0	0	0
34	Hunts Ln. / Washington St. *	486	1365	151	132	1133	86	118	58	436	84	166	263

AVERAGE DAILY TRAFFIC VOLUMES **SCENARIO: PROPOSED 2030**

AM PEAK HOUR FACTOR: 10

	NB_In	NB_Out	SB_In	SB_Out	EB_In	EB_Out	WB_In	WB_Out	
1	5658	5193	11407	10594	6513	7760	4236	5885	1
2	1608	1333	1346	724	9206	9054	7686	8113	2
3	11512	10920	14110	13929	4797	4711	4311	5171	3
4	3202	3071	2121	2489	5055	4432	3085	3470	4
5	11242	12366	10661	10039	4255	3873	2472	2351	5
6	2556	1712	1594	2610	2290	2296	2145	1969	6
7	5680	6440	7693	6261	2627	2655	1152	1796	7
8	8611	8505	7080	7833	1796	1152			8
9	11415	12146	8505	8611	10123	9461	13069	12895	9
10	7417	4386	5580	7825	6794	7580	5471	8367	10
11	14299	16210	15542	13651	3363	2567	8065	8044	11
12	8936	4709	4386	7417	3934	2314	373	1597	12
13	10483	11133	11385	12014	9314	9265	4883	6955	13
14			3535	3550	7349	5722	6463	8074	14
15	17245	20905	12236	11493	7204	8840	6476	9694	15
16	10188	19190	12237	9921	9702	7180	12914	8751	16
17			2544	2618	9243	13478	6957	7070	17
18	15925	15502	15614	13698	6117	3422	8407	1032	18
19	17317	15004	20905	17245		11927	10486		19
20	12346	13601	19190	10188		7746	447	50	20
21	1474	6930	2618	4288			2861		21
22	14400	16422	15004	17317	15341			11007	22
23	470	369	6930	1474	1474			6930	23
24	17479	19381	15502	15925	440	470	16607	14279	24
25			3516	3381	2751	2718	889	1059	25
26	12377	13351	15349	13293			317	1366	26
27	9093	11419	11094	9460	1366	317	882	1238	27
28	16779	20763	19381	17479	5390	3308			28
29	10933	14655	12655	11117	6624	4955	2467	1952	29
30	17602	19721	18923	16346	16726	15771	23612	25029	30
31	22595	11714			25029	23612	18573	30873	31
32	11898	14450	9424	8116	19014	24979	31277.5	24017	32
33	7714	6104			23025	30341	22629	16920	33
34	11282	12619	9078	6567	16920	22629	27243	22712	34
35	19372	20600	20205	17910			3485	4553	35
36	16187	15718	15868.5	14442			9974.5	11327	36
37	13689				5036.503	11067.61	12827	12419	37
38			10223	1188	12419	12827	13002.88	14891.45	38

COLTON CIRC ELEM
B-Turns Worksheets for
2030 AM With GP Scenario

INT NUMBI	INTERSECT	WB Left	WB Thru	WB Right	EB Left	EB Thru	EB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
4	Mt. Vernon Ave. / La Cadena Dr.-Citrus St. *	42	302	102	465	228	1	61	492	52	309	476	413
5	Wildrose Ave. / San Bernardino Ave.	30	709	21	43	732	96	104	7	46	33	7	92
6	Pepper Ave. / San Bernardino Ave.	34	224	176	139	258	81	62	1078	33	226	977	185
7	Meridian Ave. / San Bernardino Ave. – Olive St.	58	214	37	78	292	136	160	134	26	29	113	70
8	Rancho Ave. / Olive St. *	95	114	38	96	97	233	146	870	103	34	909	127
9	Pennsylvania Ave. / Olive St.	13	120	82	28	135	66	98	150	8	54	92	13
10	La Cadena Dr. / Olive St.	37	60	17	132	96	38	24	478	75	9	569	181
11	Mt. Vernon Ave. / Olive St. NORTH	0	0	0	35	0	148	92	748	0	0	703	23
12	Mt. Vernon Ave. / Colton Ave.	490	822	23	96	877	19	26	742	350	62	706	98
13	Colton Ave. / F St.	85	498	0	200	576	8	61	583	208	52	346	199
14	Mt. Vernon Ave. / F St. – Fairway Dr.	342	166	283	29	259	42	56	1054	279	266	1237	35
15	Colton Ave. / 10th st. / G St.	4	28	2	217	28	112	155	522	130	2	355	49
16	Pepper Ave. / Valley Blvd.	43	423	68	257	491	267	201	876	77	128	803	304
17	Hermosa Ave. / Valley Blvd.	0	446	199	156	580	0	0	0	0	227	0	126
18	Rancho Ave. / Valley Blvd. *	311	294	159	42	334	475	540	949	539	96	1304	50
19	La Cadena Dr. / Valley Blvd.	606	539	145	124	587	260	149	724	149	139	1052	30
20	10th St. / Valley Blvd.	0	989	2	260	705	0	0	0	0	2	0	359
21	Mt. Vernon Ave. / Valley Blvd.	376	54	182	263	57	128	201	924	46	0	1046	87
22	Rancho Ave. / I-10 Westbound Ramps	273	2	677	0	0	0	522	1047	0	0	1227	669
23	La Cadena Dr. / I-10 Westbound On-Ramp	7	0	37	0	0	0	233	982	5	0	1353	542
24	9th St. / I-10 Westbound Off Ramp	252	0	207	0	0	0	0	222	0	0	441	0
25	Rancho Ave. / I-10 Eastbound Ramps	0	0	0	648	0	886	0	1084	356	745	756	0
26	9th St. / I-10 Eastbound On-Ramp	0	0	0	124	3	10	0	23	22	668	27	0
27	Mt. Vernon Ave. / I-10 Eastbound Ramps	1116	3	543	4	37	2	6	1046	697	694	820	37
28	Pepper Ave. / Slover Ave.	0	19	71	267	12	0	0	0	0	94	0	253
29	Rancho Ave. / N St.	2	0	32	0	0	0	0	1297	6	131	1333	0
30	La Cadena Dr. / N St.	40	5	43	49	38	49	6	854	38	47	1052	21
31	Mt. Vernon Ave. / M St.	0	0	0	222	0	316	186	1526	0	0	1760	145
32	Rancho Ave. / Agua Mansa Rd.	62	119	65	222	83	358	217	824	40	72	1046	160
33	Mt. Vernon Ave. / Washington St. (west) *	772	723	866	263	857	553	493	506	761	884	647	361
34	Mt. Vernon Ave. / Washington St. (east) *	215	1634	0	0	1554	956	727	0	1533	0	0	0
35	Barton Rd. / Washington St. *	985	2000	184	379	1403	86	20	249	899	100	374	478
36	Reche Canyon Rd. / Washington St.	110	2,303	0	0	1,610	500	731	0	82	0	0	0
37	Hunts Ln. / Washington St. *	912	1,575	224	266	1,314	123	296	167	670	288	227	392
38	La Cadena Dr. / Washington St. (future road)	169	0	180	0	0	0	0	1,611	325	130	1,891	0
39	La Cadena Dr. / Barton Rd.	462	0	522	0	0	0	0	922	674	459	1,110	0
40	La Cadena Dr. / I-215 Southbound Ramps	0	951	0	0	376	0	156	0	866	0	0	0
41	La Cadena Dr. / I-215 Northbound Ramps	0	884	117	2	1,058	0	0	0	0	431	0	399

BTURN_P2030AM
ProjectedVolumes

AVERAGE DAILY TRAFFIC VOLUMES **SCENARIO: PROPOSED 2030**

PM PEAK HOUR FACTOR: 12

	NB_In	NB_Out	SB_In	SB_Out	EB_In	EB_Out	WB_In	WB_Out	
1	5658	5193	11407	10594	6513	7760	6894	9695	1
2	1608	1333	907	1444	9206	9054	7686	8113	2
3	11512	10920	14110	13929	4797	4711	4311	5171	3
4	3202	3071	2121	2489	5055	4432	3085	3470	4
5	11242	12366	10661	10039	4255	3873	2472	2351	5
6	2556	1712	1594	2610	2290	2296	2145	1969	6
7	5680	6440	7693	6261	2627	2655	1152	1796	7
8	8611	8505	7080	7833	1796	1152			8
9	11415	12146	8505	8611	10123	9461	13069	12895	9
10	7417	4386	5580	7825	6794	7580	7758	4150	10
11	14299	16210	15542	13651	2447	3819	8065	8044	11
12	8936	4709	4386	7417	3934	2314	373	1597	12
13	10483	11133	11385	12014	9314	9265	4883	6955	13
14			3535	3550	7349	5722	6463	8074	14
15	18342	13378	12236	11493	7204	8840	6476	9694	15
16	10188	19190	12237	9921	9702	7180	12914	8751	16
17			756	1199	9243	13478	3016	2842	17
18	15925	15502	15614	13698	6117	3422	8407	1032	18
19	17317	15004	13378	18342		11927	10486		19
20	12346	13601	19190	10188		7746	830	0	20
21	1474	6930	1199	2587			1440		21
22	14400	16422	15004	17317	15341			11007	22
23	263	190	6930	1474	1474			6930	23
24	17479	19381	15502	15925	440	470	16607	14279	24
25			3516	3381	2751	2718	889	1059	25
26	12377	13351	15349	13293			317	1366	26
27	9093	11419	11094	9460	1366	317	882	1238	27
28	16779	20763	19381	17479	5390	3308			28
29	10933	14655	12655	11117	6624	4955	2467	1952	29
30	17602	19721	18923	16346	16726	15771	23612	25029	30
31	22595	11714			25029	23612	18573	30873	31
32	11898	14450	9424	8116	19014	24979	31277.5	24017	32
33	7714	6104			23025	30341	22629	16920	33
34	11282	12619	9078	6567	16920	22629	27243	22712	34
35	19372	20600	20205	17910			3485	4553	35
36	16187	15718	15868.5	14442			9974.5	11327	36
37	13689				3255.748	16557.8	12827	12419	37
38			10223	1188	12419	12827	19971.29	10281.87	38

COLTON CIRC ELEM
B-Turns Worksheets for
2030 PM With GP Scenario

INT_NUMBE	INTERSECT	WB Left	WB Thru	WB Right	EB Left	EB Thru	EB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
4	Mt. Vernon Ave. / La Cadena Dr.-Citrus St. *	68	338	221	308	274	11	29	354	132	403	354	280
5	Wildrose Ave. / San Bernardino Ave.	26	625	23	79	615	76	78	17	43	18	9	52
6	Pepper Ave. / San Bernardino Ave.	29	193	138	135	220	46	42	888	44	168	835	158
7	Meridian Ave. / San Bernardino Ave. – Olive St.	18	215	24	48	243	130	112	135	19	27	108	42
8	Rancho Ave. / Olive St. *	73	108	26	68	122	166	140	743	46	29	792	75
9	Pennsylvania Ave. / Olive St.	17	132	30	22	141	27	39	166	8	15	99	20
10	La Cadena Dr. / Olive St.	11	65	19	85	106	30	33	418	26	18	496	123
11	Mt. Vernon Ave. / Olive St. NORTH	0	0	0	43	0	110	77	610	0	0	599	19
12	Mt. Vernon Ave. / Colton Ave.	381	670	64	76	707	41	34	578	317	51	590	84
13	Colton Ave. / F St.	44	529	3	206	274	0	17	443	65	7	322	85
14	Mt. Vernon Ave. / F St. – Fairway Dr.	243	228	221	11	167	34	75	906	227	276	1074	16
15	Colton Ave. / 10th st. / G St.	11	14	4	218	8	70	147	396	123	2	311	32
16	Pepper Ave. / Valley Blvd.	40	336	68	208	455	185	173	725	61	65	703	263
17	Hermosa Ave. / Valley Blvd.	0	439	82	214	410	0	0	0	0	263	0	38
18	Rancho Ave. / Valley Blvd. *	121	337	71	25	379	186	364	861	270	159	808	37
19	La Cadena Dr. / Valley Blvd.	553	458	63	171	435	204	98	593	160	134	842	42
20	10th St. / Valley Blvd.	0	898	0	100	237	0	0	0	0	0	0	225
21	Mt. Vernon Ave. / Valley Blvd.	291	112	108	203	51	119	123	831	24	11	882	49
22	Rancho Ave. / I-10 Westbound Ramps	352	0	608	0	0	0	664	920	0	0	898	330
23	La Cadena Dr. / I-10 Westbound On-Ramp	15	0	52	0	0	0	208	797	0	0	1118	438
24	9th St. / I-10 Westbound Off Ramp	309	0	9	0	0	0	0	207	0	0	269	0
25	Rancho Ave. / I-10 Eastbound Ramps	0	0	0	634	2	643	0	809	391	524	726	0
26	9th St. / I-10 Eastbound On-Ramp	0	0	0	108	6	0	0	15	6	565	16	0
27	Mt. Vernon Ave. / I-10 Eastbound Ramps	882	0	502	15	15	7	6	809	642	534	726	33
28	Pepper Ave. / Slover Ave.	0	5	68	214	12	0	0	0	0	76	0	222
29	Rancho Ave. / N St.	1	0	26	0	0	0	0	1082	11	103	1112	0
30	La Cadena Dr. / N St.	49	9	17	59	22	32	3	713	27	54	871	13
31	Mt. Vernon Ave. / M St.	0	0	0	175	0	273	144	1282	0	0	1457	132
32	Rancho Ave. / Agua Mansa Rd.	81	71	53	207	107	238	208	666	24	32	902	133
33	Mt. Vernon Ave. / Washington St. (west) *	590	670	708	303	674	416	434	350	683	729	637	211
34	Mt. Vernon Ave. / Washington St. (east) *	220	1324	0	0	1334	756	644	0	1239	0	0	0
35	Barton Rd. / Washington St. *	860	1696	90	349	1185	18	29	238	705	111	325	357
36	Reche Canyon Rd. / Washington St.	68	1,935	0	0	1,329	441	593	0	81	0	0	0
37	Hunts Ln. / Washington St. *	691	1,347	206	181	1,138	113	159	161	631	124	248	379
38	La Cadena Dr. / Washington St. (future road)	174	0	117	0	0	0	0	1,376	222	157	1,543	0
39	La Cadena Dr. / Barton Rd.	540	0	282	0	0	0	0	922	406	538	770	0
40	La Cadena Dr. / I-215 Southbound Ramps	0	1,039	0	0	264	0	341	0	771	0	0	0
41	La Cadena Dr. / I-215 Northbound Ramps	0	785	98	1	656	0	0	0	0	201	0	284

APPENDIX B1
Study Intersection Traffic Counts

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

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

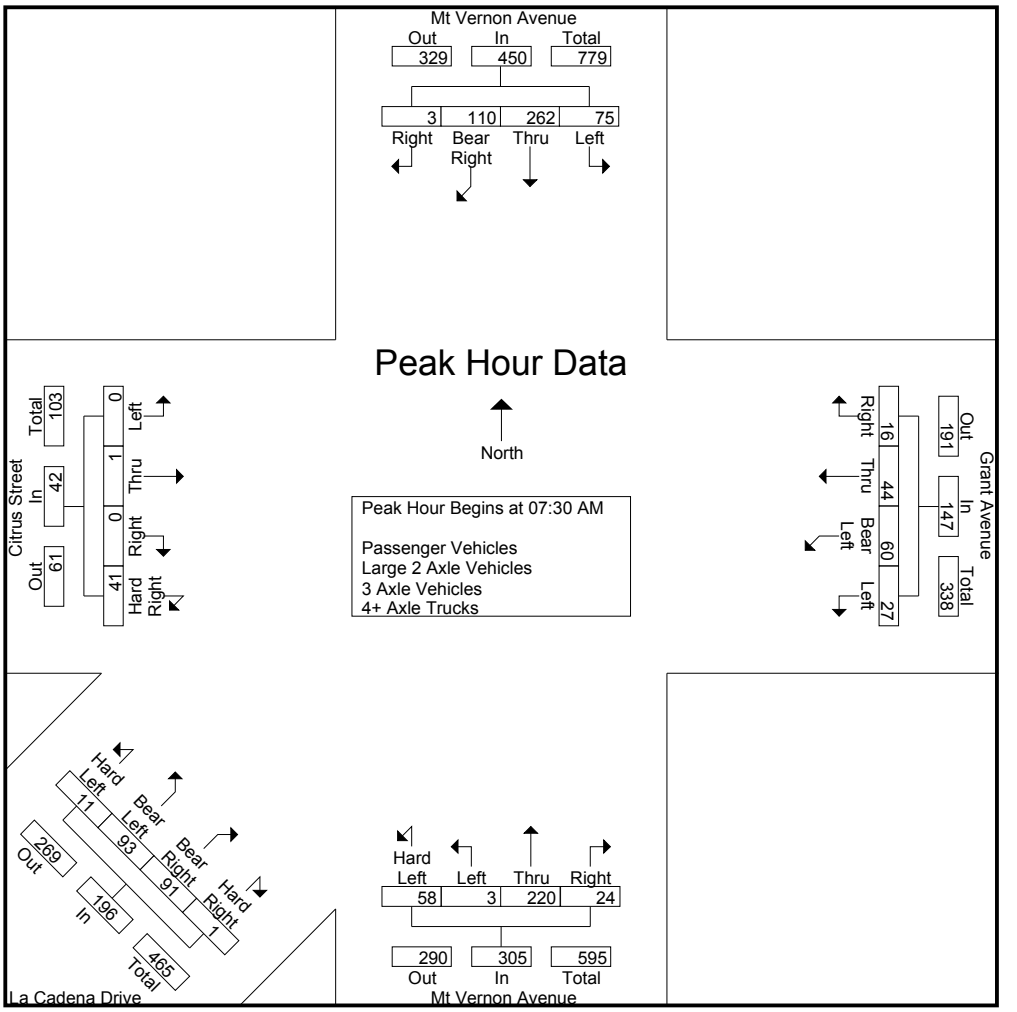
	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	5	31	29	0	65	2	12	7	4	25	4	1	40	3	48	1	17	13	2	33	0	0	0	10	10	181
07:15 AM	11	45	27	1	84	1	20	5	4	30	8	0	42	4	54	1	20	15	0	36	0	0	0	9	9	213
07:30 AM	15	64	19	0	98	4	13	12	2	31	13	1	44	4	62	4	24	38	0	66	0	1	0	7	8	265
07:45 AM	27	66	34	1	128	11	14	9	2	36	22	1	71	6	100	1	20	27	0	48	0	0	0	16	16	328
Total	58	206	109	2	375	18	59	33	12	122	47	3	197	17	264	7	81	93	2	183	0	1	0	42	43	987
08:00 AM	20	73	33	2	128	5	25	10	9	49	12	0	50	13	75	5	25	18	0	48	0	0	0	13	13	313
08:15 AM	13	59	24	0	96	7	8	13	3	31	11	1	55	1	68	1	24	8	1	34	0	0	0	5	5	234
08:30 AM	12	49	18	2	81	11	7	10	4	32	8	2	41	7	58	1	19	12	0	32	0	0	0	3	3	206
08:45 AM	20	59	14	0	93	13	11	19	6	49	14	0	54	5	73	0	21	16	3	40	0	0	0	7	7	262
Total	65	240	89	4	398	36	51	52	22	161	45	3	200	26	274	7	89	54	4	154	0	0	0	28	28	1015
Grand Total	123	446	198	6	773	54	110	85	34	283	92	6	397	43	538	14	170	147	6	337	0	1	0	70	71	2002
Apprch %	15.9	57.7	25.6			19.1	38.9				17.1		73.8				50.4	43.6						98.6		
		22.3											19.8													
Passenger Vehicles	121	409	128	4	662	54	106	85	34	279	91	6	396	15	508	13	167	147	5	332	0	0	0	70	70	1851
% Passenger Vehicles	98.4	91.7	64.6	66.7	85.6	100	96.4	100	100	98.6	98.9	100	99.7	34.9	94.4	92.9	98.2	100	83.3	98.5	0	0	0	100	98.6	92.5
Large 2 Axle Vehicles	2	21	70	1	94	0	1	0	0	1	1	0	1	18	20	1	1	0	1	3	0	0	0	0	0	118
% Large 2 Axle Vehicles	1.6	4.7	35.4	16.7	12.2	0	0.9	0	0	0.4	1.1	0	0.3	41.9	3.7	7.1	0.6	0	16.7	0.9	0	0	0	0	0	5.9
3 Axle Vehicles	0	7	0	0	7	0	3	0	0	3	0	0	0	5	5	0	2	0	0	2	0	0	0	0	0	17
% 3 Axle Vehicles	0	1.6	0	0	0.9	0	2.7	0	0	1.1	0	0	0	11.6	0.9	0	1.2	0	0	0.6	0	0	0	0	0	0.8
4+ Axle Trucks	0	9	0	1	10	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	1	0	0	1	16
% 4+ Axle Trucks	0	2	0	16.7	1.3	0	0	0	0	0	0	0	0	11.6	0.9	0	0	0	0	0	0	100	0	0	1.4	0.8

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	15	64	19	0	98	4	13	12	2	31	13	**1**	44	4	62	4	24	**38**	0	**66**	0	**1**	0	7	8	265
07:45 AM	**27**	66	**34**	1	**128**	**11**	14	9	2	36	**22**	1	**71**	6	**100**	1	20	27	0	48	0	0	0	**16**	**16**	**328**
08:00 AM	20	**73**	33	**2**	128	5	**25**	10	**9**	**49**	12	0	50	**13**	75	**5**	**25**	18	0	48	0	0	0	13	13	313
08:15 AM	13	59	24	0	96	7	8	**13**	3	31	11	1	55	1	68	1	24	8	**1**	34	0	0	0	5	5	234
Total Volume	75	262	110	3	450	27	60	44	16	147	58	3	220	24	305	11	93	91	1	196	0	1	0	41	42	1140
% App. Total	16.7	58.2	24.4	0.7		18.4	40.8	29.9	10.9				72.1	7.9		5.6	47.4	46.4	0.5			2.4		97.6		
PHF	.694	.897	.809	.375	.879	.614	.600	.846	.444	.750	.659	.750	.775	.462	.763	.550	.930	.599	.250	.742	.000	.250	.000	.641	.656	.869

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	15	64	19	0	98	4	13	12	2	31	13	**1**	44	4	62	4	24	**38**	0	**66**	0	**1**	0	7	8
+15 mins.	**27**	66	**34**	1	**128**	**11**	14	9	2	36	**22**	1	**71**	6	**100**	1	20	27	0	48	0	0	0	**16**	**16**
+30 mins.	20	**73**	33	**2**	128	5	**25**	10	**9**	**49**	12	0	50	**13**	75	**5**	**25**	18	0	48	0	0	0	13	13
+45 mins.	13	59	24	0	96	7	8	**13**	3	31	11	1	55	1	68	1	24	8	**1**	34	0	0	0	5	5
Total Volume	75	262	110	3	450	27	60	44	16	147	58	3	220	24	305	11	93	91	1	196	0	1	0	41	42
% App. Total	16.7	58.2	24.4	0.7		18.4	40.8	29.9	10.9				72.1	7.9		5.6	47.4	46.4	0.5			2.4		97.6	
PHF	.694	.897	.809	.375	.879	.614	.600	.846	.444	.750	.659	.750	.775	.462	.763	.550	.930	.599	.250	.742	.000	.250	.000	.641	.656

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

Groups Printed- Passenger Vehicles

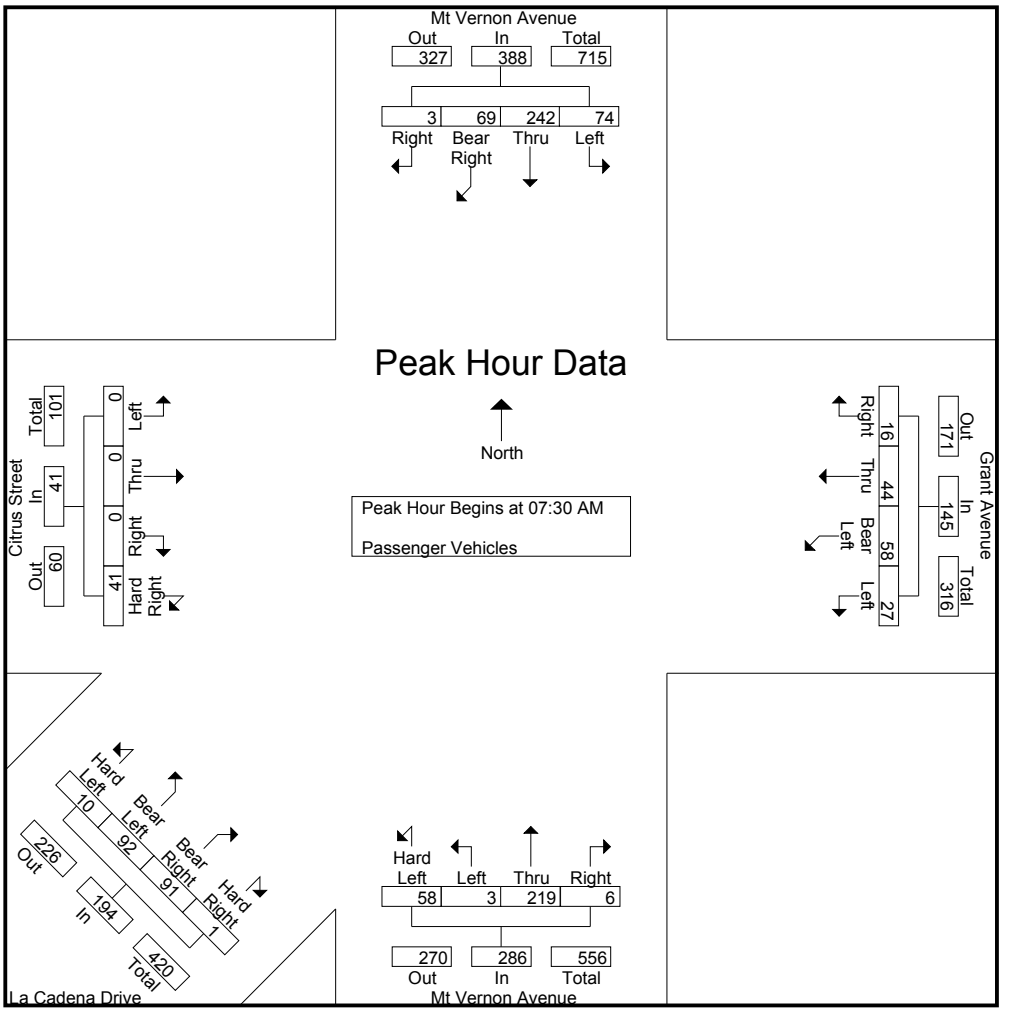
	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	5	28	19	0	52	2	11	7	4	24	3	1	40	2	46	1	15	13	2	31	0	0	0	10	10	163
07:15 AM	10	43	18	1	72	1	19	5	4	29	8	0	42	2	52	1	20	15	0	36	0	0	0	9	9	198
07:30 AM	15	61	12	0	88	4	11	12	2	29	13	1	43	3	60	3	24	38	0	65	0	0	0	7	7	249
07:45 AM	27	62	18	1	108	11	14	9	2	36	22	1	71	2	96	1	20	27	0	48	0	0	0	16	16	304
Total	57	194	67	2	320	18	55	33	12	118	46	3	196	9	254	6	79	93	2	180	0	0	0	42	42	914
08:00 AM	20	69	20	2	111	5	25	10	9	49	12	0	50	1	63	5	25	18	0	48	0	0	0	13	13	284
08:15 AM	12	50	19	0	81	7	8	13	3	31	11	1	55	0	67	1	23	8	1	33	0	0	0	5	5	217
08:30 AM	12	44	15	0	71	11	7	10	4	32	8	2	41	3	54	1	19	12	0	32	0	0	0	3	3	192
08:45 AM	20	52	7	0	79	13	11	19	6	49	14	0	54	2	70	0	21	16	2	39	0	0	0	7	7	244
Total	64	215	61	2	342	36	51	52	22	161	45	3	200	6	254	7	88	54	3	152	0	0	0	28	28	937
Grand Total	121	409	128	4	662	54	106	85	34	279	91	6	396	15	508	13	167	147	5	332	0	0	0	70	70	1851
Apprch %	18.3	61.8	19.3			19.4		30.5	12.2		17.9						50.3	44.3						100		
Total %	6.5	22.1											21.4													

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	15	61	12	0	88	4	11	12	2	29	13	**1**	43	**3**	60	3	24	**38**	0	**65**	0	0	0	7	7	249
07:45 AM	**27**	62	18	1	108	**11**	14	9	2	36	**22**	1	**71**	2	**96**	1	20	27	0	48	0	0	0	**16**	**16**	**304**
08:00 AM	20	**69**	**20**	**2**	**111**	5	**25**	10	**9**	**49**	12	0	50	1	63	**5**	**25**	18	0	48	0	0	0	13	13	284
08:15 AM	12	50	19	0	81	7	8	**13**	3	31	11	1	55	0	67	1	23	8	**1**	33	0	0	0	5	5	217
Total Volume	74	242	69	3	388	27	58	44	16	145	58	3	219	6	286	10	92	91	1	194	0	0	0	41	41	1054
% App. Total	19.1	62.4	17.8	0.8		18.6		30.3			20.3		76.6	2.1		5.2	47.4	46.9	0.5					100		
PHF	.685	.877	.863	.375	.874	.614	.580	.846	.444	.740	.659	.750	.771	.500	.745	.500	.920	.599	.250	.746	.000	.000	.000	.641	.641	.867

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	15	61	12	0	88	4	11	12	2	29	13	**1**	43	**3**	60	3	24	**38**	0	**65**	0	0	0	7	7
+15 mins.	**27**	62	18	1	108	**11**	14	9	2	36	**22**	1	**71**	2	**96**	1	20	27	0	48	0	0	0	**16**	**16**
+30 mins.	20	**69**	**20**	**2**	**111**	5	**25**	10	**9**	**49**	12	0	50	1	63	**5**	**25**	18	0	48	0	0	0	13	13
+45 mins.	12	50	19	0	81	7	8	**13**	3	31	11	1	55	0	67	1	23	8	**1**	33	0	0	0	5	5
Total Volume	74	242	69	3	388	27	58	44	16	145	58	3	219	6	286	10	92	91	1	194	0	0	0	41	41
% App. Total	19.1	62.4	17.8	0.8		18.6		30.3			20.3		76.6	2.1		5.2	47.4	46.9	0.5					100	
PHF	.685	.877	.863	.375	.874	.614	.580	.846	.444	.740	.659	.750	.771	.500	.745	.500	.920	.599	.250	.746	.000	.000	.000	.641	.641

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	2	10	0	12	0	0	0	0	0	1	0	0	1	2	0	1	0	0	1	0	0	0	0	0	15
07:15 AM	1	2	9	0	12	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	13
07:30 AM	0	2	7	0	9	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	12
07:45 AM	0	2	16	0	18	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	21
Total	1	8	42	0	51	0	1	0	0	1	1	0	1	5	7	1	1	0	0	2	0	0	0	0	0	61
08:00 AM	0	4	13	0	17	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	25
08:15 AM	1	2	5	0	8	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9
08:30 AM	0	3	3	1	7	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	10
08:45 AM	0	4	7	0	11	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	13
Total	1	13	28	1	43	0	0	0	0	0	0	0	0	13	13	0	0	0	1	1	0	0	0	0	0	57
Grand Total	2	21	70	1	94	0	1	0	0	1	1	0	1	18	20	1	1	0	1	3	0	0	0	0	0	118
Apprch %	2.1	22.3	74.5	1.1		0	100	0	0		5	0	5	90		33.3	33.3	0	33.3		0	0	0	0		
Total %	1.7	17.8	59.3	0.8	79.7	0	0.8	0	0	0.8	0.8	0	0.8	15.3	16.9	0.8	0.8	0	0.8	2.5	0	0	0	0	0	

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	2	7	0	9	0	**1**	0	0	**1**	0	0	**1**	0	1	**1**	0	0	0	**1**	0	0	0	0	0	12
07:45 AM	0	2	**16**	0	**18**	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	21
08:00 AM	0	**4**	13	0	17	0	0	0	0	0	0	0	0	**8**	**8**	0	0	0	0	0	0	0	0	0	0	**25**
08:15 AM	**1**	2	5	0	8	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9
Total Volume	1	10	41	0	52	0	1	0	0	1	0	0	1	12	13	1	0	0	0	1	0	0	0	0	0	67
% App. Total	1.9	19.2	78.8	0		0	100	0	0		0	0	7.7	92.3		100	0	0	0		0	0	0	0		
PHF	.250	.625	.641	.000	.722	.000	.250	.000	.000	.250	.000	.000	.250	.375	.406	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.670

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
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File Name : CNMVLCAM
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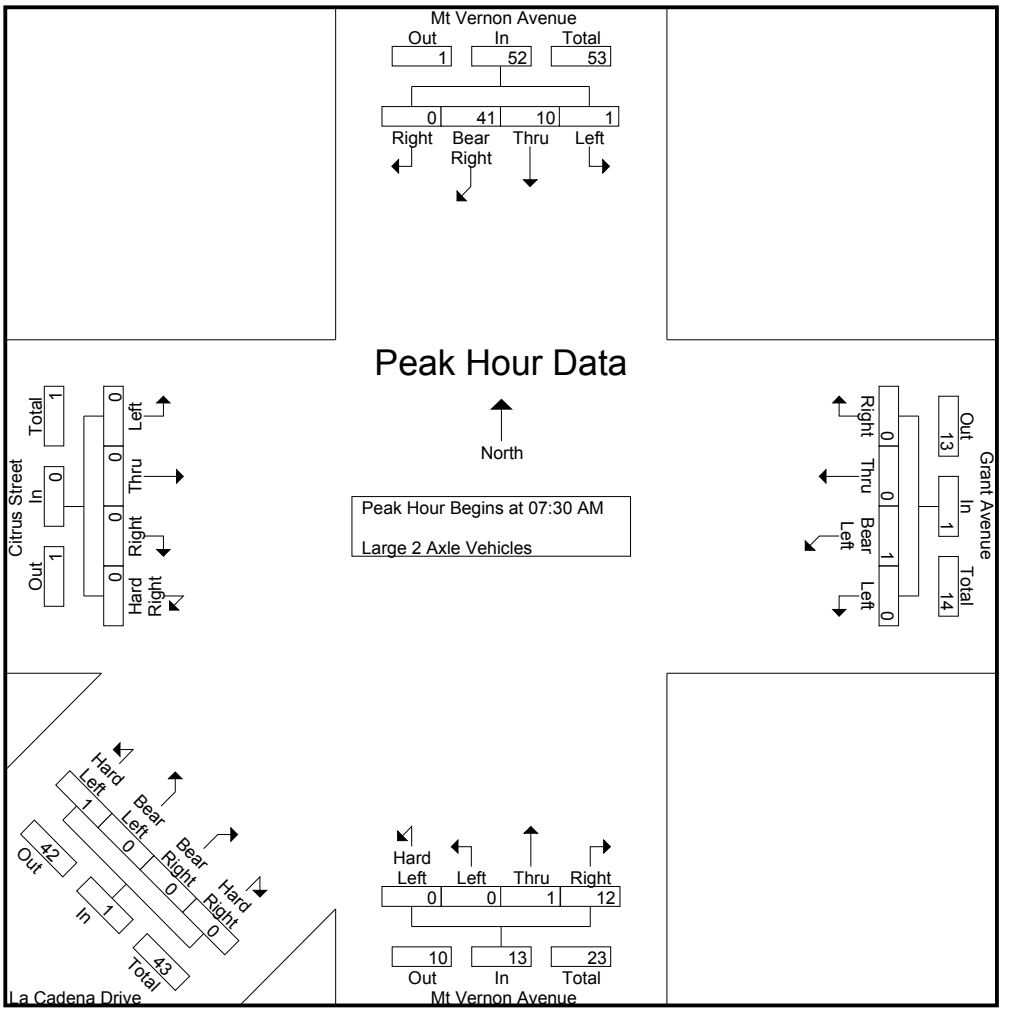

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	2	7	0	9	0	**1**	0	0	**1**	0	0	**1**	0	1	**1**	0	0	0	**1**	0	0	0	0	0
+15 mins.	0	2	**16**	0	**18**	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**4**	13	0	17	0	0	0	0	0	0	0	0	**8**	**8**	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	2	5	0	8	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Total Volume	1	10	41	0	52	0	1	0	0	1	0	0	1	12	13	1	0	0	0	1	0	0	0	0	0
% App. Total	1.9	19.2	78.8	0		0	100	0	0		0	0	7.7	92.3		100	0	0	0		0	0	0	0	
PHF	.250	.625	.641	.000	.722	.000	.250	.000	.000	.250	.000	.000	.250	.375	.406	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

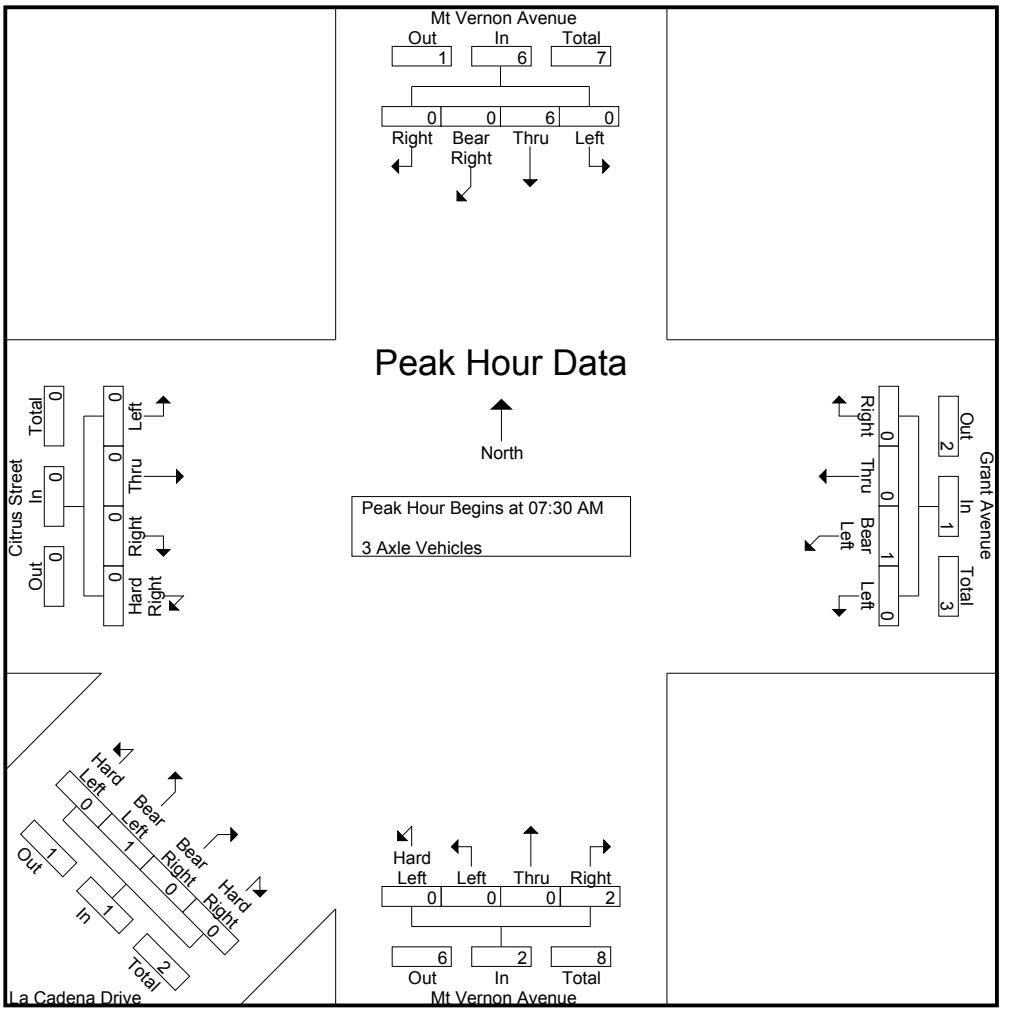
	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	3	0	0	3	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	10
Grand Total	0	7	0	0	7	0	3	0	0	3	0	0	0	5	5	0	2	0	0	2	0	0	0	0	0	17
Apprch %	0	100	0	0		0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
Total %	0	41.2	0	0	41.2	0	17.6	0	0	17.6	0	0	0	29.4	29.4	0	11.8	0	0	11.8	0	0	0	0	0	

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	**5**	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**6**
Total Volume	0	6	0	0	6	0	1	0	0	1	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	10
% App. Total	0	100	0	0		0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
PHF	.000	.300	.000	.000	.300	.000	.250	.000	.000	.250	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**5**	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0
Total Volume	0	6	0	0	6	0	1	0	0	1	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0
% App. Total	0	100	0	0		0	100	0	0		0	0	0	100		0	100	0	0		0	0	0	0	
PHF	.000	.300	.000	.000	.300	.000	.250	.000	.000	.250	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000

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File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

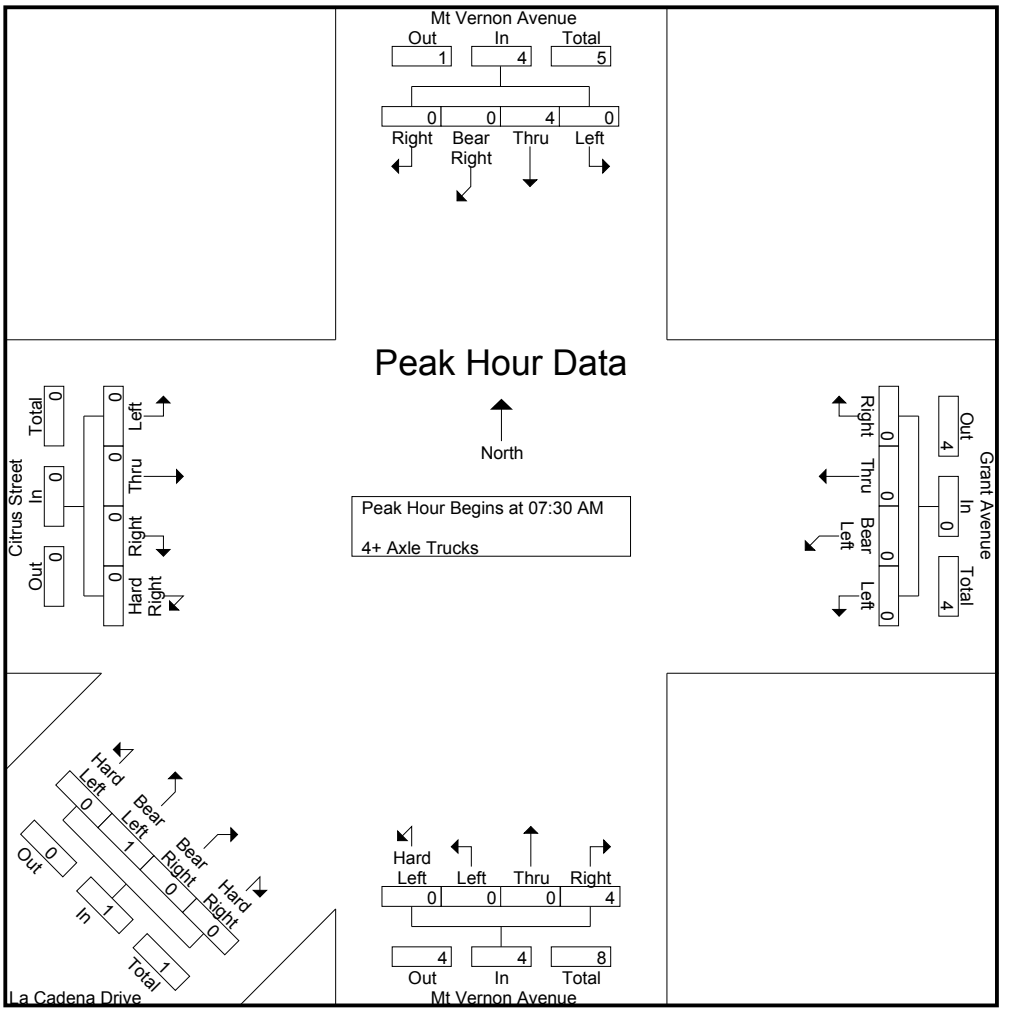
	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	6	0	1	7	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	11
Grand Total	0	9	0	1	10	0	0	0	0	0	0	0	0	5	5	0	1	0	0	1	0	0	0	0	0	16
Apprch %	0	90	0	10		0	0	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
Total %	0	56.2	0	6.2	62.5	0	0	0	0	0	0	0	0	31.2	31.2	0	6.2	0	0	6.2	0	0	0	0	0	

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	**1**	0	0	**1**	0	0	0	0	0	**3**
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	0	4	0	0	0	0	0	0	0	0	4	4	0	1	0	0	1	0	0	0	0	0	9
% App. Total	0	100	0	0		0	0	0	0		0	0	0	100		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.333	.333	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCAM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	**1**	0	0	**1**	0	0	0	0	0
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	0	4	0	0	0	0	0	0	0	0	4	4	0	1	0	0	1	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	0	100		0	100	0	0		0	0	0	0	
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.333	.333	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000

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25286 Jaclyn Avenue
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City of Colton
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File Name : CNMVLCPM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

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

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	15	102	18	2	137	13	23	6	19	61	2	6	121	17	146	2	40	18	2	62	0	0	0	5	5	411
04:15 PM	17	91	24	3	135	12	14	8	14	48	4	9	133	14	160	0	44	15	0	59	0	0	0	3	3	405
04:30 PM	15	105	37	3	160	11	20	8	14	53	5	4	127	18	154	1	47	21	4	73	0	0	0	5	5	445
04:45 PM	18	83	39	1	141	19	21	7	28	75	3	7	126	17	153	2	53	22	3	80	0	0	0	6	6	455
Total	65	381	118	9	573	55	78	29	75	237	14	26	507	66	613	5	184	76	9	274	0	0	0	19	19	1716
05:00 PM	18	93	30	2	143	16	19	2	13	50	4	6	137	20	167	1	50	26	3	80	0	0	0	5	5	445
05:15 PM	20	101	28	1	150	16	17	12	22	67	3	10	152	31	196	2	45	23	6	76	0	0	0	6	6	495
05:30 PM	45	99	16	3	163	10	18	6	28	62	3	4	144	29	180	1	35	20	2	58	0	0	0	5	5	468
05:45 PM	43	86	20	1	150	20	21	6	28	75	1	3	130	48	182	1	41	29	3	74	0	0	0	7	7	488
Total	126	379	94	7	606	62	75	26	91	254	11	23	563	128	725	5	171	98	14	288	0	0	0	23	23	1896
Grand Total	191	760	212	16	1179	117	153	55	166	491	25	49	1070	194	1338	10	355	174	23	562	0	0	0	42	42	3612
Apprch %	16.2	64.5				23.8	31.2	11.2	33.8					14.5			63.2							100		
Total %	5.3	21	5.9	0.4	32.6	3.2	4.2	1.5	4.6	13.6	0.7	1.4	29.6													
Passenger Vehicles	190	736	208	16	1150	117	152	50	166	485	24	49	1064	177	1314	10	353	170	23	556	0	0	0	42	42	3547
% Passenger Vehicles	99.5	96.8	98.1	100	97.5	100	99.3	90.9	100	98.8	96	100	99.4	91.2	98.2	100	99.4	97.7	100	98.9	0	0	0	100	100	98.2
Large 2 Axle Vehicles	1	16	3	0	20	0	1	5	0	6	1	0	2	15	18	0	2	4	0	6	0	0	0	0	0	50
% Large 2 Axle Vehicles	0.5	2.1	1.4	0	1.7	0	0.7	9.1	0	1.2	4	0	0.2	7.7	1.3	0	0.6	2.3	0	1.1	0	0	0	0	0	1.4
3 Axle Vehicles	0	7	0	0	7	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	11
% 3 Axle Vehicles	0	0.9	0	0	0.6	0	0	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	0	1	1	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
% 4+ Axle Trucks	0	0.1	0.5	0	0.2	0	0	0	0	0	0	0	0	1	0.1	0	0	0	0	0	0	0	0	0	0	0.1

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	18	93	**30**	2	143	16	19	2	13	50	**4**	6	137	20	167	1	**50**	26	3	**80**	0	0	0	5	5	445
05:15 PM	20	**101**	**28**	**1**	**150**	**16**	**17**	**12**	22	67	3	**10**	**152**	**31**	**196**	**2**	45	23	**6**	76	0	0	0	6	6	**495**
05:30 PM	**45**	99	16	**3**	**163**	10	18	6	**28**	62	3	4	144	29	180	1	35	20	2	58	0	0	0	5	5	468
05:45 PM						**20**	**21**			**75**			130	**48**				**29**						**7**	**7**	
Total Volume	126	379	94	7	606	62	75	26	91	254	11	23	563	128	725	5	171	98	14	288	0	0	0	23	23	1896
% App. Total	20.8	62.5	15.5	1.2		24.4	29.5	10.2	35.8		1.5	3.2	77.7	17.7		1.7	59.4		4.9					100		
PHF	.700	.938	.783	.583	.929	.775	.893	.542	.813	.847	.688	.575	.926	.667	.925	.625	.855	.845	.583	.900	.000	.000	.000	.821	.821	.958

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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File Name : CNMVLCPM
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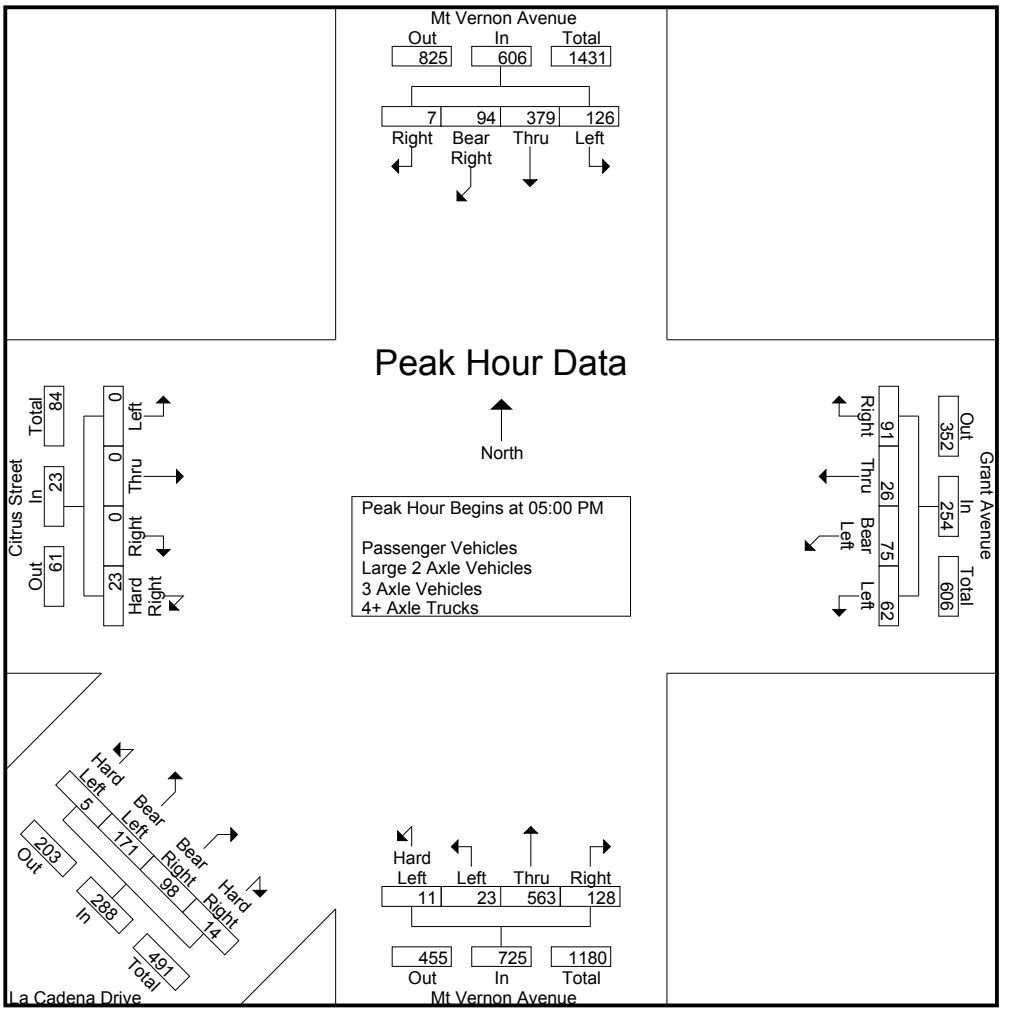
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					05:00 PM					04:30 PM					05:00 PM				
+0 mins.	18	93	**30**	2	143	**19**	**21**	7	**28**	**75**	**4**	6	137	20	167	1	47	21	4	73	0	0	0	5	5
+15 mins.	20	**101**	**28**	**1**	**150**	**16**	**19**	**2**	**13**	**50**	**3**	**10**	**152**	**31**	**196**	**2**	**53**	22	3	**80**	0	0	0	6	6
+30 mins.	**45**	99	16	**3**	**163**	16	17	**12**	22	67	3	4	144	29	180	1	50	**26**	3	80	0	0	0	5	5
+45 mins.	43	86	20	1	150	10	18	6	28	62	1	3	130	**48**	182	2	45	23	**6**	76	0	0	0	**7**	**7**
Total Volume	126	379	94	7	606	61	75	27	91	254	11	23	563	128	725	6	195	92	16	309	0	0	0	23	23
% App. Total	20.8	62.5	15.5	1.2			29.5	10.6	35.8		1.5	3.2	77.7	17.7		1.9	63.1	29.8	5.2					100	
PHF	.700	.938	.783	.583	.929	.803	.893	.563	.813	.847	.688	.575	.926	.667	.925	.750	.920	.885	.667	.966	.000	.000	.000	.821	.821

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File Name : CNMVLCPM
Site Code : 04113643
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Groups Printed- Passenger Vehicles

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	15	96	18	2	131	13	23	6	19	61	2	6	121	16	145	2	40	18	2	62	0	0	0	5	5	404
04:15 PM	16	88	21	3	128	12	14	8	14	48	3	9	131	11	154	0	44	15	0	59	0	0	0	3	3	392
04:30 PM	15	103	37	3	158	11	19	6	14	50	5	4	127	16	152	1	47	21	4	73	0	0	0	5	5	438
04:45 PM	18	80	39	1	138	19	21	7	28	75	3	7	125	15	150	2	52	22	3	79	0	0	0	6	6	448
Total	64	367	115	9	555	55	77	27	75	234	13	26	504	58	601	5	183	76	9	273	0	0	0	19	19	1682
05:00 PM	18	89	29	2	138	16	19	2	13	50	4	6	137	19	166	1	50	25	3	79	0	0	0	5	5	438
05:15 PM	20	98	28	1	147	16	17	10	22	65	3	10	150	26	189	2	45	20	6	73	0	0	0	6	6	480
05:30 PM	45	98	16	3	162	10	18	6	28	62	3	4	144	27	178	1	35	20	2	58	0	0	0	5	5	465
05:45 PM	43	84	20	1	148	20	21	5	28	74	1	3	129	47	180	1	40	29	3	73	0	0	0	7	7	482
Total	126	369	93	7	595	62	75	23	91	251	11	23	560	119	713	5	170	94	14	283	0	0	0	23	23	1865
Grand Total	190	736	208	16	1150	117	152	50	166	485	24	49	1064	177	1314	10	353	170	23	556	0	0	0	42	42	3547
Apprch %	16.5		18.1			24.1	31.3	10.3	34.2					13.5			63.5	30.6						100		
Total %	5.4	20.7																								

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	18	89	**29**	2	138	16	19	2	13	50	**4**	6	137	19	166	1	**50**	25	3	**79**	0	0	0	5	5	438
05:15 PM	20	**98**	28	1	147	16	17	**10**	22	65	3	**10**	**150**	**26**	**189**	**2**	45	20	**6**	73	0	0	0	6	6	480
05:30 PM	**45**	98	16	**3**	**162**	10	18	6	**28**	62	3	4	144	27	178	1	35	20	2	58	0	0	0	5	5	465
05:45 PM						**20**	**21**			**74**			129	**47**				**29**						**7**	**7**	**482**
Total Volume	126	369	93	7	595	62	75	23	91	251	11	23	560	119	713	5	170	94	14	283	0	0	0	23	23	1865
% App. Total	21.2		15.6	1.2		24.7	29.9	9.2	36.3		1.5	3.2	78.5	16.7		1.8	60.1	33.2	4.9					100		
PHF	.700	.941	.802	.583	.918	.775	.893	.575	.813	.848	.688	.575	.933	.633	.943	.625	.850	.810	.583	.896	.000	.000	.000	.821	.821	.967

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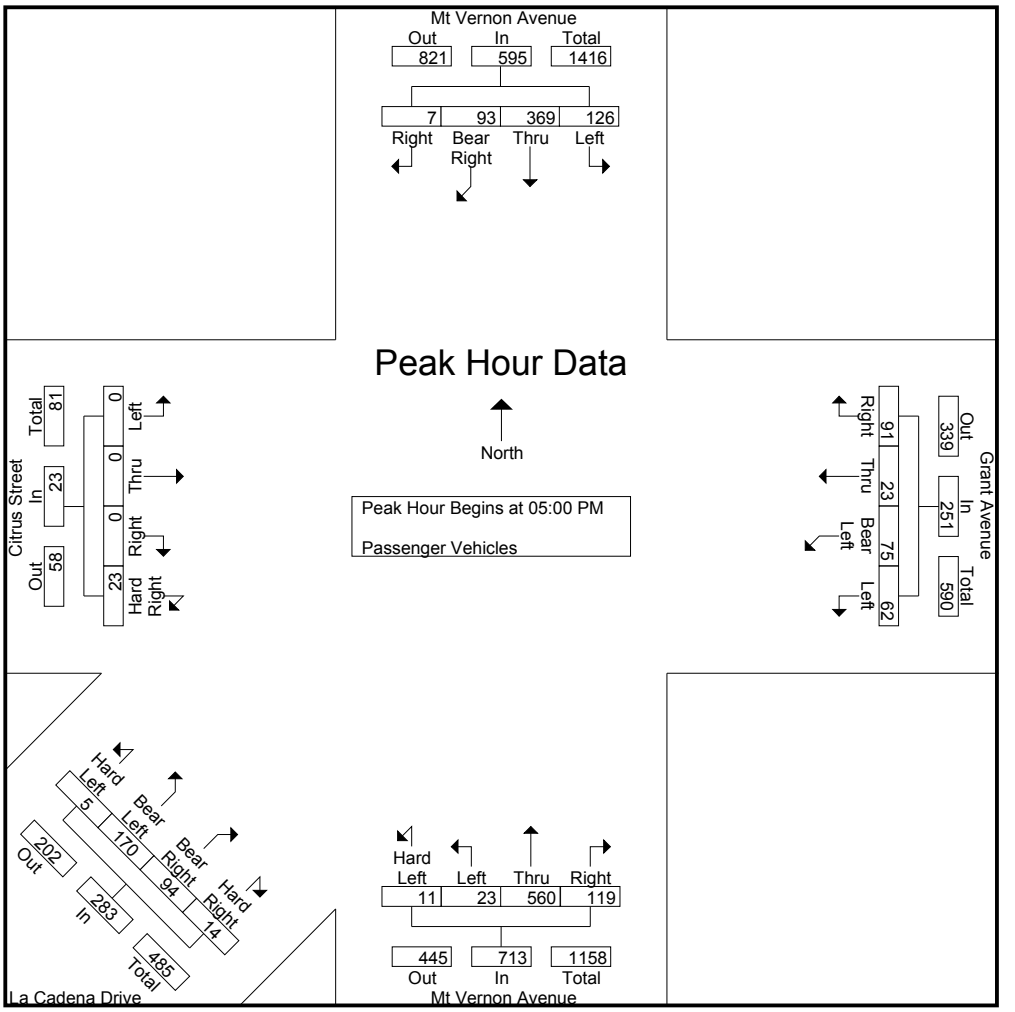
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCPM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					05:00 PM					04:30 PM					05:00 PM				
+0 mins.	18	89	**29**	2	138	**19**	**21**	7	**28**	**75**	**4**	6	137	19	166	1	47	21	4	73	0	0	0	5	5
+15 mins.	20	**98**	28	1	147	16	19	2	13	50	3	**10**	**150**	**26**	**189**	**2**	**52**	22	3	**79**	0	0	0	6	6
+30 mins.	**45**	98	16	**3**	**162**	16	17	**10**	22	65	3	4	144	27	178	1	50	**25**	3	79	0	0	0	5	5
+45 mins.	43	84	20	1	148	10	18	6	28	62	1	3	129	**47**	180	2	45	20	**6**	73	0	0	0	**7**	**7**
Total Volume	126	369	93	7	595	61	75	25	91	252	11	23	560	119	713	6	194	88	16	304	0	0	0	23	23
% App. Total	21.2		15.6	1.2		24.2	29.8	9.9	36.1		1.5	3.2	78.5	16.7			63.8	28.9	5.3					100	
PHF	.700	.941	.802	.583	.918	.803	.893	.625	.813	.840	.688	.575	.933	.633	.943	.750	.933	.880	.667	.962	.000	.000	.000	.821	.821

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCPM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

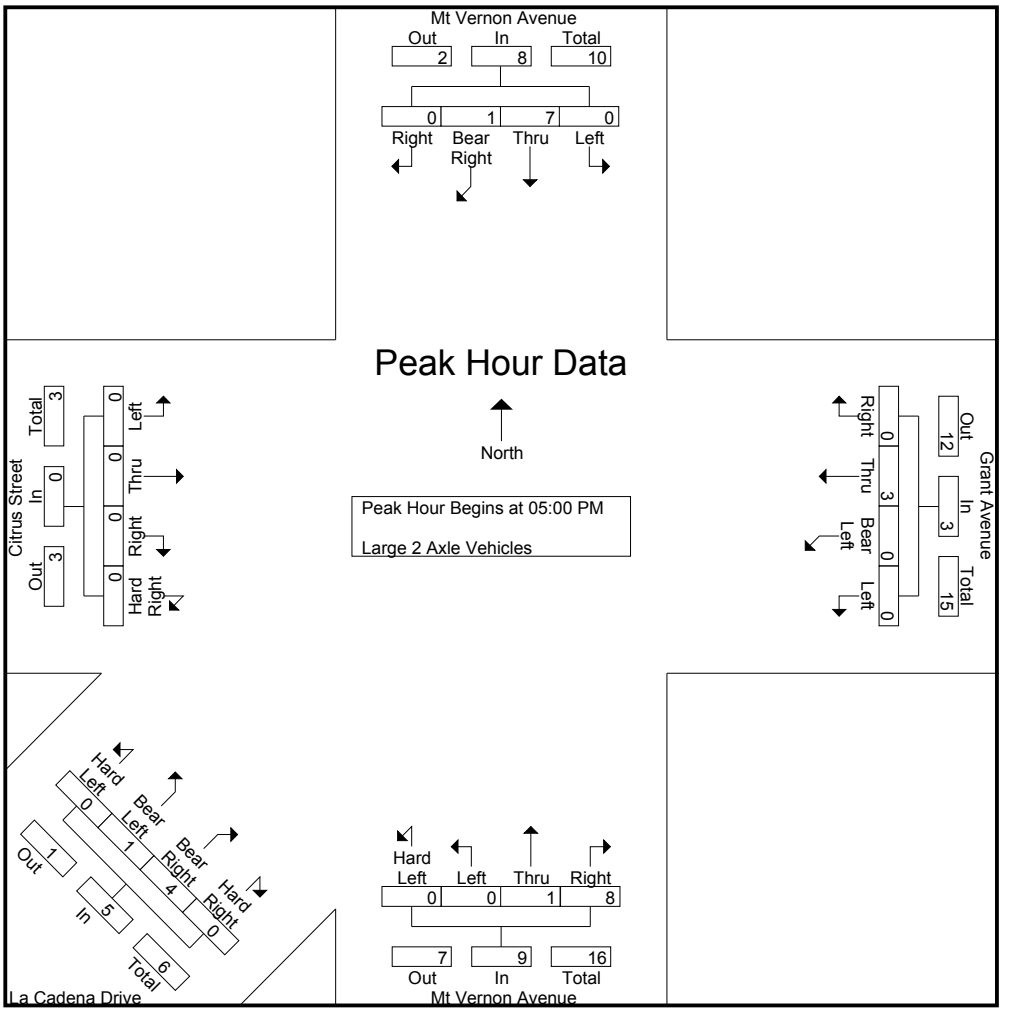
	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	1	2	2	0	5	0	0	0	0	0	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	1	0	0	1	0	1	2	0	3	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	2	3	0	1	0	0	1	0	0	0	0	0	6
Total	1	9	2	0	12	0	1	2	0	3	1	0	1	7	9	0	1	0	0	1	0	0	0	0	0	25
05:00 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	7
05:15 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	4	4	0	0	3	0	3	0	0	0	0	0	10
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0	5
Total	0	7	1	0	8	0	0	3	0	3	0	0	1	8	9	0	1	4	0	5	0	0	0	0	0	25
Grand Total	1	16	3	0	20	0	1	5	0	6	1	0	2	15	18	0	2	4	0	6	0	0	0	0	0	50
Apprch %	5	80	15	0		0	16.7	83.3	0		5.6	0	11.1	83.3		0	33.3	66.7	0		0	0	0	0		
Total %	2	32	6	0	40	0	2	10	0	12	2	0	4	30	36	0	4	8	0	12	0	0	0	0	0	

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	**4**	**1**	0	**5**	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	7
05:15 PM	0	1	0	0	1	0	0	**2**	0	**2**	0	0	0	**4**	**4**	0	0	**3**	0	**3**	0	0	0	0	0	**10**
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	**1**	1	2	0	**1**	0	0	1	0	0	0	0	0	5
Total Volume	0	7	1	0	8	0	0	3	0	3	0	0	1	8	9	0	1	4	0	5	0	0	0	0	0	25
% App. Total	0	87.5	12.5	0		0	0	100	0		0	0	11.1	88.9		0	20	80	0		0	0	0	0		
PHF	.000	.438	.250	.000	.400	.000	.000	.375	.000	.375	.000	.000	.250	.500	.563	.000	.250	.333	.000	.417	.000	.000	.000	.000	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCPM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	**4**	**1**	0	**5**	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0
+15 mins.	0	1	0	0	1	0	0	**2**	0	**2**	0	0	0	**4**	**4**	0	0	**3**	0	**3**	0	0	0	0	0
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	1	0	1	0	0	**1**	1	2	0	**1**	0	0	1	0	0	0	0	0
Total Volume	0	7	1	0	8	0	0	3	0	3	0	0	1	8	9	0	1	4	0	5	0	0	0	0	0
% App. Total	0	87.5	12.5	0		0	0	100	0		0	0	11.1	88.9		0	20	80	0		0	0	0	0	
PHF	.000	.438	.250	.000	.400	.000	.000	.375	.000	.375	.000	.000	.250	.500	.563	.000	.250	.333	.000	.417	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCPM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

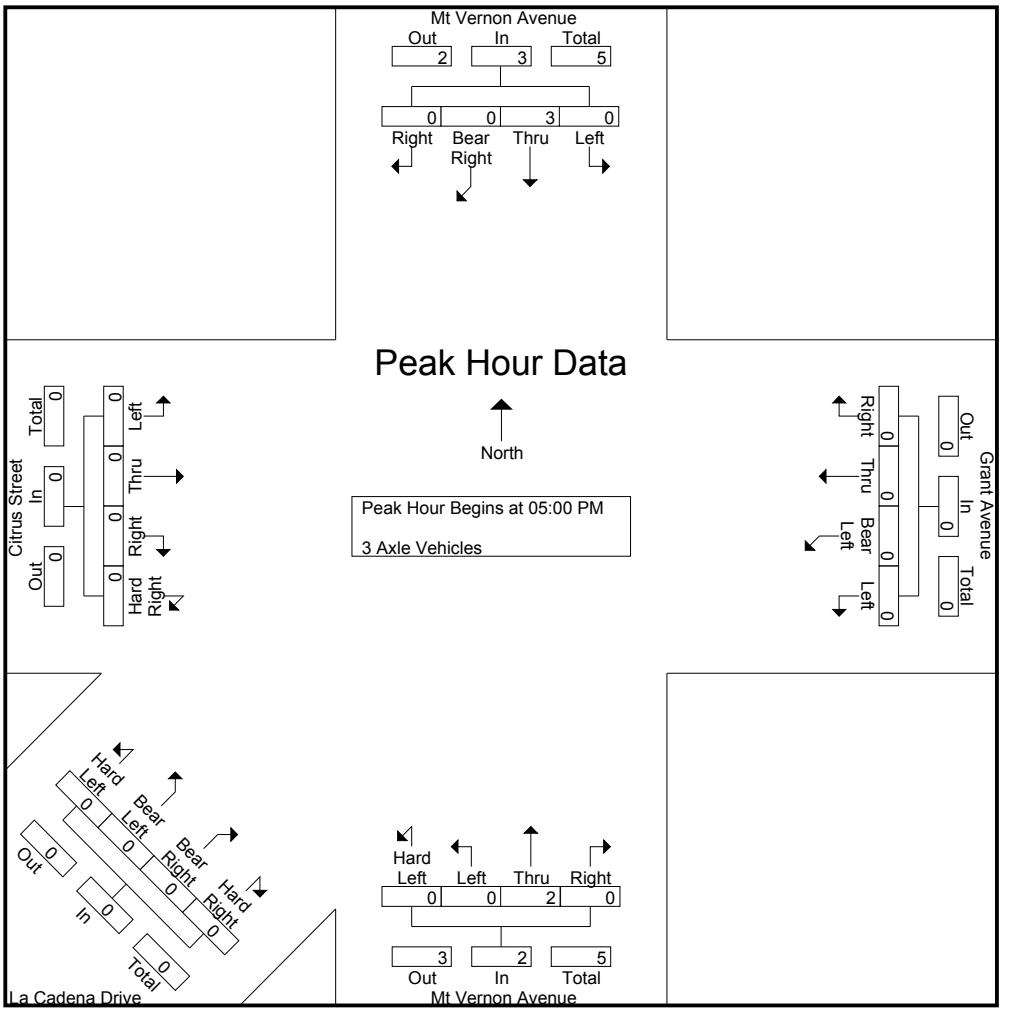
	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	7	0	0	7	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	11
Apprch %	0	100	0	0		0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
Total %	0	63.6	0	0	63.6	0	0	0	0	0	0	0	36.4	0	36.4	0	0	0	0	0	0	0	0	0	0	

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**2**	0	0	**2**	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**4**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
% App. Total	0	100	0	0		0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.313

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCPM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	0	**2**	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0	
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCPM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

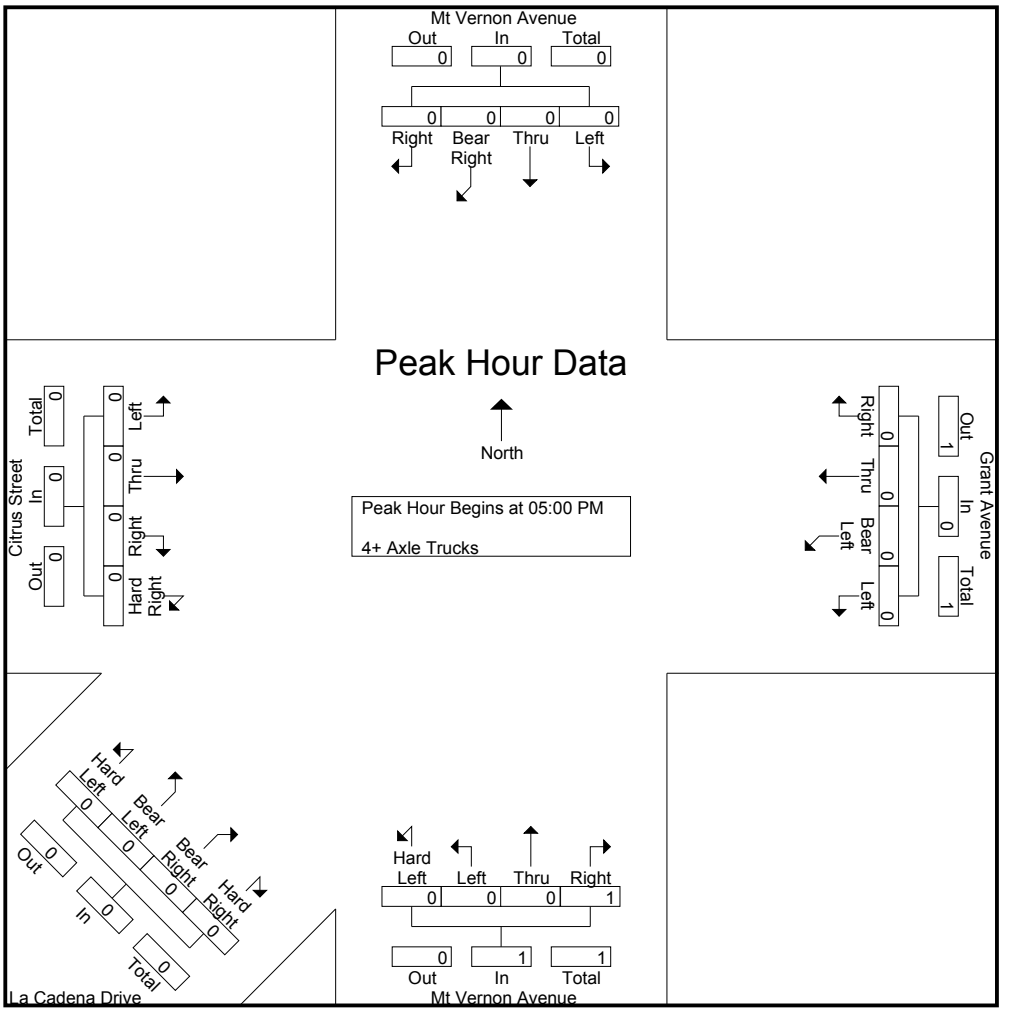
	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	1	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	50	50	0		0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	25	25	0	50	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	

	Mt Vernon Avenue Southbound					Grant Avenue Westbound					Mt Vernon Avenue Northbound					La Cadena Drive Northeastbound					Citrus Street Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue/La Cadena Drive
E/W: Grant Avenue/Citrus Street
Weather: Sunny

File Name : CNMVLCPM
Site Code : 04113643
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Wildrose Avenue
E/W: San Bernardino Avenue
Weather: Sunny

File Name : CNWISBAM
Site Code : 04113659
Start Date : 3/26/2008
Page No : 1

Groups Printed- Total Volume

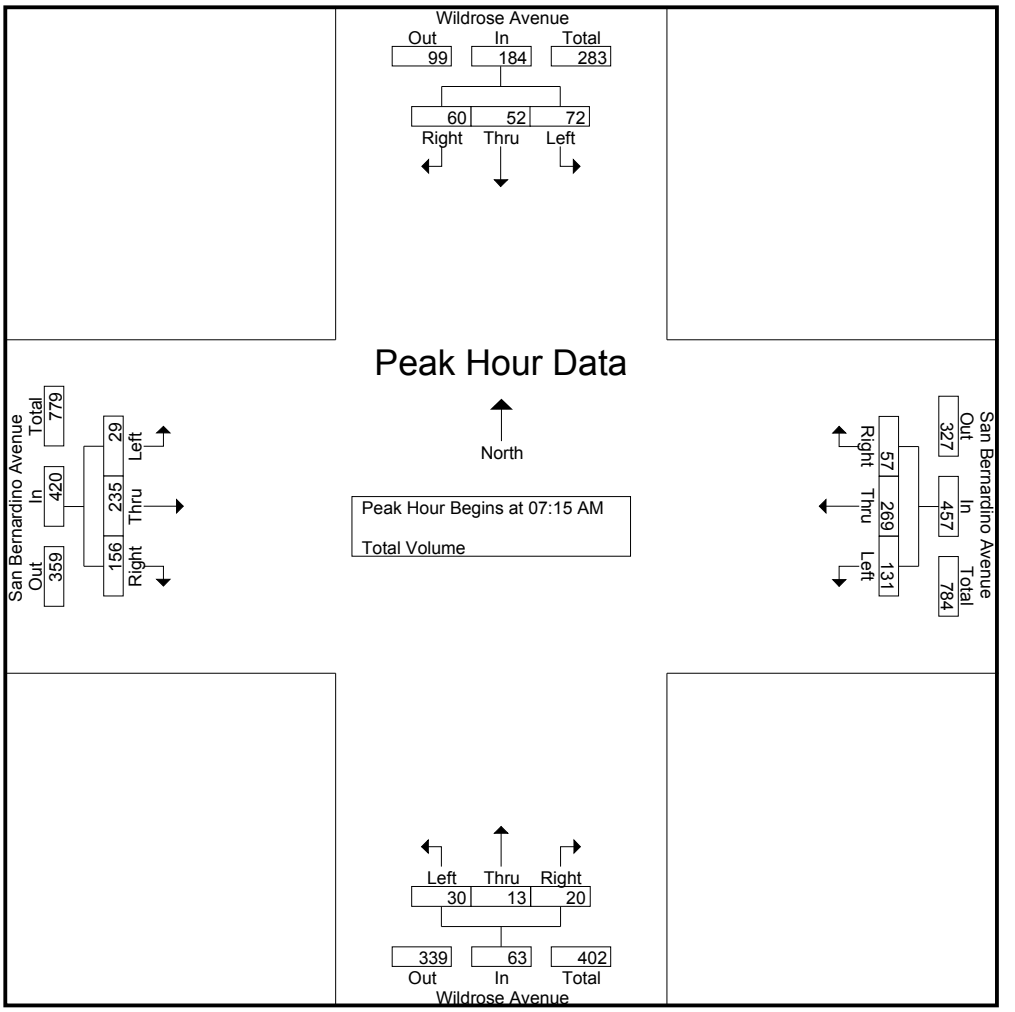
	Wildrose Avenue Southbound				San Bernardino Avenue Westbound				Wildrose Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	10	9	17	36	28	36	7	71	3	1	8	12	6	37	22	65	184
07:15 AM	29	11	14	54	24	68	15	107	3	0	7	10	5	71	35	111	282
07:30 AM	22	17	16	55	44	82	18	144	7	5	6	18	3	59	46	108	325
07:45 AM	13	14	11	38	32	69	16	117	10	3	3	16	9	70	39	118	289
Total	74	51	58	183	128	255	56	439	23	9	24	56	23	237	142	402	1080
08:00 AM	8	10	19	37	31	50	8	89	10	5	4	19	12	35	36	83	228
08:15 AM	4	15	5	24	18	28	6	52	5	3	11	19	5	30	17	52	147
08:30 AM	1	11	8	20	14	43	5	62	14	4	5	23	4	40	20	64	169
08:45 AM	4	11	7	22	17	21	2	40	6	3	9	18	8	34	24	66	146
Total	17	47	39	103	80	142	21	243	35	15	29	79	29	139	97	265	690
Grand Total	91	98	97	286	208	397	77	682	58	24	53	135	52	376	239	667	1770
Apprch %	31.8	34.3	33.9		30.5	58.2	11.3		43	17.8	39.3		7.8	56.4	35.8		
Total %	5.1	5.5	5.5	16.2	11.8	22.4	4.4	38.5	3.3	1.4	3	7.6	2.9	21.2	13.5	37.7	

	Wildrose Avenue Southbound				San Bernardino Avenue Westbound				Wildrose Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**29**	11	14	54	24	68	15	107	3	0	**7**	10	5	**71**	35	111	282
07:30 AM	22	**17**	16	**55**	**44**	**82**	**18**	**144**	7	**5**	6	18	3	59	**46**	108	**325**
07:45 AM	13	14	11	38	32	69	16	117	**10**	3	3	16	9	70	39	**118**	289
08:00 AM	8	10	**19**	37	31	50	8	89	10	5	4	**19**	**12**	35	36	83	228
Total Volume	72	52	60	184	131	269	57	457	30	13	20	63	29	235	156	420	1124
% App. Total	39.1	28.3	32.6		28.7	58.9	12.5		47.6	20.6	31.7		6.9	56	37.1		
PHF	.621	.765	.789	.836	.744	.820	.792	.793	.750	.650	.714	.829	.604	.827	.848	.890	.865

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Wildrose Avenue
E/W: San Bernardino Avenue
Weather: Sunny

File Name : CNWISBAM
Site Code : 04113659
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	**29**	11	14	54	24	68	15	107	10	**5**	4	19	5	**71**	35	111
+15 mins.	22	**17**	16	**55**	**44**	**82**	**18**	**144**	5	3	**11**	19	3	59	**46**	108
+30 mins.	13	14	11	38	32	69	16	117	**14**	4	5	**23**	9	70	39	**118**
+45 mins.	8	10	**19**	37	31	50	8	89	6	3	9	18	**12**	35	36	83
Total Volume	72	52	60	184	131	269	57	457	35	15	29	79	29	235	156	420
% App. Total	39.1	28.3	32.6		28.7	58.9	12.5		44.3	19	36.7		6.9	56	37.1	
PHF	.621	.765	.789	.836	.744	.820	.792	.793	.625	.750	.659	.859	.604	.827	.848	.890

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Wildrose Avenue
E/W: San Bernardino Avenue
Weather: Sunny

File Name : CNWISBPM
Site Code : 04113659
Start Date : 3/26/2008
Page No : 1

Groups Printed- Total Volume

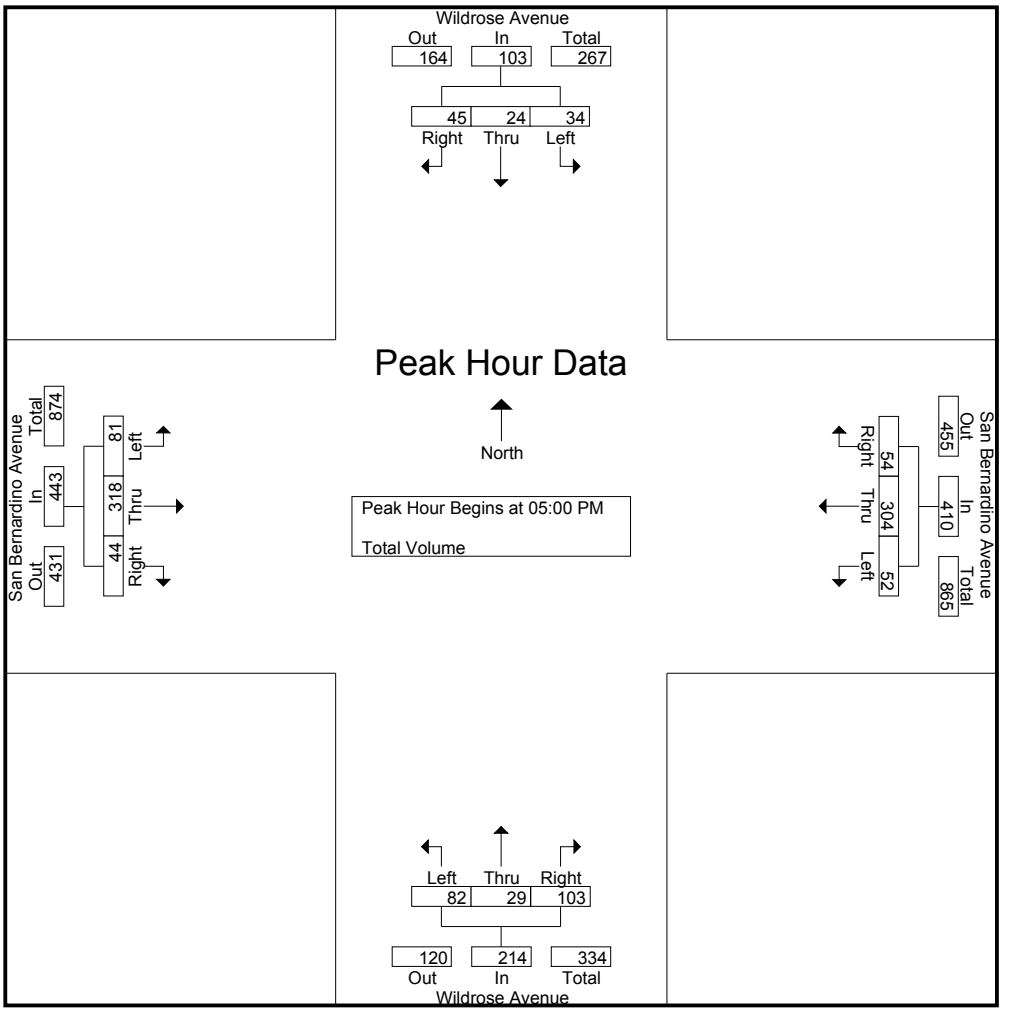
	Wildrose Avenue Southbound				San Bernardino Avenue Westbound				Wildrose Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	3	2	16	21	12	49	13	74	22	8	26	56	11	80	18	109	260
04:15 PM	7	5	9	21	19	65	15	99	18	4	14	36	19	83	15	117	273
04:30 PM	10	1	13	24	25	69	12	106	25	6	19	50	15	58	12	85	265
04:45 PM	5	7	9	21	14	57	10	81	24	11	20	55	18	71	16	105	262
Total	25	15	47	87	70	240	50	360	89	29	79	197	63	292	61	416	1060
05:00 PM	4	5	9	18	11	77	9	97	25	10	31	66	22	64	10	96	277
05:15 PM	8	7	11	26	8	70	20	98	22	5	24	51	20	86	11	117	292
05:30 PM	10	8	13	31	20	78	16	114	17	9	18	44	22	83	8	113	302
05:45 PM	12	4	12	28	13	79	9	101	18	5	30	53	17	85	15	117	299
Total	34	24	45	103	52	304	54	410	82	29	103	214	81	318	44	443	1170
Grand Total	59	39	92	190	122	544	104	770	171	58	182	411	144	610	105	859	2230
Apprch %	31.1	20.5	48.4		15.8	70.6	13.5		41.6	14.1	44.3		16.8	71	12.2		
Total %	2.6	1.7	4.1	8.5	5.5	24.4	4.7	34.5	7.7	2.6	8.2	18.4	6.5	27.4	4.7	38.5	

	Wildrose Avenue Southbound				San Bernardino Avenue Westbound				Wildrose Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	5	9	18	11	77	9	97	**25**	**10**	**31**	**66**	**22**	64	10	96	277
05:15 PM	8	7	11	26	8	70	**20**	98	22	5	24	51	20	**86**	11	**117**	292
05:30 PM	10	**8**	**13**	**31**	**20**	78	16	**114**	17	9	18	44	22	83	8	113	**302**
05:45 PM	**12**	4	12	28	13	**79**	9	101	18	5	30	53	17	85	**15**	117	299
Total Volume	34	24	45	103	52	304	54	410	82	29	103	214	81	318	44	443	1170
% App. Total	33	23.3	43.7		12.7	74.1	13.2		38.3	13.6	48.1		18.3	71.8	9.9		
PHF	.708	.750	.865	.831	.650	.962	.675	.899	.820	.725	.831	.811	.920	.924	.733	.947	.969

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Wildrose Avenue
E/W: San Bernardino Avenue
Weather: Sunny

File Name : CNWISBPM
Site Code : 04113659
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	4	5	9	18	11	77	9	97	**25**	6	19	50	**22**	64	10	96
+15 mins.	8	7	11	26	8	70	**20**	98	24	**11**	20	55	20	**86**	11	**117**
+30 mins.	10	**8**	**13**	**31**	**20**	78	16	**114**	25	10	**31**	**66**	22	83	8	113
+45 mins.	**12**	4	12	28	13	**79**	9	101	22	5	24	51	17	85	**15**	117
Total Volume	34	24	45	103	52	304	54	410	96	32	94	222	81	318	44	443
% App. Total	33	23.3	43.7		12.7	74.1	13.2		43.2	14.4	42.3		18.3	71.8	9.9	
PHF	.708	.750	.865	.831	.650	.962	.675	.899	.960	.727	.758	.841	.920	.924	.733	.947

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: San Bernardino Avenue
Weather: Sunny

File Name : CNPESBAM
Site Code : 04113629
Start Date : 3/26/2008
Page No : 1

Groups Printed- Total Volume

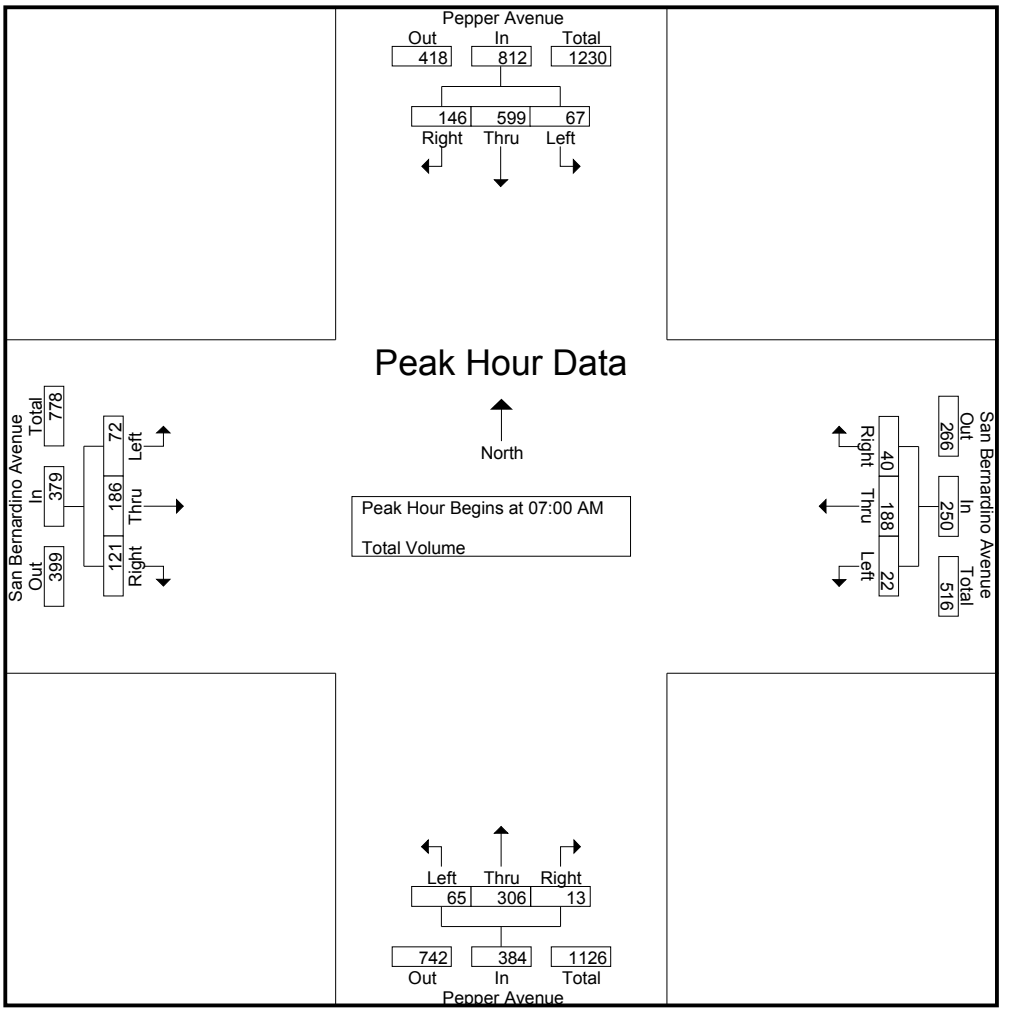
	Pepper Avenue Southbound				San Bernardino Avenue Westbound				Pepper Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	10	151	16	177	5	31	8	44	13	76	1	90	10	24	21	55	366
07:15 AM	16	140	26	182	5	55	11	71	20	87	2	109	15	53	28	96	458
07:30 AM	24	168	49	241	7	65	15	87	23	81	8	112	26	68	34	128	568
07:45 AM	17	140	55	212	5	37	6	48	9	62	2	73	21	41	38	100	433
Total	67	599	146	812	22	188	40	250	65	306	13	384	72	186	121	379	1825
08:00 AM	14	120	36	170	7	31	6	44	3	62	3	68	10	34	20	64	346
08:15 AM	9	93	22	124	9	24	2	35	12	71	1	84	6	23	23	52	295
08:30 AM	3	126	21	150	6	22	3	31	10	57	3	70	6	26	24	56	307
08:45 AM	3	108	9	120	4	17	3	24	8	57	3	68	10	25	17	52	264
Total	29	447	88	564	26	94	14	134	33	247	10	290	32	108	84	224	1212
Grand Total	96	1046	234	1376	48	282	54	384	98	553	23	674	104	294	205	603	3037
Apprch %	7	76	17		12.5	73.4	14.1		14.5	82	3.4		17.2	48.8	34		
Total %	3.2	34.4	7.7	45.3	1.6	9.3	1.8	12.6	3.2	18.2	0.8	22.2	3.4	9.7	6.8	19.9	

	Pepper Avenue Southbound				San Bernardino Avenue Westbound				Pepper Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	10	151	16	177	5	31	8	44	13	76	1	90	10	24	21	55	366
07:15 AM	16	140	26	182	5	55	11	71	20	**87**	2	109	15	53	28	96	458
07:30 AM	**24**	**168**	49	**241**	**7**	**65**	**15**	**87**	**23**	81	**8**	**112**	**26**	**68**	34	**128**	**568**
07:45 AM	17	140	**55**	212	5	37	6	48	9	62	2	73	21	41	**38**	100	433
Total Volume	67	599	146	812	22	188	40	250	65	306	13	384	72	186	121	379	1825
% App. Total	8.3	73.8	18		8.8	75.2	16		16.9	79.7	3.4		19	49.1	31.9		
PHF	.698	.891	.664	.842	.786	.723	.667	.718	.707	.879	.406	.857	.692	.684	.796	.740	.803

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: San Bernardino Avenue
Weather: Sunny

File Name : CNPESBAM
Site Code : 04113629
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	10	151	16	177	5	31	8	44	13	76	1	90	15	53	28	96
+15 mins.	16	140	26	182	5	55	11	71	20	**87**	2	109	**26**	**68**	34	**128**
+30 mins.	**24**	**168**	49	**241**	**7**	**65**	**15**	**87**	**23**	81	**8**	**112**	21	41	**38**	100
+45 mins.	17	140	**55**	212	5	37	6	48	9	62	2	73	10	34	20	64
Total Volume	67	599	146	812	22	188	40	250	65	306	13	384	72	196	120	388
% App. Total	8.3	73.8	18		8.8	75.2	16		16.9	79.7	3.4		18.6	50.5	30.9	
PHF	.698	.891	.664	.842	.786	.723	.667	.718	.707	.879	.406	.857	.692	.721	.789	.758

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: San Bernardino Avenue
Weather: Sunny

File Name : CNPESBPM
Site Code : 04113629
Start Date : 3/26/2008
Page No : 1

Groups Printed- Total Volume

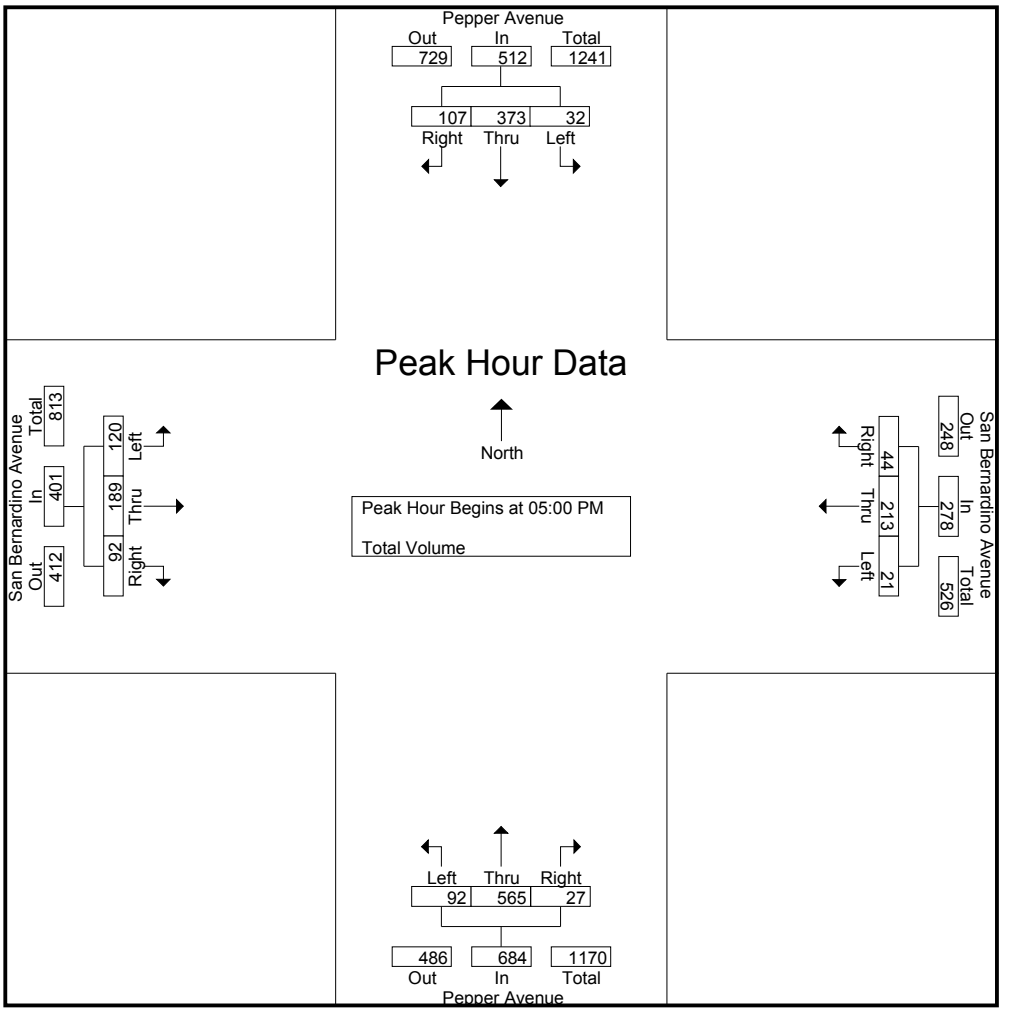
	Pepper Avenue Southbound				San Bernardino Avenue Westbound				Pepper Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	12	116	22	150	6	43	10	59	14	154	9	177	31	44	15	90	476
04:15 PM	9	104	20	133	13	53	8	74	15	121	14	150	26	54	18	98	455
04:30 PM	8	105	24	137	4	37	17	58	27	127	4	158	28	43	18	89	442
04:45 PM	3	71	23	97	10	50	2	62	25	143	6	174	27	54	19	100	433
Total	32	396	89	517	33	183	37	253	81	545	33	659	112	195	70	377	1806
05:00 PM	8	101	29	138	5	44	7	56	20	150	7	177	23	39	21	83	454
05:15 PM	10	88	29	127	9	46	13	68	21	159	6	186	28	36	28	92	473
05:30 PM	5	100	26	131	2	57	11	70	21	124	6	151	35	53	15	103	455
05:45 PM	9	84	23	116	5	66	13	84	30	132	8	170	34	61	28	123	493
Total	32	373	107	512	21	213	44	278	92	565	27	684	120	189	92	401	1875
Grand Total	64	769	196	1029	54	396	81	531	173	1110	60	1343	232	384	162	778	3681
Apprch %	6.2	74.7	19		10.2	74.6	15.3		12.9	82.7	4.5		29.8	49.4	20.8		
Total %	1.7	20.9	5.3	28	1.5	10.8	2.2	14.4	4.7	30.2	1.6	36.5	6.3	10.4	4.4	21.1	

	Pepper Avenue Southbound				San Bernardino Avenue Westbound				Pepper Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	**101**	**29**	**138**	5	44	7	56	20	150	7	177	23	39	21	83	454
05:15 PM	**10**	88	29	127	**9**	46	**13**	68	21	**159**	6	**186**	28	36	**28**	92	473
05:30 PM	5	100	26	131	2	57	11	70	21	124	6	151	**35**	53	15	103	455
05:45 PM	9	84	23	116	5	**66**	13	**84**	**30**	132	**8**	170	34	**61**	28	**123**	**493**
Total Volume	32	373	107	512	21	213	44	278	92	565	27	684	120	189	92	401	1875
% App. Total	6.2	72.9	20.9		7.6	76.6	15.8		13.5	82.6	3.9		29.9	47.1	22.9		
PHF	.800	.923	.922	.928	.583	.807	.846	.827	.767	.888	.844	.919	.857	.775	.821	.815	.951

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: San Bernardino Avenue
Weather: Sunny

File Name : CNPESBPM
Site Code : 04113629
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	**12**	**116**	22	**150**	5	44	7	56	**27**	127	4	158	23	39	21	83
+15 mins.	9	104	20	133	**9**	46	**13**	68	25	143	6	174	28	36	**28**	92
+30 mins.	8	105	**24**	137	2	57	11	70	20	150	**7**	177	**35**	53	15	103
+45 mins.	3	71	23	97	5	**66**	13	**84**	21	**159**	6	**186**	34	**61**	28	**123**
Total Volume	32	396	89	517	21	213	44	278	93	579	23	695	120	189	92	401
% App. Total	6.2	76.6	17.2		7.6	76.6	15.8		13.4	83.3	3.3		29.9	47.1	22.9	
PHF	.667	.853	.927	.862	.583	.807	.846	.827	.861	.910	.821	.934	.857	.775	.821	.815

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Meridian Avenue
E/W: San Bernardino Avenue/Olive Street
Weather: Sunny

File Name : CNMESBAM
Site Code : 04113641
Start Date : 3/26/2008
Page No : 1

Groups Printed- Total Volume

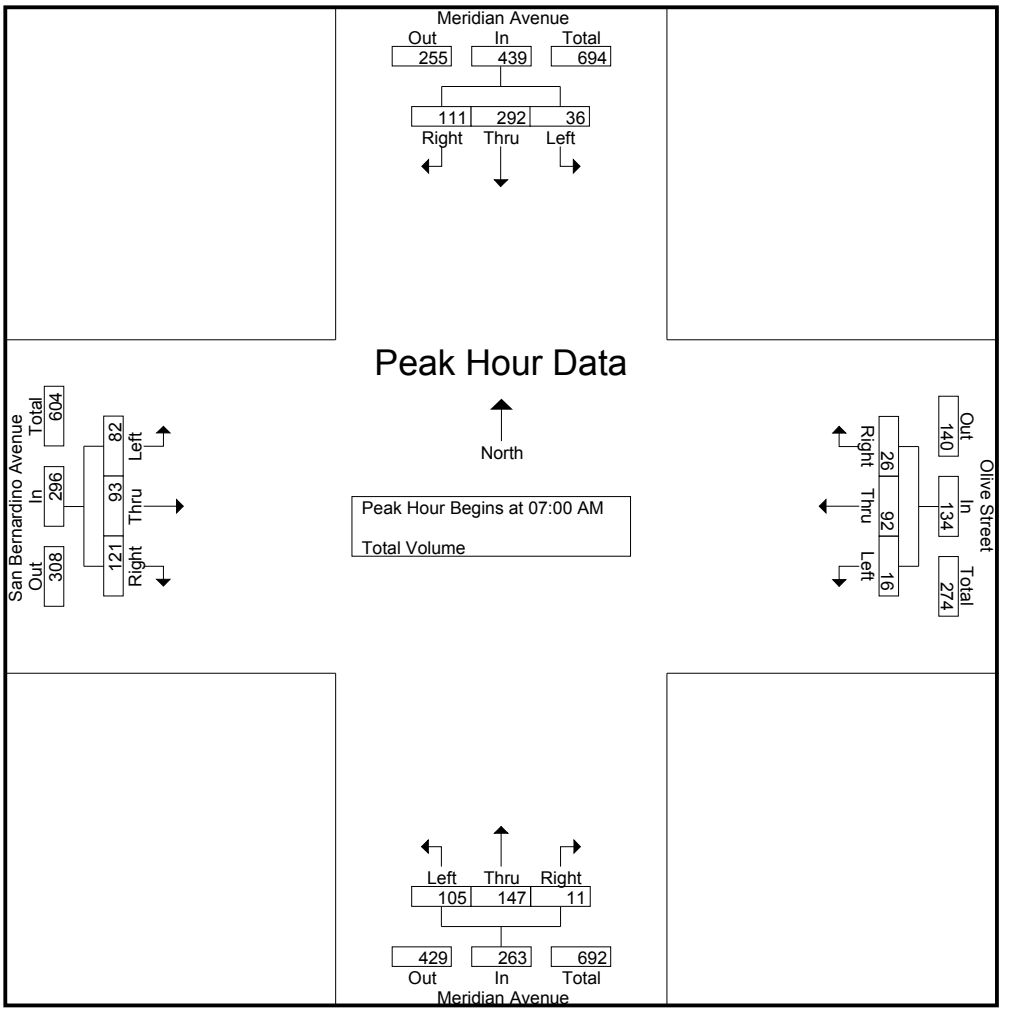
	Meridian Avenue Southbound				Olive Street Westbound				Meridian Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	11	75	21	107	2	15	5	22	26	43	3	72	11	10	13	34	235
07:15 AM	5	67	29	101	5	27	8	40	25	42	3	70	21	18	40	79	290
07:30 AM	12	68	36	116	5	29	10	44	31	35	3	69	37	31	36	104	333
07:45 AM	8	82	25	115	4	21	3	28	23	27	2	52	13	34	32	79	274
Total	36	292	111	439	16	92	26	134	105	147	11	263	82	93	121	296	1132
08:00 AM	6	53	16	75	5	15	7	27	12	16	2	30	9	19	22	50	182
08:15 AM	7	44	9	60	4	19	4	27	14	23	0	37	4	23	15	42	166
08:30 AM	2	40	12	54	3	12	6	21	17	20	0	37	13	11	9	33	145
08:45 AM	4	40	7	51	3	13	5	21	11	22	3	36	6	14	16	36	144
Total	19	177	44	240	15	59	22	96	54	81	5	140	32	67	62	161	637
Grand Total	55	469	155	679	31	151	48	230	159	228	16	403	114	160	183	457	1769
Apprch %	8.1	69.1	22.8		13.5	65.7	20.9		39.5	56.6	4		24.9	35	40		
Total %	3.1	26.5	8.8	38.4	1.8	8.5	2.7	13	9	12.9	0.9	22.8	6.4	9	10.3	25.8	

	Meridian Avenue Southbound				Olive Street Westbound				Meridian Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	11	75	21	107	2	15	5	22	26	**43**	**3**	**72**	11	10	13	34	235
07:15 AM	5	67	29	101	**5**	27	8	40	25	42	3	70	21	18	**40**	79	290
07:30 AM	**12**	68	**36**	**116**	5	**29**	**10**	**44**	**31**	35	3	69	**37**	31	36	**104**	**333**
07:45 AM	8	**82**	25	115	4	21	3	28	23	27	2	52	13	**34**	32	79	274
Total Volume	36	292	111	439	16	92	26	134	105	147	11	263	82	93	121	296	1132
% App. Total	8.2	66.5	25.3		11.9	68.7	19.4		39.9	55.9	4.2		27.7	31.4	40.9		
PHF	.750	.890	.771	.946	.800	.793	.650	.761	.847	.855	.917	.913	.554	.684	.756	.712	.850

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Meridian Avenue
E/W: San Bernardino Avenue/Olive Street
Weather: Sunny

File Name : CNMESBAM
Site Code : 04113641
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	11	75	21	107	**5**	27	8	40	26	**43**	**3**	**72**	21	18	**40**	79
+15 mins.	5	67	29	101	5	**29**	**10**	**44**	25	42	3	70	**37**	31	36	**104**
+30 mins.	**12**	68	**36**	**116**	4	21	3	28	**31**	35	3	69	13	**34**	32	79
+45 mins.	8	**82**	25	115	5	15	7	27	23	27	2	52	9	19	22	50
Total Volume	36	292	111	439	19	92	28	139	105	147	11	263	80	102	130	312
% App. Total	8.2	66.5	25.3		13.7	66.2	20.1		39.9	55.9	4.2		25.6	32.7	41.7	
PHF	.750	.890	.771	.946	.950	.793	.700	.790	.847	.855	.917	.913	.541	.750	.813	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Meridian Avenue
E/W: San Bernardino Avenue/Olive Street
Weather: Sunny

File Name : CNMESBPM
Site Code : 04113641
Start Date : 3/26/2008
Page No : 1

Groups Printed- Total Volume

	Meridian Avenue Southbound				Olive Street Westbound				Meridian Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	11	35	15	61	1	24	15	40	46	62	5	113	14	47	20	81	295
04:15 PM	9	27	21	57	2	37	6	45	32	71	7	110	24	43	20	87	299
04:30 PM	12	36	10	58	0	30	17	47	26	76	7	109	17	19	25	61	275
04:45 PM	11	39	23	73	0	36	11	47	17	71	2	90	19	36	20	75	285
Total	43	137	69	249	3	127	49	179	121	280	21	422	74	145	85	304	1154
05:00 PM	9	40	13	62	1	27	4	32	42	83	1	126	21	37	27	85	305
05:15 PM	4	34	21	59	0	24	13	37	31	87	2	120	14	41	15	70	286
05:30 PM	11	40	16	67	3	32	19	54	33	88	4	125	26	34	21	81	327
05:45 PM	11	29	18	58	3	27	9	39	54	78	0	132	29	41	26	96	325
Total	35	143	68	246	7	110	45	162	160	336	7	503	90	153	89	332	1243
Grand Total	78	280	137	495	10	237	94	341	281	616	28	925	164	298	174	636	2397
Apprch %	15.8	56.6	27.7		2.9	69.5	27.6		30.4	66.6	3		25.8	46.9	27.4		
Total %	3.3	11.7	5.7	20.7	0.4	9.9	3.9	14.2	11.7	25.7	1.2	38.6	6.8	12.4	7.3	26.5	

	Meridian Avenue Southbound				Olive Street Westbound				Meridian Avenue Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	**40**	13	62	1	27	4	32	42	83	1	126	21	37	**27**	85	305
05:15 PM	4	34	**21**	59	0	24	13	37	31	87	2	120	14	**41**	15	70	286
05:30 PM	**11**	40	16	**67**	**3**	**32**	**19**	**54**	33	**88**	**4**	125	26	34	21	81	**327**
05:45 PM	11	29	18	58	3	27	9	39	**54**	78	0	**132**	**29**	41	26	**96**	325
Total Volume	35	143	68	246	7	110	45	162	160	336	7	503	90	153	89	332	1243
% App. Total	14.2	58.1	27.6		4.3	67.9	27.8		31.8	66.8	1.4		27.1	46.1	26.8		
PHF	.795	.894	.810	.918	.583	.859	.592	.750	.741	.955	.438	.953	.776	.933	.824	.865	.950

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Meridian Avenue
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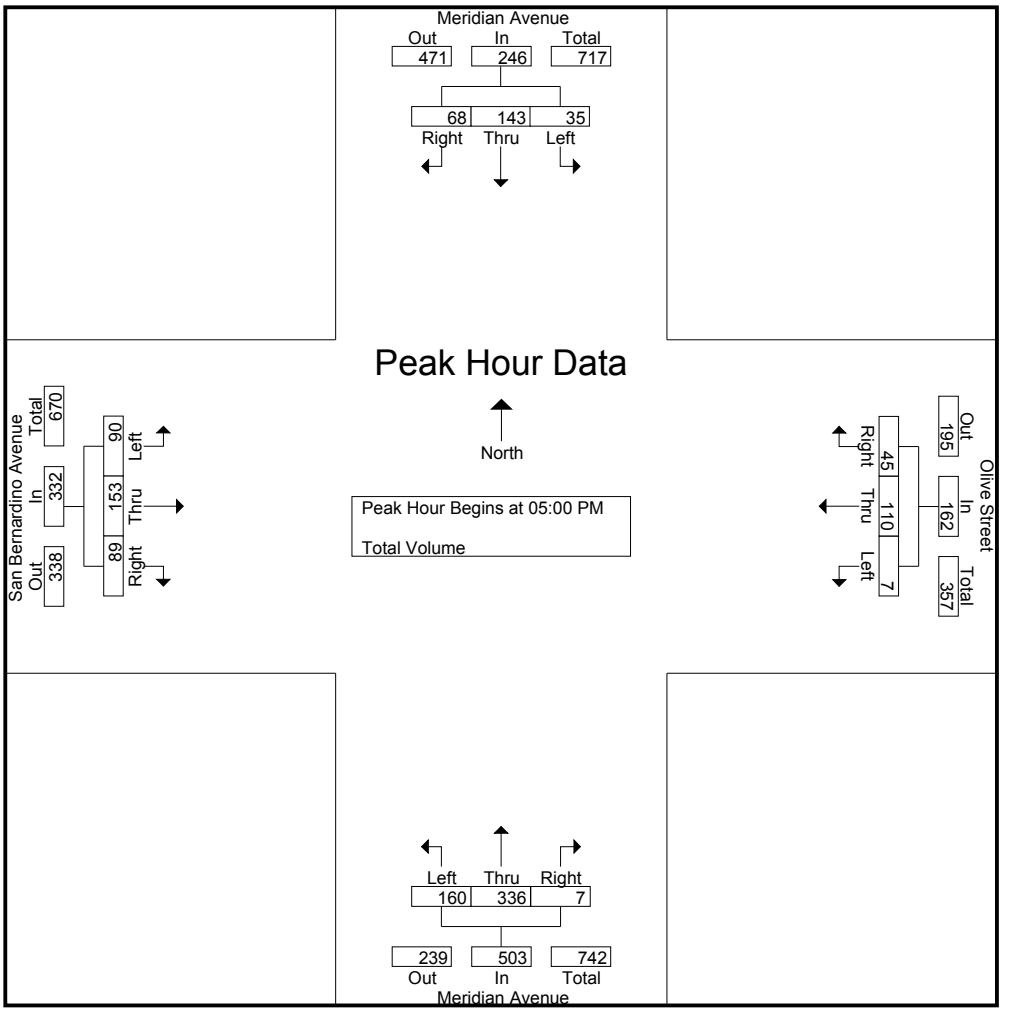
Weather: Sunny

File Name : CNMESBPM
Site Code : 04113641
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	**11**	39	**23**	**73**	1	24	15	40	42	83	1	126	21	37	**27**	85
+15 mins.	9	**40**	13	62	**2**	**37**	6	45	31	87	2	120	14	**41**	15	70
+30 mins.	4	34	21	59	0	30	**17**	**47**	33	**88**	**4**	125	26	34	21	81
+45 mins.	11	40	16	67	0	36	11	47	**54**	78	0	**132**	**29**	41	26	**96**
Total Volume	35	153	73	261	3	127	49	179	160	336	7	503	90	153	89	332
% App. Total	13.4	58.6	28		1.7	70.9	27.4		31.8	66.8	1.4		27.1	46.1	26.8	
PHF	.795	.956	.793	.894	.375	.858	.721	.952	.741	.955	.438	.953	.776	.933	.824	.865

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNRAOLAM
Site Code : 04113620
Start Date : 4/8/2008

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

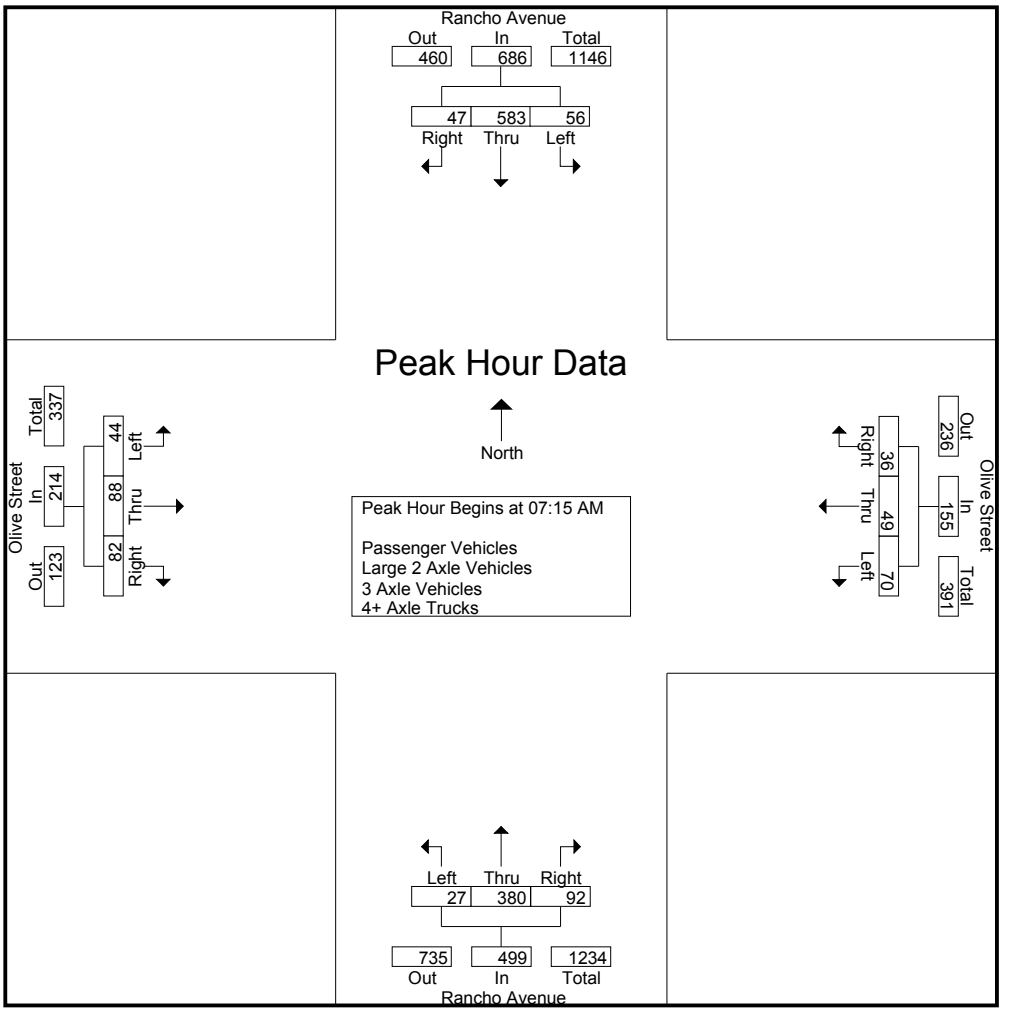
	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	119	8	136	5	10	4	19	4	46	6	56	1	7	14	22	233
07:15 AM	15	223	13	251	13	8	2	23	8	120	21	149	8	16	20	44	467
07:30 AM	10	125	13	148	16	15	11	42	9	113	27	149	15	28	22	65	404
07:45 AM	23	115	8	146	22	13	10	45	3	70	29	102	13	27	22	62	355
Total	57	582	42	681	56	46	27	129	24	349	83	456	37	78	78	193	1459
08:00 AM	8	120	13	141	19	13	13	45	7	77	15	99	8	17	18	43	328
08:15 AM	3	103	8	114	17	10	1	28	3	70	14	87	8	11	16	35	264
08:30 AM	7	119	0	126	6	6	3	15	5	64	7	76	5	10	11	26	243
08:45 AM	3	89	4	96	6	6	5	17	2	58	6	66	3	7	10	20	199
Total	21	431	25	477	48	35	22	105	17	269	42	328	24	45	55	124	1034
Grand Total	78	1013	67	1158	104	81	49	234	41	618	125	784	61	123	133	317	2493
Apprch %	6.7	87.5	5.8		44.4	34.6	20.9		5.2	78.8	15.9		19.2	38.8	42		
Total %	3.1	40.6	2.7	46.5	4.2	3.2	2	9.4	1.6	24.8	5	31.4	2.4	4.9	5.3	12.7	
Passenger Vehicles	75	969	63	1107	101	79	45	225	34	588	122	744	61	121	125	307	2383
% Passenger Vehicles	96.2	95.7	94	95.6	97.1	97.5	91.8	96.2	82.9	95.1	97.6	94.9	100	98.4	94	96.8	95.6
Large 2 Axle Vehicles	2	34	4	40	3	2	4	9	7	21	2	30	0	2	7	9	88
% Large 2 Axle Vehicles	2.6	3.4	6	3.5	2.9	2.5	8.2	3.8	17.1	3.4	1.6	3.8	0	1.6	5.3	2.8	3.5
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.3	0	0	0.8	0.3	0.2
4+ Axle Trucks	1	9	0	10	0	0	0	0	0	7	1	8	0	0	0	0	18
% 4+ Axle Trucks	1.3	0.9	0	0.9	0	0	0	0	0	1.1	0.8	1	0	0	0	0	0.7

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	**223**	**13**	**251**	13	8	2	23	8	**120**	21	**149**	8	16	20	44	**467**
07:30 AM	10	125	13	148	16	**15**	11	42	**9**	113	27	149	**15**	**28**	**22**	**65**	404
07:45 AM	**23**	115	8	146	**22**	13	10	**45**	3	70	**29**	102	13	27	22	62	355
08:00 AM	8	120	13	141	19	13	**13**	45	7	77	15	99	8	17	18	43	328
Total Volume	56	583	47	686	70	49	36	155	27	380	92	499	44	88	82	214	1554
% App. Total	8.2	85	6.9		45.2	31.6	23.2		5.4	76.2	18.4		20.6	41.1	38.3		
PHF	.609	.654	.904	.683	.795	.817	.692	.861	.750	.792	.793	.837	.733	.786	.932	.823	.832

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNRAOLAM
Site Code : 04113620
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	15	**223**	**13**	**251**	16	**15**	11	42	8	**120**	21	**149**	8	16	20	44
+15 mins.	10	125	13	148	**22**	13	10	**45**	**9**	113	27	149	**15**	**28**	**22**	**65**
+30 mins.	**23**	115	8	146	19	13	**13**	45	3	70	**29**	102	13	27	22	62
+45 mins.	8	120	13	141	17	10	1	28	7	77	15	99	8	17	18	43
Total Volume	56	583	47	686	74	51	35	160	27	380	92	499	44	88	82	214
% App. Total	8.2	85	6.9		46.2	31.9	21.9		5.4	76.2	18.4		20.6	41.1	38.3	
PHF	.609	.654	.904	.683	.841	.850	.673	.889	.750	.792	.793	.837	.733	.786	.932	.823

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Colton
N/S: Rancho Avenue
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File Name : CNRAOLAM
Site Code : 04113620
Start Date : 4/8/2008
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Groups Printed- Passenger Vehicles

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	116	7	130	5	10	4	19	3	44	5	52	1	6	12	19	220
07:15 AM	15	215	13	243	12	8	2	22	8	118	21	147	8	16	20	44	456
07:30 AM	10	118	13	141	16	15	11	42	6	107	27	140	15	28	20	63	386
07:45 AM	23	110	8	141	22	13	10	45	2	66	29	97	13	26	19	58	341
Total	55	559	41	655	55	46	27	128	19	335	82	436	37	76	71	184	1403
08:00 AM	7	114	12	133	18	13	13	44	6	75	14	95	8	17	18	43	315
08:15 AM	3	101	8	112	16	10	0	26	3	67	14	84	8	11	16	35	257
08:30 AM	7	116	0	123	6	6	2	14	4	57	6	67	5	10	10	25	229
08:45 AM	3	79	2	84	6	4	3	13	2	54	6	62	3	7	10	20	179
Total	20	410	22	452	46	33	18	97	15	253	40	308	24	45	54	123	980
Grand Total	75	969	63	1107	101	79	45	225	34	588	122	744	61	121	125	307	2383
Apprch %	6.8	87.5	5.7		44.9	35.1	20		4.6	79	16.4		19.9	39.4	40.7		
Total %	3.1	40.7	2.6	46.5	4.2	3.3	1.9	9.4	1.4	24.7	5.1	31.2	2.6	5.1	5.2	12.9	

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	**215**	**13**	**243**	12	8	2	22	**8**	**118**	21	**147**	8	16	**20**	44	**456**
07:30 AM	10	118	13	141	16	**15**	11	42	6	107	27	140	**15**	**28**	20	**63**	386
07:45 AM	**23**	110	8	141	**22**	13	10	**45**	2	66	**29**	97	13	26	19	58	341
08:00 AM	7	114	12	133	18	13	**13**	44	6	75	14	95	8	17	18	43	315
Total Volume	55	557	46	658	68	49	36	153	22	366	91	479	44	87	77	208	1498
% App. Total	8.4	84.7	7		44.4	32	23.5		4.6	76.4	19		21.2	41.8	37		
PHF	.598	.648	.885	.677	.773	.817	.692	.850	.688	.775	.784	.815	.733	.777	.963	.825	.821

Counts Unlimited Inc.
25286 Jaclyn Avenue
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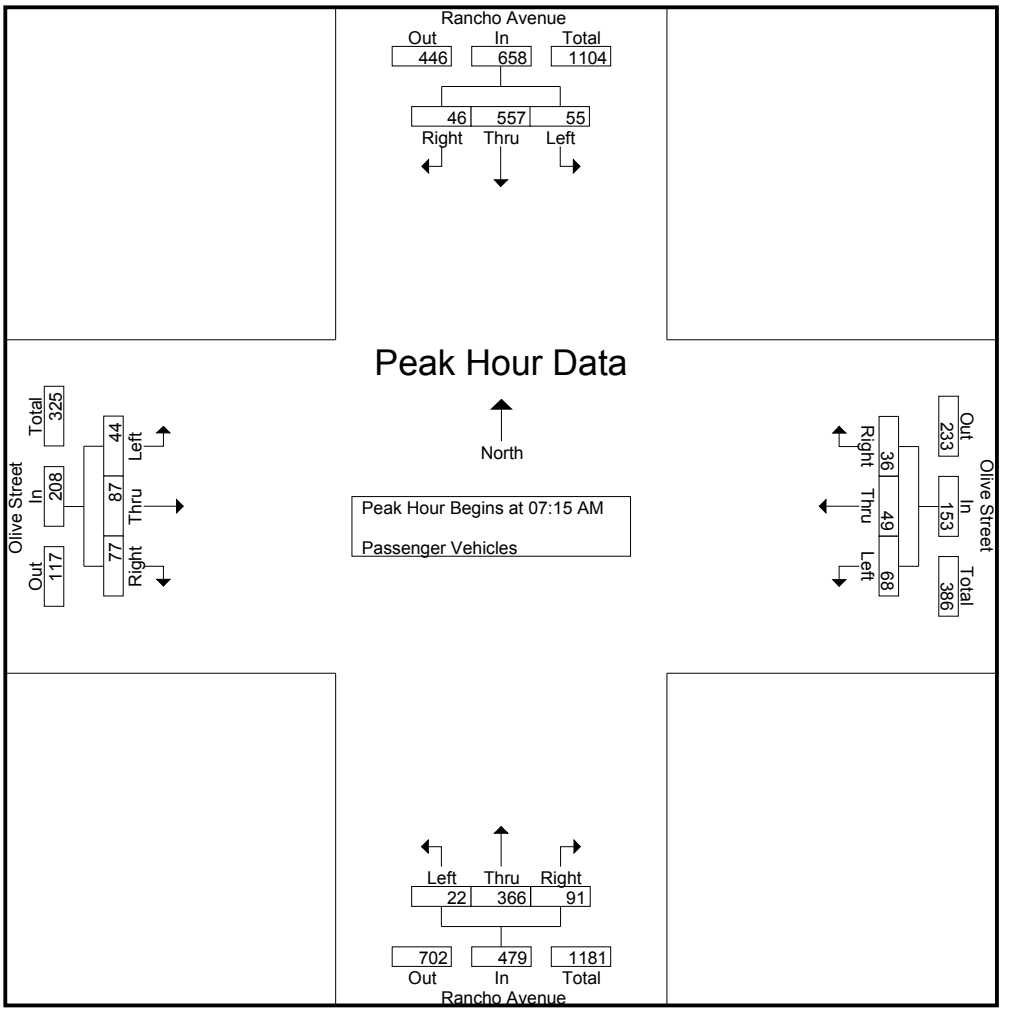

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	15	**215**	**13**	**243**	16	**15**	11	42	**8**	**118**	21	**147**	8	16	**20**	44
+15 mins.	10	118	13	141	**22**	13	10	**45**	6	107	27	140	**15**	**28**	20	**63**
+30 mins.	**23**	110	8	141	18	13	**13**	44	2	66	**29**	97	13	26	19	58
+45 mins.	7	114	12	133	16	10	0	26	6	75	14	95	8	17	18	43
Total Volume	55	557	46	658	72	51	34	157	22	366	91	479	44	87	77	208
% App. Total	8.4	84.7	7		45.9	32.5	21.7		4.6	76.4	19		21.2	41.8	37	
PHF	.598	.648	.885	.677	.818	.850	.654	.872	.688	.775	.784	.815	.733	.777	.963	.825

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Colton
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File Name : CNRAOLAM
Site Code : 04113620
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	1	4	0	0	0	0	1	2	1	4	0	1	2	3	11
07:15 AM	0	6	0	6	1	0	0	1	0	2	0	2	0	0	0	0	9
07:30 AM	0	5	0	5	0	0	0	0	3	2	0	5	0	0	1	1	11
07:45 AM	0	5	0	5	0	0	0	0	1	4	0	5	0	1	3	4	14
Total	1	18	1	20	1	0	0	1	5	10	1	16	0	2	6	8	45
08:00 AM	1	6	1	8	1	0	0	1	1	1	1	3	0	0	0	0	12
08:15 AM	0	1	0	1	1	0	1	2	0	1	0	1	0	0	0	0	4
08:30 AM	0	1	0	1	0	0	1	1	1	5	0	6	0	0	1	1	9
08:45 AM	0	8	2	10	0	2	2	4	0	4	0	4	0	0	0	0	18
Total	1	16	3	20	2	2	4	8	2	11	1	14	0	0	1	1	43
Grand Total	2	34	4	40	3	2	4	9	7	21	2	30	0	2	7	9	88
Apprch %	5	85	10		33.3	22.2	44.4		23.3	70	6.7		0	22.2	77.8		
Total %	2.3	38.6	4.5	45.5	3.4	2.3	4.5	10.2	8	23.9	2.3	34.1	0	2.3	8	10.2	

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**6**	0	6	**1**	0	0	**1**	0	2	0	2	0	0	0	0	9
07:30 AM	0	5	0	5	0	0	0	0	**3**	2	0	**5**	0	0	1	1	11
07:45 AM	0	5	0	5	0	0	0	0	1	**4**	0	5	0	**1**	**3**	**4**	**14**
08:00 AM	**1**	6	**1**	**8**	1	0	0	1	1	1	**1**	3	0	0	0	0	12
Total Volume	1	22	1	24	2	0	0	2	5	9	1	15	0	1	4	5	46
% App. Total	4.2	91.7	4.2		100	0	0		33.3	60	6.7		0	20	80		
PHF	.250	.917	.250	.750	.500	.000	.000	.500	.417	.563	.250	.750	.000	.250	.333	.313	.821

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNRAOLAM
Site Code : 04113620
Start Date : 4/8/2008
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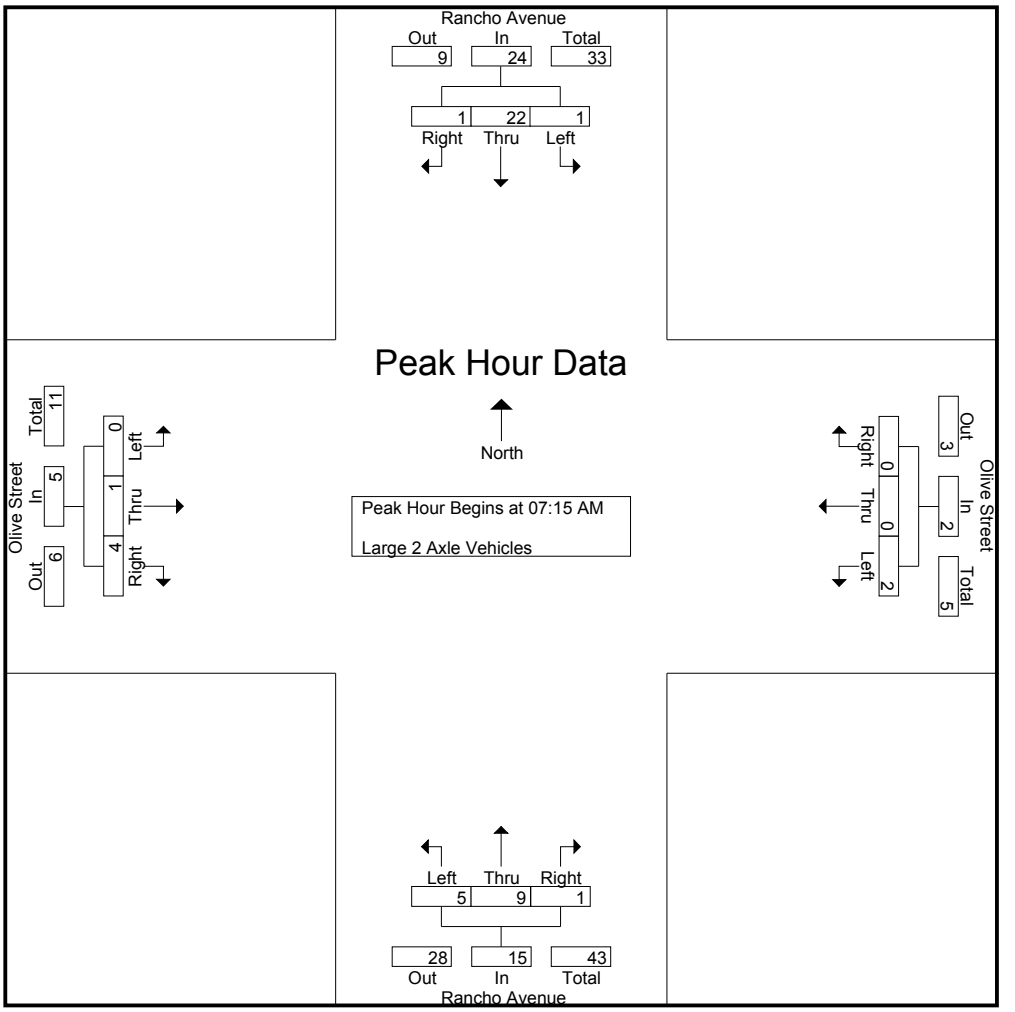

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**6**	0	6	**1**	0	0	**1**	0	2	0	2	0	0	0	0
+15 mins.	0	5	0	5	0	0	0	0	**3**	2	0	**5**	0	0	1	1
+30 mins.	0	5	0	5	0	0	0	0	1	**4**	0	5	0	**1**	**3**	**4**
+45 mins.	**1**	6	**1**	**8**	1	0	0	1	1	1	**1**	3	0	0	0	0
Total Volume	1	22	1	24	2	0	0	2	5	9	1	15	0	1	4	5
% App. Total	4.2	91.7	4.2		100	0	0		33.3	60	6.7		0	20	80	
PHF	.250	.917	.250	.750	.500	.000	.000	.500	.417	.563	.250	.750	.000	.250	.333	.313

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City of Colton
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File Name : CNRAOLAM
Site Code : 04113620
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Groups Printed- 3 Axle Vehicles

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	25	0	25	0	0	0	0	0	50	0	50	0	0	25	25	

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

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25286 Jaclyn Avenue
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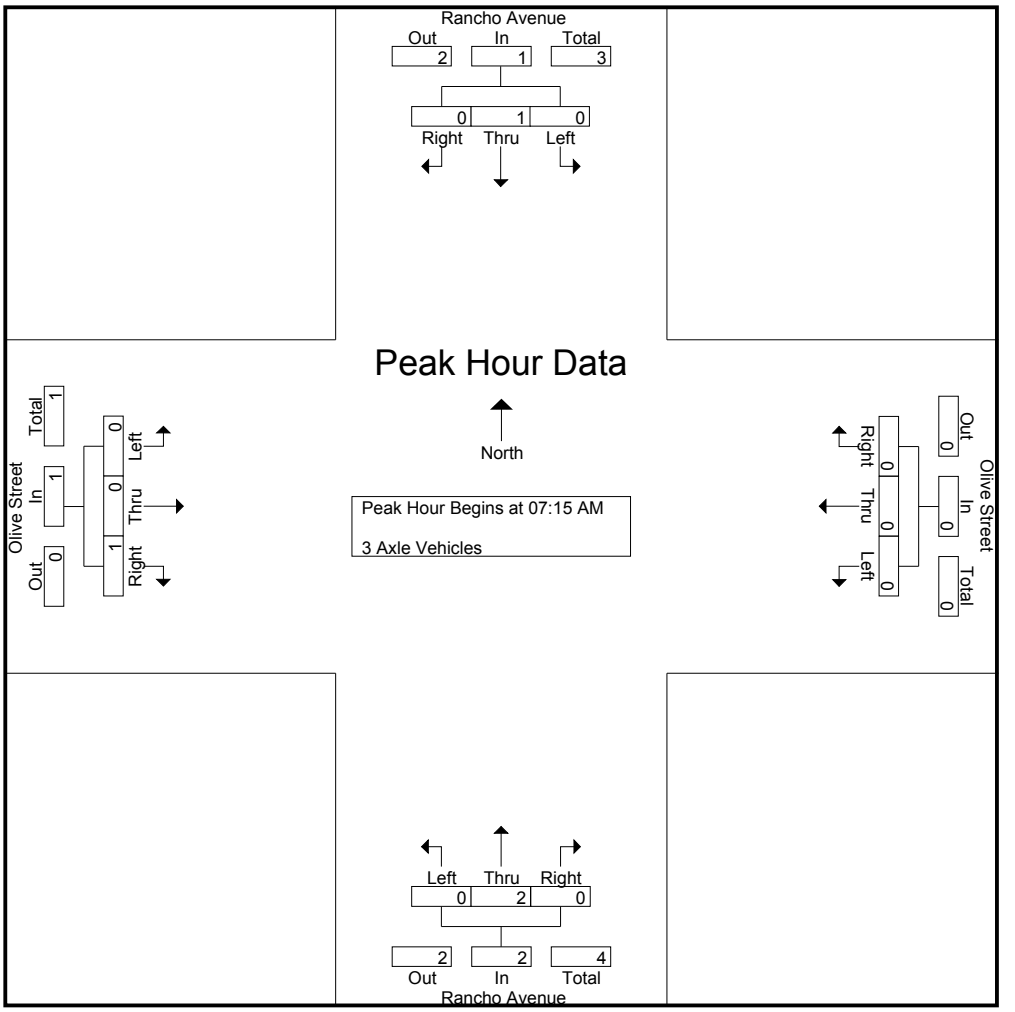

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	4	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	5	0	0	0	0	0	5	1	6	0	0	0	0	11
Grand Total	1	9	0	10	0	0	0	0	0	7	1	8	0	0	0	0	18
Apprch %	10	90	0		0	0	0		0	87.5	12.5		0	0	0		
Total %	5.6	50	0	55.6	0	0	0	0	0	38.9	5.6	44.4	0	0	0	0	

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500

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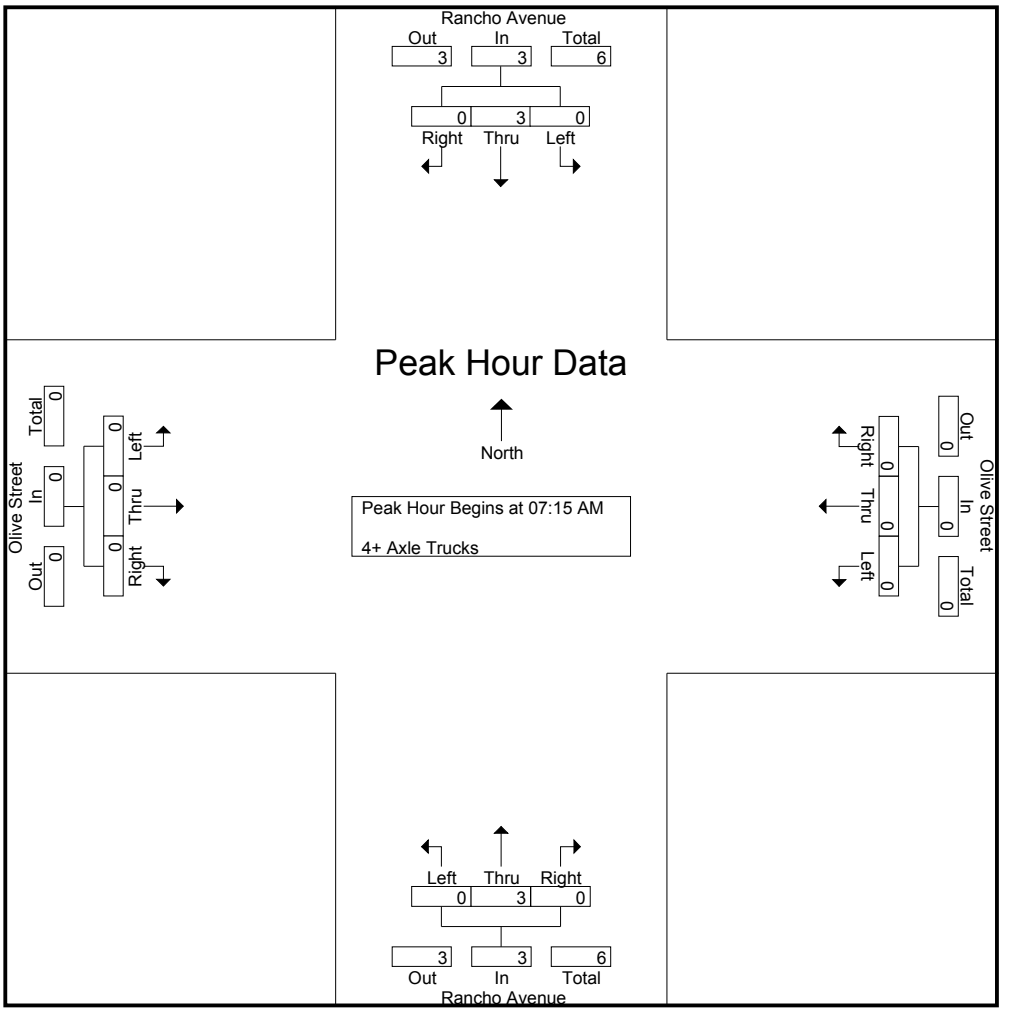

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	104	6	113	8	16	4	28	20	151	12	183	3	21	20	44	368
04:15 PM	7	96	13	116	12	12	4	28	13	178	10	201	23	16	17	56	401
04:30 PM	6	100	13	119	18	24	8	50	20	148	10	178	17	22	24	63	410
04:45 PM	9	90	12	111	13	26	5	44	18	192	14	224	9	30	21	60	439
Total	25	390	44	459	51	78	21	150	71	669	46	786	52	89	82	223	1618
05:00 PM	7	114	6	127	12	20	13	45	20	180	12	212	17	25	13	55	439
05:15 PM	6	98	10	114	8	12	6	26	25	212	13	250	10	28	17	55	445
05:30 PM	8	91	14	113	5	14	8	27	11	182	8	201	12	29	22	63	404
05:45 PM	10	119	14	143	11	17	4	32	24	170	14	208	8	32	19	59	442
Total	31	422	44	497	36	63	31	130	80	744	47	871	47	114	71	232	1730
Grand Total	56	812	88	956	87	141	52	280	151	1413	93	1657	99	203	153	455	3348
Apprch %	5.9	84.9	9.2		31.1	50.4	18.6		9.1	85.3	5.6		21.8	44.6	33.6		
Total %	1.7	24.3	2.6	28.6	2.6	4.2	1.6	8.4	4.5	42.2	2.8	49.5	3	6.1	4.6	13.6	
Passenger Vehicles	55	798	87	940	86	141	52	279	142	1388	90	1620	98	202	148	448	3287
% Passenger Vehicles	98.2	98.3	98.9	98.3	98.9	100	100	99.6	94	98.2	96.8	97.8	99	99.5	96.7	98.5	98.2
Large 2 Axle Vehicles	1	13	1	15	1	0	0	1	9	23	3	35	1	1	5	7	58
% Large 2 Axle Vehicles	1.8	1.6	1.1	1.6	1.1	0	0	0.4	6	1.6	3.2	2.1	1	0.5	3.3	1.5	1.7
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	100	**13**	119	**18**	24	8	**50**	20	148	10	178	**17**	22	**24**	**63**	410
04:45 PM	**9**	90	12	111	13	**26**	5	44	18	192	**14**	224	9	**30**	21	60	439
05:00 PM	7	**114**	6	**127**	12	20	**13**	45	20	180	12	212	17	25	13	55	439
05:15 PM	6	98	10	114	8	12	6	26	**25**	**212**	13	**250**	10	28	17	55	**445**
Total Volume	28	402	41	471	51	82	32	165	83	732	49	864	53	105	75	233	1733
% App. Total	5.9	85.4	8.7		30.9	49.7	19.4		9.6	84.7	5.7		22.7	45.1	32.2		
PHF	.778	.882	.788	.927	.708	.788	.615	.825	.830	.863	.875	.864	.779	.875	.781	.925	.974

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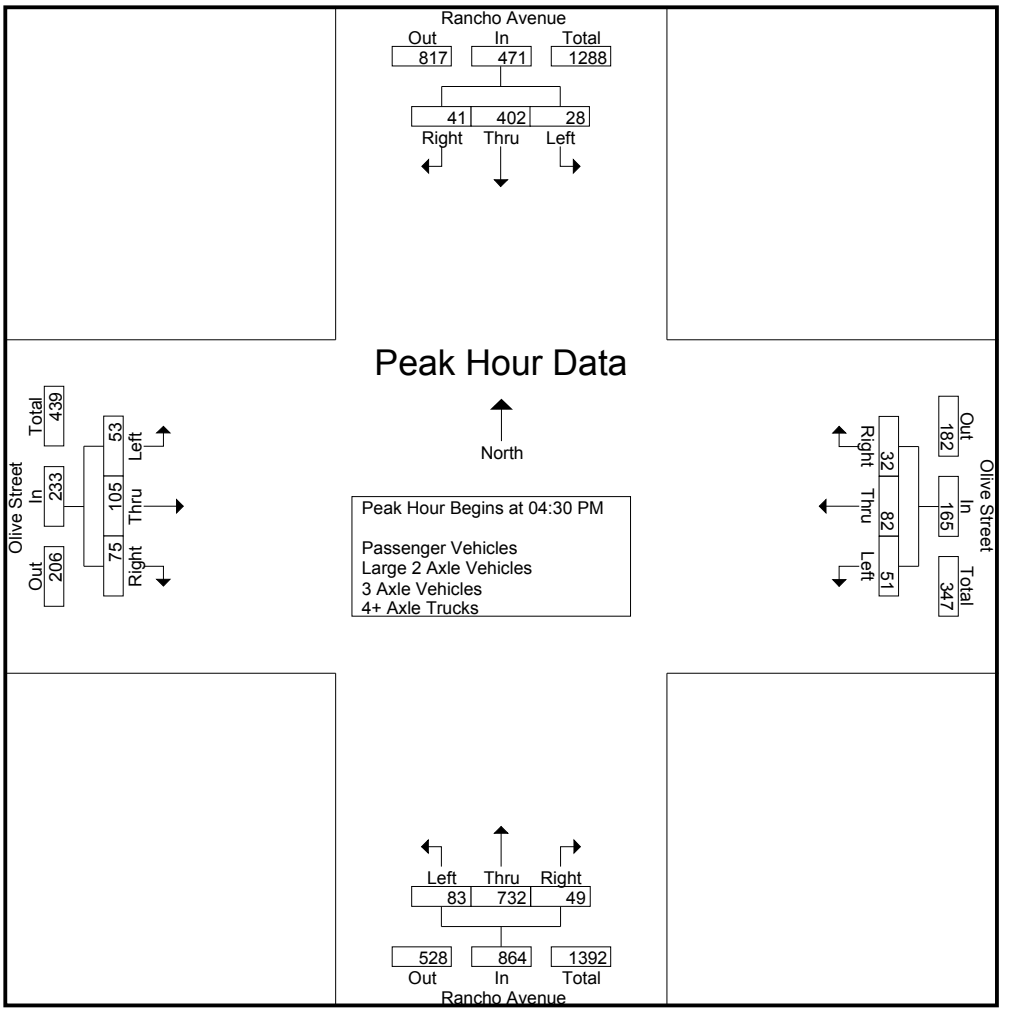

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:45 PM				04:15 PM			
+0 mins.	7	114	6	127	12	12	4	28	18	192	**14**	224	**23**	16	17	56
+15 mins.	6	98	10	114	**18**	24	8	**50**	20	180	12	212	17	22	**24**	**63**
+30 mins.	8	91	**14**	113	13	**26**	5	44	**25**	**212**	13	**250**	9	**30**	21	60
+45 mins.	**10**	**119**	14	**143**	12	20	**13**	45	11	182	8	201	17	25	13	55
Total Volume	31	422	44	497	55	82	30	167	74	766	47	887	66	93	75	234
% App. Total	6.2	84.9	8.9		32.9	49.1	18		8.3	86.4	5.3		28.2	39.7	32.1	
PHF	.775	.887	.786	.869	.764	.788	.577	.835	.740	.903	.839	.887	.717	.775	.781	.929

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Groups Printed- Passenger Vehicles

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	100	6	109	8	16	4	28	19	148	12	179	3	21	18	42	358
04:15 PM	6	95	12	113	12	12	4	28	12	176	10	198	23	16	17	56	395
04:30 PM	6	97	13	116	18	24	8	50	19	144	10	173	16	22	23	61	400
04:45 PM	9	87	12	108	13	26	5	44	16	187	13	216	9	30	21	60	428
Total	24	379	43	446	51	78	21	150	66	655	45	766	51	89	79	219	1581
05:00 PM	7	113	6	126	11	20	13	44	19	179	11	209	17	24	12	53	432
05:15 PM	6	97	10	113	8	12	6	26	24	208	13	245	10	28	17	55	439
05:30 PM	8	91	14	113	5	14	8	27	10	178	8	196	12	29	22	63	399
05:45 PM	10	118	14	142	11	17	4	32	23	168	13	204	8	32	18	58	436
Total	31	419	44	494	35	63	31	129	76	733	45	854	47	113	69	229	1706
Grand Total	55	798	87	940	86	141	52	279	142	1388	90	1620	98	202	148	448	3287
Apprch %	5.9	84.9	9.3		30.8	50.5	18.6		8.8	85.7	5.6		21.9	45.1	33		
Total %	1.7	24.3	2.6	28.6	2.6	4.3	1.6	8.5	4.3	42.2	2.7	49.3	3	6.1	4.5	13.6	

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	97	**13**	116	**18**	24	8	**50**	19	144	10	173	16	22	**23**	**61**	400
04:45 PM	**9**	87	12	108	13	**26**	5	44	16	187	**13**	216	9	**30**	21	60	428
05:00 PM	7	**113**	6	**126**	11	20	**13**	44	19	179	11	209	**17**	24	12	53	432
05:15 PM	6	97	10	113	8	12	6	26	**24**	**208**	13	**245**	10	28	17	55	**439**
Total Volume	28	394	41	463	50	82	32	164	78	718	47	843	52	104	73	229	1699
% App. Total	6	85.1	8.9		30.5	50	19.5		9.3	85.2	5.6		22.7	45.4	31.9		
PHF	.778	.872	.788	.919	.694	.788	.615	.820	.813	.863	.904	.860	.765	.867	.793	.939	.968

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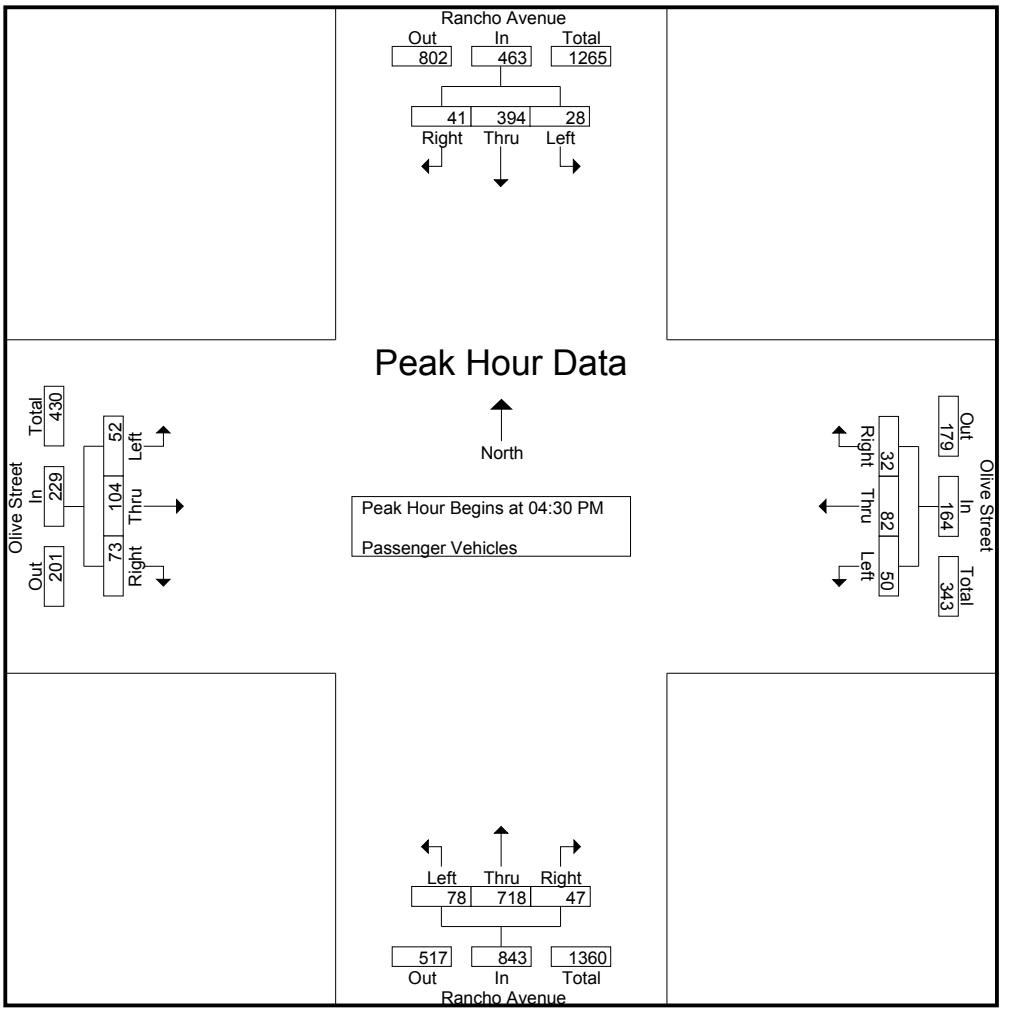

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	6	97	**13**	116	**18**	24	8	**50**	19	144	10	173	16	22	**23**	**61**
+15 mins.	**9**	87	12	108	13	**26**	5	44	16	187	**13**	216	9	**30**	21	60
+30 mins.	7	**113**	6	**126**	11	20	**13**	44	19	179	11	209	**17**	24	12	53
+45 mins.	6	97	10	113	8	12	6	26	**24**	**208**	13	**245**	10	28	17	55
Total Volume	28	394	41	463	50	82	32	164	78	718	47	843	52	104	73	229
% App. Total	6	85.1	8.9		30.5	50	19.5		9.3	85.2	5.6		22.7	45.4	31.9	
PHF	.778	.872	.788	.919	.694	.788	.615	.820	.813	.863	.904	.860	.765	.867	.793	.939

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNRAOLPM
Site Code : 04113620
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	0	0	0	1	3	0	4	0	0	2	2	10
04:15 PM	1	1	1	3	0	0	0	0	1	2	0	3	0	0	0	0	6
04:30 PM	0	3	0	3	0	0	0	0	1	4	0	5	1	0	1	2	10
04:45 PM	0	3	0	3	0	0	0	0	2	5	1	8	0	0	0	0	11
Total	1	11	1	13	0	0	0	0	5	14	1	20	1	0	3	4	37
05:00 PM	0	1	0	1	1	0	0	1	1	1	1	3	0	1	1	2	7
05:15 PM	0	1	0	1	0	0	0	0	1	4	0	5	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	1	1	1	3	0	0	1	1	4
Total	0	2	0	2	1	0	0	1	4	9	2	15	0	1	2	3	21
Grand Total	1	13	1	15	1	0	0	1	9	23	3	35	1	1	5	7	58
Apprch %	6.7	86.7	6.7		100	0	0		25.7	65.7	8.6		14.3	14.3	71.4		
Total %	1.7	22.4	1.7	25.9	1.7	0	0	1.7	15.5	39.7	5.2	60.3	1.7	1.7	8.6	12.1	

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**3**	0	**3**	0	0	0	0	1	4	0	5	**1**	0	**1**	**2**	10
04:45 PM	0	3	0	3	0	0	0	0	**2**	**5**	**1**	**8**	0	0	0	0	**11**
05:00 PM	0	1	0	1	**1**	0	0	**1**	1	1	1	3	0	**1**	1	2	7
05:15 PM	0	1	0	1	0	0	0	0	1	4	0	5	0	0	0	0	6
Total Volume	0	8	0	8	1	0	0	1	5	14	2	21	1	1	2	4	34
% App. Total	0	100	0		100	0	0		23.8	66.7	9.5		25	25	50		
PHF	.000	.667	.000	.667	.250	.000	.000	.250	.625	.700	.500	.656	.250	.250	.500	.500	.773

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

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File Name : CNRAOLPM
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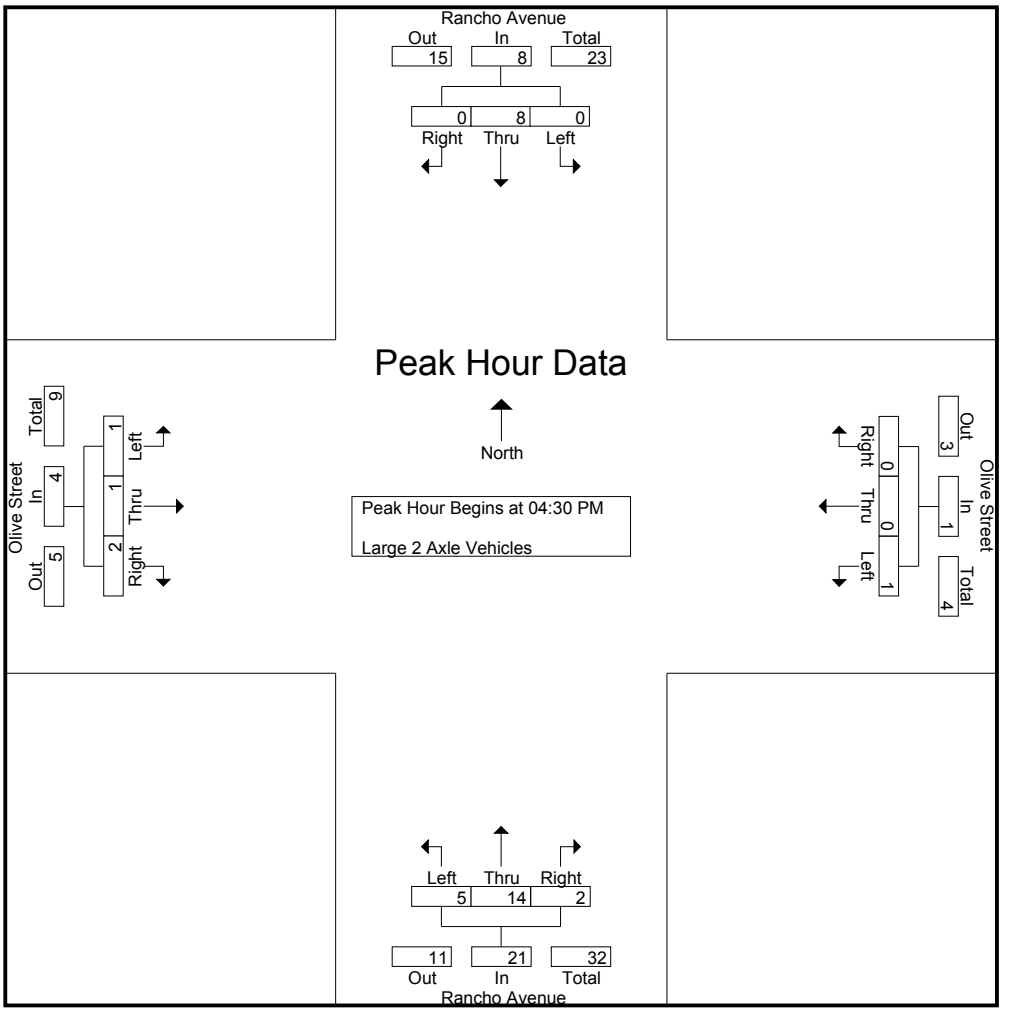

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	1	4	0	5	**1**	0	**1**	**2**
+15 mins.	0	3	0	3	0	0	0	0	**2**	**5**	**1**	**8**	0	0	0	0
+30 mins.	0	1	0	1	**1**	0	0	**1**	1	1	1	3	0	**1**	1	2
+45 mins.	0	1	0	1	0	0	0	0	1	4	0	5	0	0	0	0
Total Volume	0	8	0	8	1	0	0	1	5	14	2	21	1	1	2	4
% App. Total	0	100	0		100	0	0		23.8	66.7	9.5		25	25	50	
PHF	.000	.667	.000	.667	.250	.000	.000	.250	.625	.700	.500	.656	.250	.250	.500	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNRAOLPM
Site Code : 04113620
Start Date : 4/8/2008
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Groups Printed- 3 Axle Vehicles

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNRAOLPM
Site Code : 04113620
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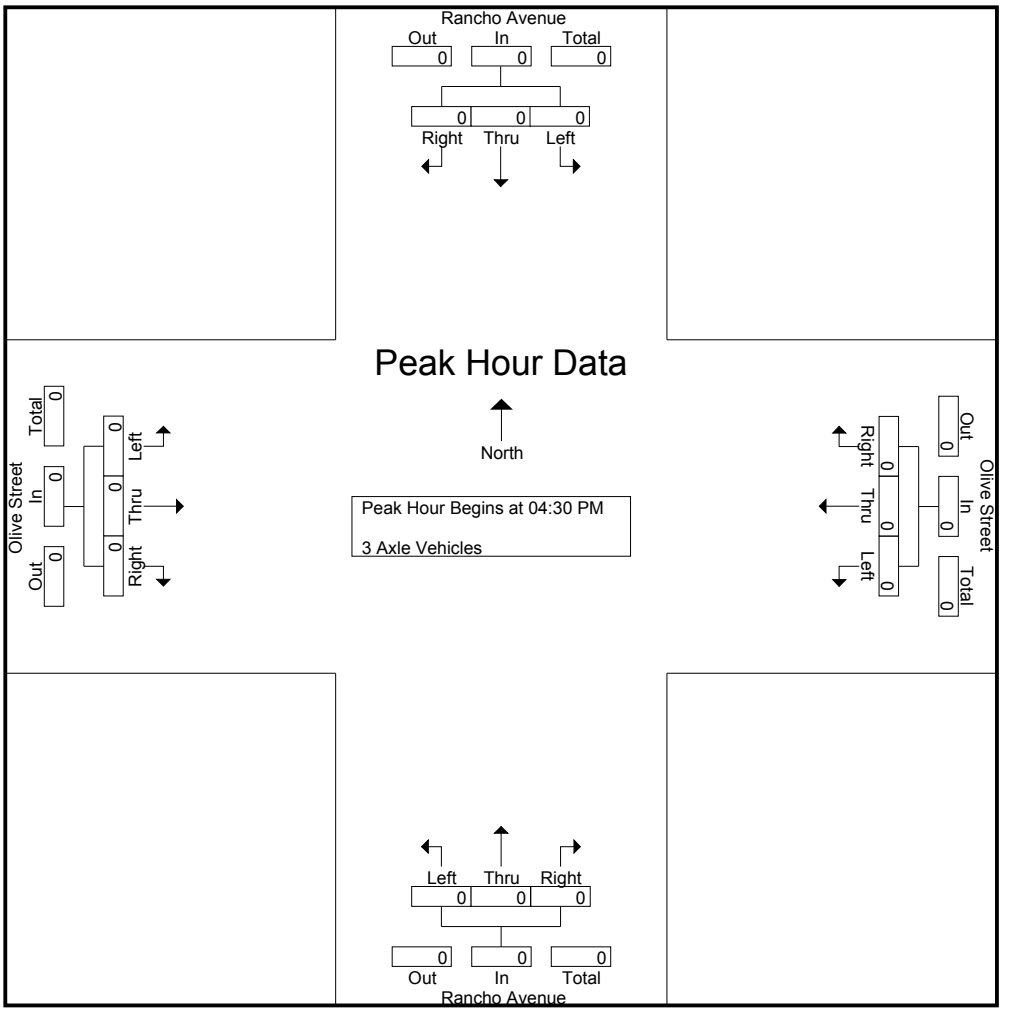

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLAM
Site Code : 04113663
Start Date : 3/26/2008
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	34	2	37	1	3	1	5	15	22	4	41	0	8	14	22	105
07:15 AM	1	77	6	84	4	7	3	14	19	52	1	72	5	11	20	36	206
07:30 AM	15	47	3	65	1	17	21	39	15	62	0	77	10	29	19	58	239
07:45 AM	29	52	5	86	4	31	30	65	18	45	2	65	13	31	22	66	282
Total	46	210	16	272	10	58	55	123	67	181	7	255	28	79	75	182	832
08:00 AM	41	59	2	102	6	20	59	85	13	64	3	80	9	27	14	50	317
08:15 AM	17	39	1	57	3	12	19	34	4	34	1	39	6	18	15	39	169
08:30 AM	5	24	3	32	2	6	3	11	1	15	2	18	0	5	4	9	70
08:45 AM	1	23	3	27	3	4	2	9	1	12	1	14	2	16	3	21	71
Total	64	145	9	218	14	42	83	139	19	125	7	151	17	66	36	119	627
Grand Total	110	355	25	490	24	100	138	262	86	306	14	406	45	145	111	301	1459
Apprch %	22.4	72.4	5.1		9.2	38.2	52.7		21.2	75.4	3.4		15	48.2	36.9		
Total %	7.5	24.3	1.7	33.6	1.6	6.9	9.5	18	5.9	21	1	27.8	3.1	9.9	7.6	20.6	
Passenger Vehicles	108	347	23	478	22	100	131	253	85	294	12	391	44	145	109	298	1420
% Passenger Vehicles	98.2	97.7	92	97.6	91.7	100	94.9	96.6	98.8	96.1	85.7	96.3	97.8	100	98.2	99	97.3
Large 2 Axle Vehicles	2	5	1	8	1	0	6	7	1	7	1	9	1	0	2	3	27
% Large 2 Axle Vehicles	1.8	1.4	4	1.6	4.2	0	4.3	2.7	1.2	2.3	7.1	2.2	2.2	0	1.8	1	1.9
3 Axle Vehicles	0	1	1	2	1	0	1	2	0	2	0	2	0	0	0	0	6
% 3 Axle Vehicles	0	0.3	4	0.4	4.2	0	0.7	0.8	0	0.7	0	0.5	0	0	0	0	0.4
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	3	1	4	0	0	0	0	6
% 4+ Axle Trucks	0	0.6	0	0.4	0	0	0	0	0	1	7.1	1	0	0	0	0	0.4

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**77**	**6**	84	4	7	3	14	**19**	52	1	72	5	11	20	36	206
07:30 AM	15	47	3	65	1	17	21	39	15	62	0	77	10	29	19	58	239
07:45 AM	29	52	5	86	4	**31**	30	65	18	45	2	65	**13**	**31**	**22**	**66**	282
08:00 AM	**41**	59	2	**102**	**6**	20	**59**	**85**	13	**64**	**3**	**80**	9	27	14	50	**317**
Total Volume	86	235	16	337	15	75	113	203	65	223	6	294	37	98	75	210	1044
% App. Total	25.5	69.7	4.7		7.4	36.9	55.7		22.1	75.9	2		17.6	46.7	35.7		
PHF	.524	.763	.667	.826	.625	.605	.479	.597	.855	.871	.500	.919	.712	.790	.852	.795	.823

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLAM
Site Code : 04113663
Start Date : 3/26/2008
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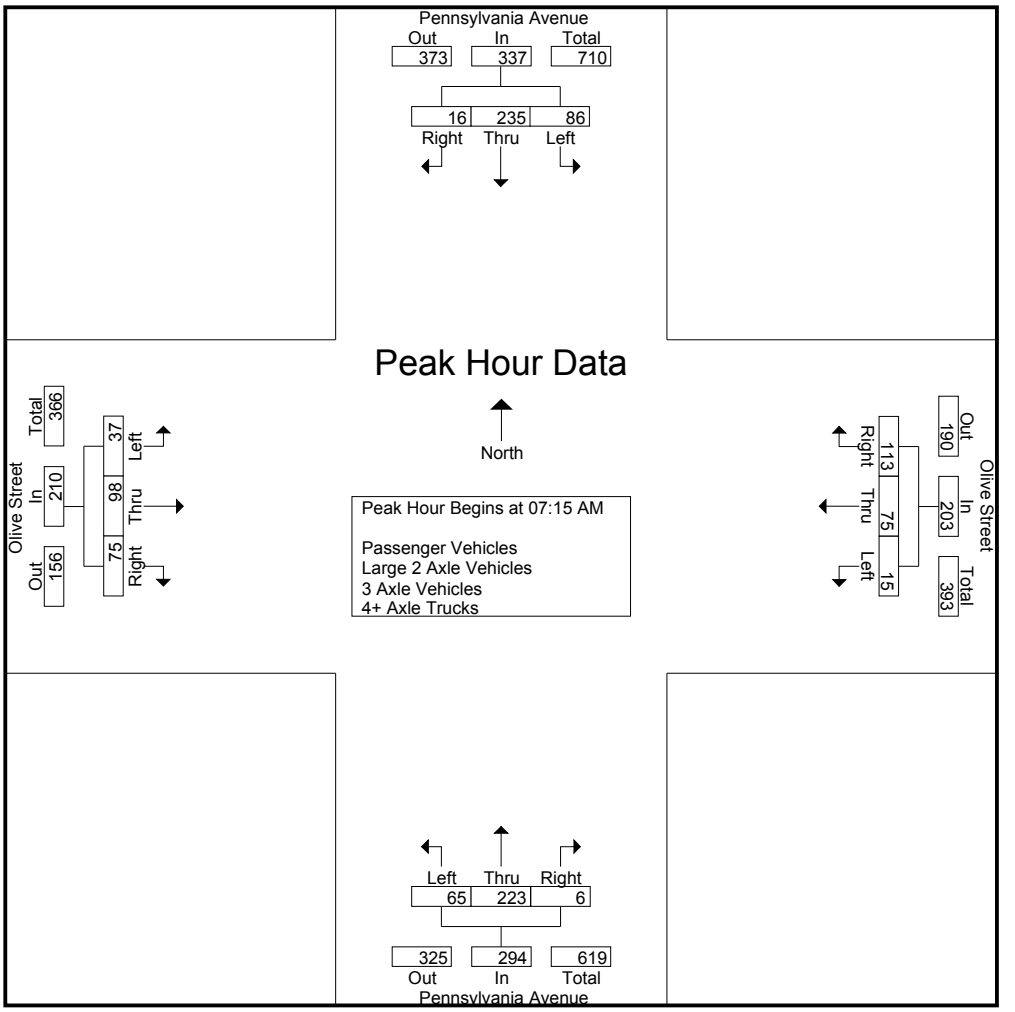

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	1	**77**	**6**	84	1	17	21	39	**19**	52	1	72	10	29	19	58
+15 mins.	15	47	3	65	4	**31**	30	65	15	62	0	77	**13**	**31**	**22**	**66**
+30 mins.	29	52	5	86	**6**	20	**59**	**85**	18	45	2	65	9	27	14	50
+45 mins.	**41**	59	2	**102**	3	12	19	34	13	**64**	**3**	**80**	6	18	15	39
Total Volume	86	235	16	337	14	80	129	223	65	223	6	294	38	105	70	213
% App. Total	25.5	69.7	4.7		6.3	35.9	57.8		22.1	75.9	2		17.8	49.3	32.9	
PHF	.524	.763	.667	.826	.583	.645	.547	.656	.855	.871	.500	.919	.731	.847	.795	.807

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLAM
Site Code : 04113663
Start Date : 3/26/2008
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Groups Printed- Passenger Vehicles

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	33	2	36	1	3	1	5	15	21	4	40	0	8	14	22	103
07:15 AM	1	76	6	83	3	7	3	13	19	50	1	70	5	11	20	36	202
07:30 AM	15	47	3	65	1	17	20	38	14	60	0	74	10	29	19	58	235
07:45 AM	27	52	5	84	4	31	27	62	18	41	2	61	13	31	22	66	273
Total	44	208	16	268	9	58	51	118	66	172	7	245	28	79	75	182	813
08:00 AM	41	57	2	100	6	20	56	82	13	63	2	78	9	27	13	49	309
08:15 AM	17	38	1	56	3	12	19	34	4	33	1	38	5	18	15	38	166
08:30 AM	5	22	1	28	1	6	3	10	1	15	1	17	0	5	3	8	63
08:45 AM	1	22	3	26	3	4	2	9	1	11	1	13	2	16	3	21	69
Total	64	139	7	210	13	42	80	135	19	122	5	146	16	66	34	116	607
Grand Total	108	347	23	478	22	100	131	253	85	294	12	391	44	145	109	298	1420
Apprch %	22.6	72.6	4.8		8.7	39.5	51.8		21.7	75.2	3.1		14.8	48.7	36.6		
Total %	7.6	24.4	1.6	33.7	1.5	7	9.2	17.8	6	20.7	0.8	27.5	3.1	10.2	7.7	21	

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**76**	**6**	83	3	7	3	13	**19**	50	1	70	5	11	20	36	202
07:30 AM	15	47	3	65	1	17	20	38	14	60	0	74	10	29	19	58	235
07:45 AM	27	52	5	84	4	**31**	27	62	18	41	**2**	61	**13**	**31**	**22**	**66**	273
08:00 AM	**41**	57	2	**100**	**6**	20	**56**	**82**	13	**63**	2	**78**	9	27	13	49	**309**
Total Volume	84	232	16	332	14	75	106	195	64	214	5	283	37	98	74	209	1019
% App. Total	25.3	69.9	4.8		7.2	38.5	54.4		22.6	75.6	1.8		17.7	46.9	35.4		
PHF	.512	.763	.667	.830	.583	.605	.473	.595	.842	.849	.625	.907	.712	.790	.841	.792	.824

Counts Unlimited Inc.
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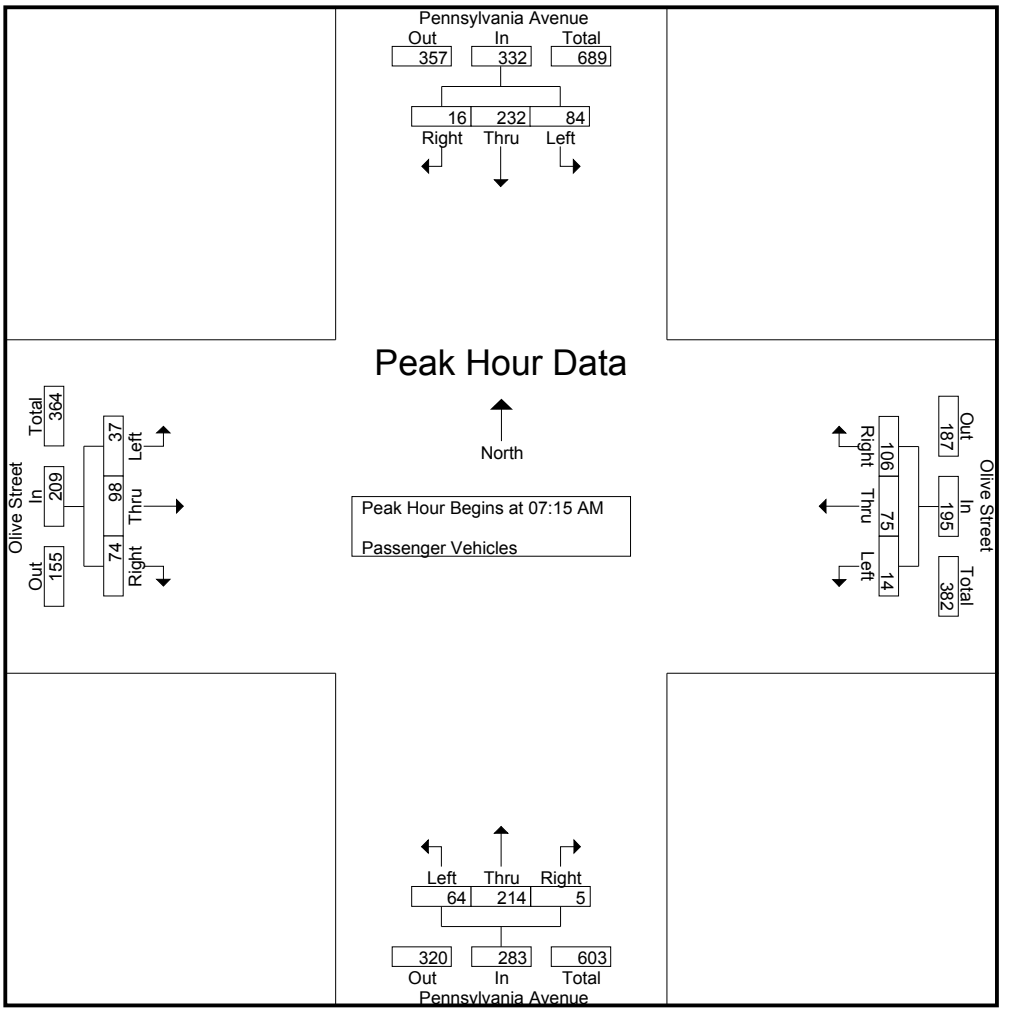

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	1	**76**	**6**	83	1	17	20	38	**19**	50	1	70	10	29	19	58
+15 mins.	15	47	3	65	4	**31**	27	62	14	60	0	74	**13**	**31**	**22**	**66**
+30 mins.	27	52	5	84	**6**	20	**56**	**82**	18	41	**2**	61	9	27	13	49
+45 mins.	**41**	57	2	**100**	3	12	19	34	13	**63**	2	**78**	5	18	15	38
Total Volume	84	232	16	332	14	80	122	216	64	214	5	283	37	105	69	211
% App. Total	25.3	69.9	4.8		6.5	37	56.5		22.6	75.6	1.8		17.5	49.8	32.7	
PHF	.512	.763	.667	.830	.583	.645	.545	.659	.842	.849	.625	.907	.712	.847	.784	.799

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
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Weather: Sunny

File Name : CNPEOLAM
Site Code : 04113663
Start Date : 3/26/2008
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Groups Printed- Large 2 Axle Vehicles

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
07:45 AM	2	0	0	2	0	0	3	3	0	3	0	3	0	0	0	0	8
Total	2	2	0	4	0	0	4	4	1	5	0	6	0	0	0	0	14
08:00 AM	0	2	0	2	0	0	2	2	0	1	1	2	0	0	1	1	7
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
08:30 AM	0	1	1	2	1	0	0	1	0	0	0	0	0	0	1	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	4	1	0	2	3	0	2	1	3	1	0	2	3	13
Grand Total	2	5	1	8	1	0	6	7	1	7	1	9	1	0	2	3	27
Apprch %	25	62.5	12.5		14.3	0	85.7		11.1	77.8	11.1		33.3	0	66.7		
Total %	7.4	18.5	3.7	29.6	3.7	0	22.2	25.9	3.7	25.9	3.7	33.3	3.7	0	7.4	11.1	

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	1	1	**1**	0	0	1	0	0	0	0	2
07:45 AM	**2**	0	0	**2**	0	0	**3**	**3**	0	**3**	0	**3**	0	0	0	0	**8**
08:00 AM	0	**2**	0	2	0	0	2	2	0	1	**1**	2	0	0	**1**	**1**	7
Total Volume	2	3	0	5	0	0	6	6	1	6	1	8	0	0	1	1	20
% App. Total	40	60	0		0	0	100		12.5	75	12.5		0	0	100		
PHF	.250	.375	.000	.625	.000	.000	.500	.500	.250	.500	.250	.667	.000	.000	.250	.250	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLAM
Site Code : 04113663
Start Date : 3/26/2008
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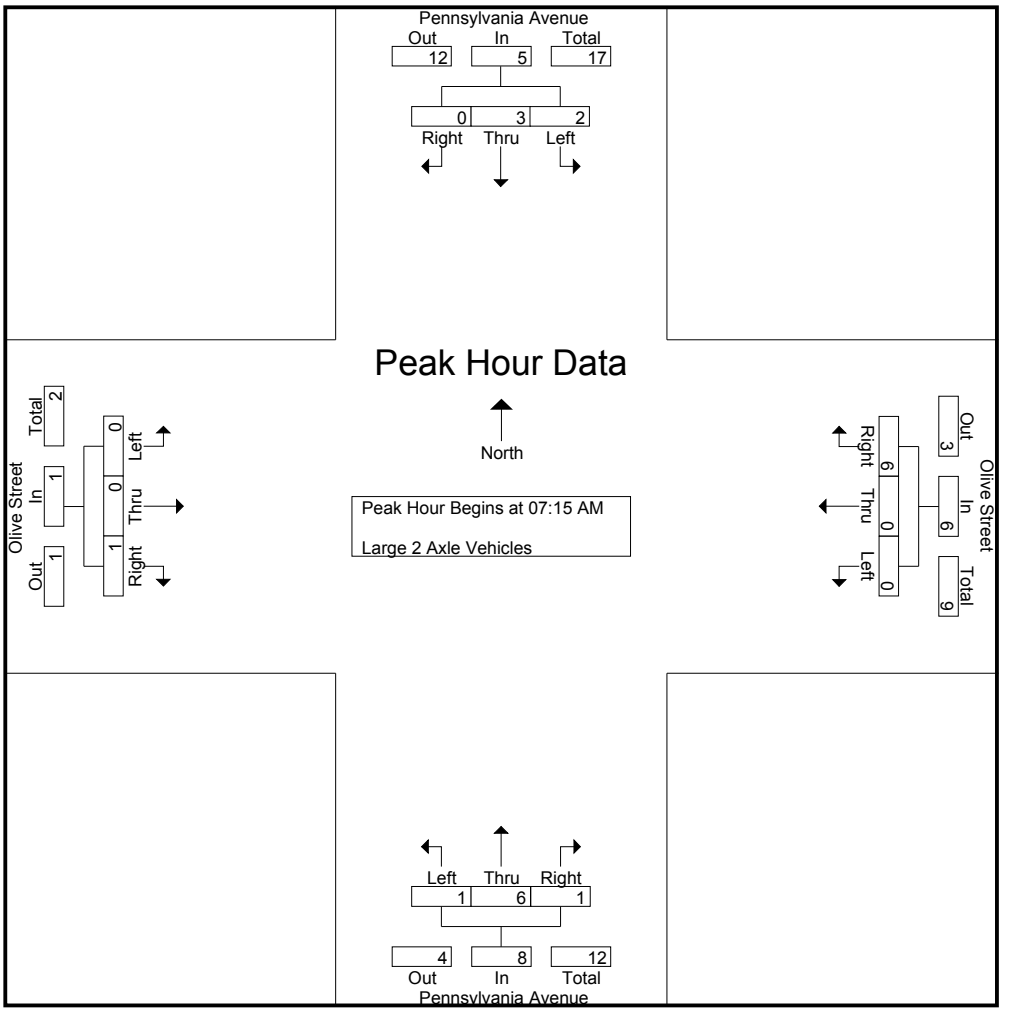

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	**1**	0	0	1	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	0	**3**	**3**	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	**2**	0	2	0	0	2	2	0	1	**1**	2	0	0	**1**	**1**
Total Volume	2	3	0	5	0	0	6	6	1	6	1	8	0	0	1	1
% App. Total	40	60	0		0	0	100		12.5	75	12.5		0	0	100	
PHF	.250	.375	.000	.625	.000	.000	.500	.500	.250	.500	.250	.667	.000	.000	.250	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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N/S: Pennsylvania Avenue
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Site Code : 04113663
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Groups Printed- 3 Axle Vehicles

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	1	2	0	0	1	1	0	1	0	1	0	0	0	0	4
Grand Total	0	1	1	2	1	0	1	2	0	2	0	2	0	0	0	0	6
Apprch %	0	50	50		50	0	50		0	100	0		0	0	0		
Total %	0	16.7	16.7	33.3	16.7	0	16.7	33.3	0	33.3	0	33.3	0	0	0	0	

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	1	2	0	1	0	1	0	0	0	0	3
% App. Total	0	0	0		50	0	50		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

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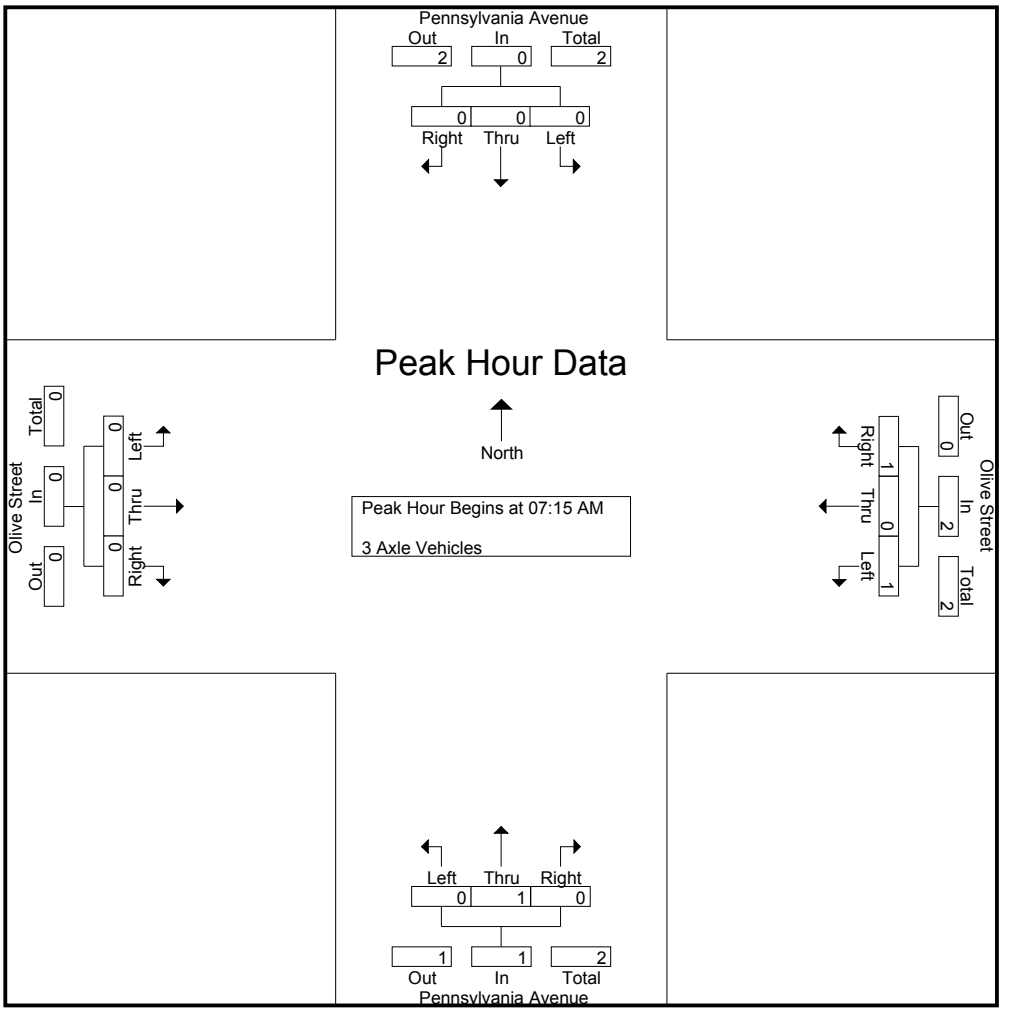

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Colton
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Site Code : 04113663
Start Date : 3/26/2008
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Groups Printed- 4+ Axle Trucks

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
Grand Total	0	2	0	2	0	0	0	0	0	3	1	4	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	75	25		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	50	16.7	66.7	0	0	0	0	

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLAM
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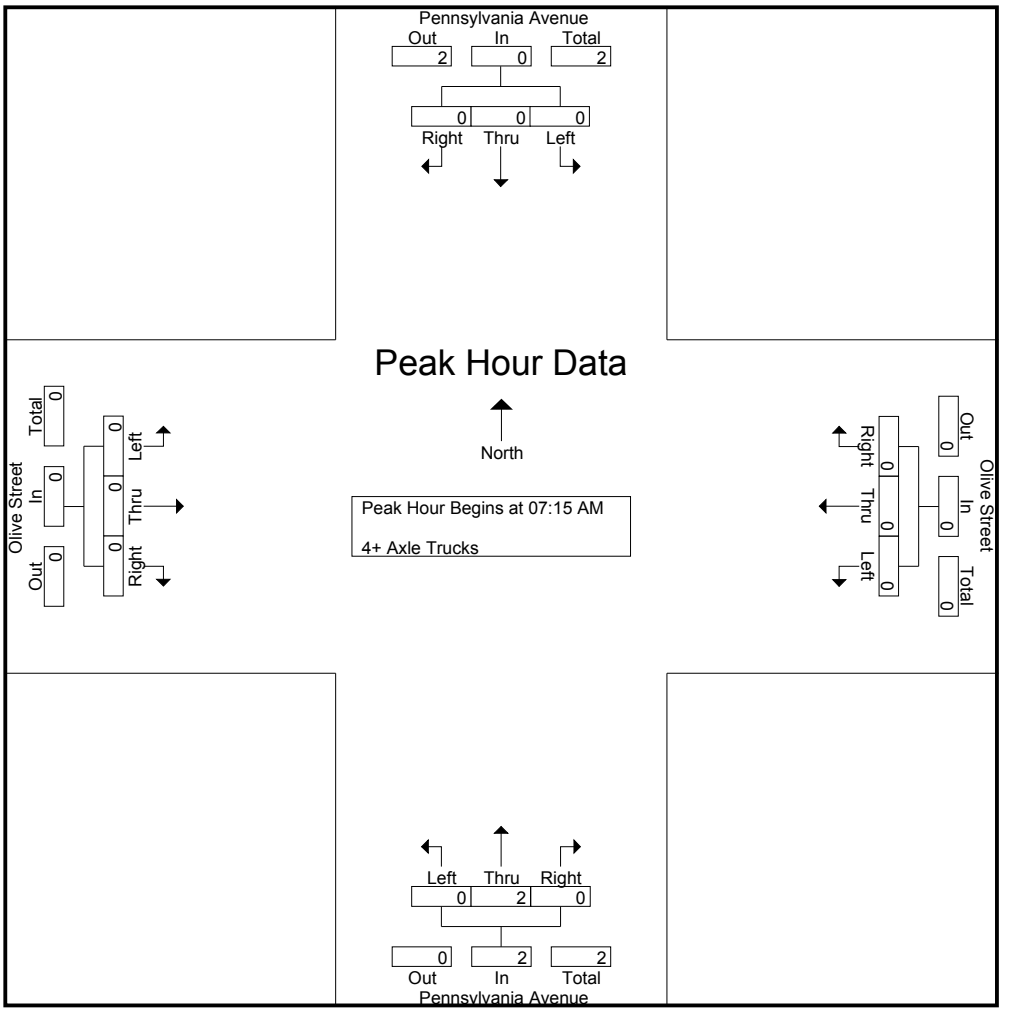

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLPM
Site Code : 04113663
Start Date : 3/26/2008
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	5	35	5	45	5	17	2	24	9	46	1	56	4	27	9	40	165
04:15 PM	5	25	3	33	2	17	6	25	9	47	0	56	3	21	4	28	142
04:30 PM	6	41	14	61	4	18	3	25	3	60	3	66	4	28	4	36	188
04:45 PM	3	32	3	38	3	18	8	29	6	65	3	74	10	25	8	43	184
Total	19	133	25	177	14	70	19	103	27	218	7	252	21	101	25	147	679
05:00 PM	9	33	2	44	3	3	9	15	11	61	1	73	6	31	6	43	175
05:15 PM	4	46	3	53	1	20	7	28	9	62	1	72	6	27	5	38	191
05:30 PM	3	36	7	46	2	29	7	38	8	49	2	59	4	30	7	41	184
05:45 PM	8	37	6	51	0	11	2	13	7	57	1	65	2	32	4	38	167
Total	24	152	18	194	6	63	25	94	35	229	5	269	18	120	22	160	717
Grand Total	43	285	43	371	20	133	44	197	62	447	12	521	39	221	47	307	1396
Apprch %	11.6	76.8	11.6		10.2	67.5	22.3		11.9	85.8	2.3		12.7	72	15.3		
Total %	3.1	20.4	3.1	26.6	1.4	9.5	3.2	14.1	4.4	32	0.9	37.3	2.8	15.8	3.4	22	
Passenger Vehicles	42	279	42	363	20	133	44	197	60	444	12	516	39	221	47	307	1383
% Passenger Vehicles	97.7	97.9	97.7	97.8	100	100	100	100	96.8	99.3	100	99	100	100	100	100	99.1
Large 2 Axle Vehicles	1	4	1	6	0	0	0	0	2	2	0	4	0	0	0	0	10
% Large 2 Axle Vehicles	2.3	1.4	2.3	1.6	0	0	0	0	3.2	0.4	0	0.8	0	0	0	0	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 4+ Axle Trucks	0	0.7	0	0.5	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.2

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	41	**14**	**61**	**4**	18	3	25	3	60	**3**	66	4	28	4	36	188
04:45 PM	3	32	3	38	3	18	8	**29**	6	**65**	3	**74**	**10**	25	**8**	**43**	184
05:00 PM	**9**	33	2	44	3	3	**9**	15	**11**	61	1	73	6	**31**	6	43	175
05:15 PM	4	**46**	3	53	1	**20**	7	28	9	62	1	72	6	27	5	38	**191**
Total Volume	22	152	22	196	11	59	27	97	29	248	8	285	26	111	23	160	738
% App. Total	11.2	77.6	11.2		11.3	60.8	27.8		10.2	87	2.8		16.2	69.4	14.4		
PHF	.611	.826	.393	.803	.688	.738	.750	.836	.659	.954	.667	.963	.650	.895	.719	.930	.966

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: Pennsylvania Avenue
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File Name : CNPEOLPM
Site Code : 04113663
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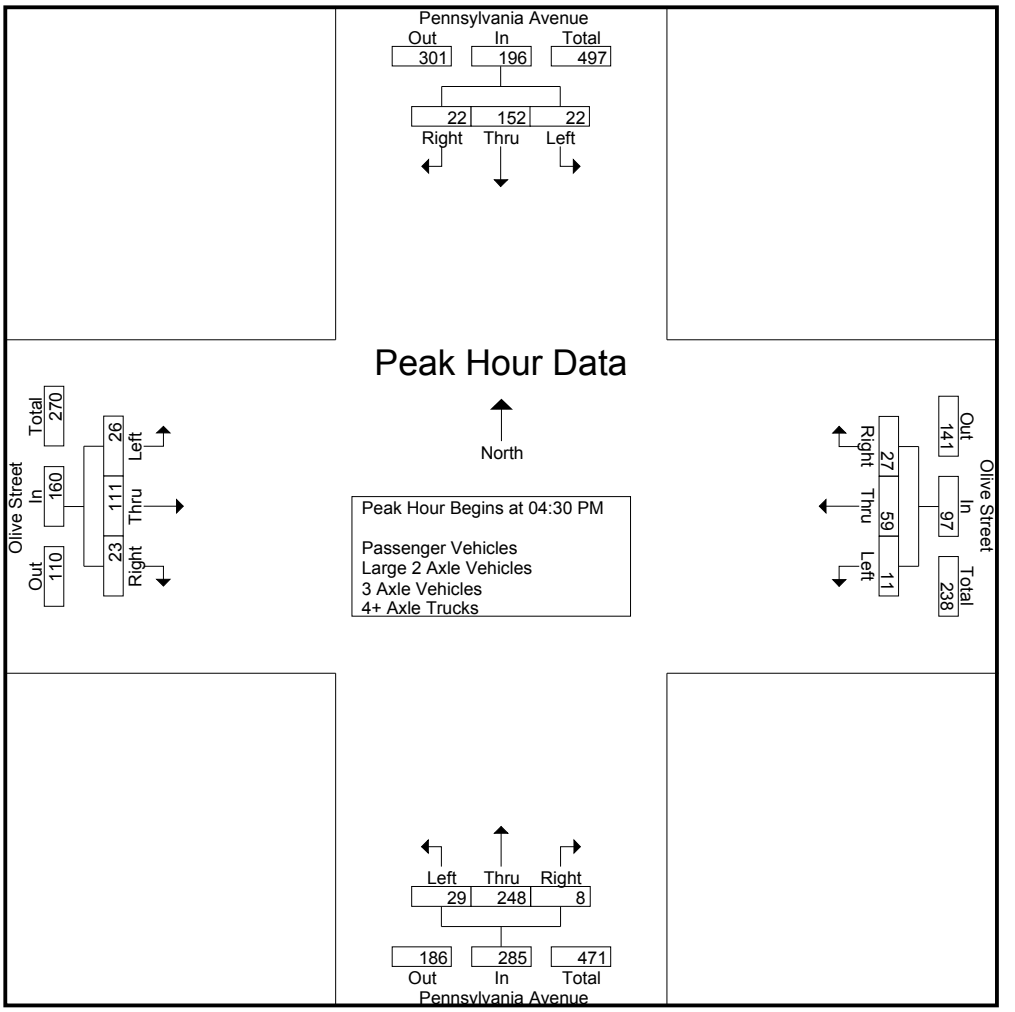

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	6	41	**14**	**61**	**3**	18	8	29	3	60	**3**	66	**10**	25	**8**	**43**
+15 mins.	3	32	3	38	3	3	**9**	15	6	**65**	3	**74**	6	**31**	6	43
+30 mins.	**9**	33	2	44	1	20	7	28	**11**	61	1	73	6	27	5	38
+45 mins.	4	**46**	3	53	2	**29**	7	**38**	9	62	1	72	4	30	7	41
Total Volume	22	152	22	196	9	70	31	110	29	248	8	285	26	113	26	165
% App. Total	11.2	77.6	11.2		8.2	63.6	28.2		10.2	87	2.8		15.8	68.5	15.8	
PHF	.611	.826	.393	.803	.750	.603	.861	.724	.659	.954	.667	.963	.650	.911	.813	.959

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City of Colton
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Groups Printed- Passenger Vehicles

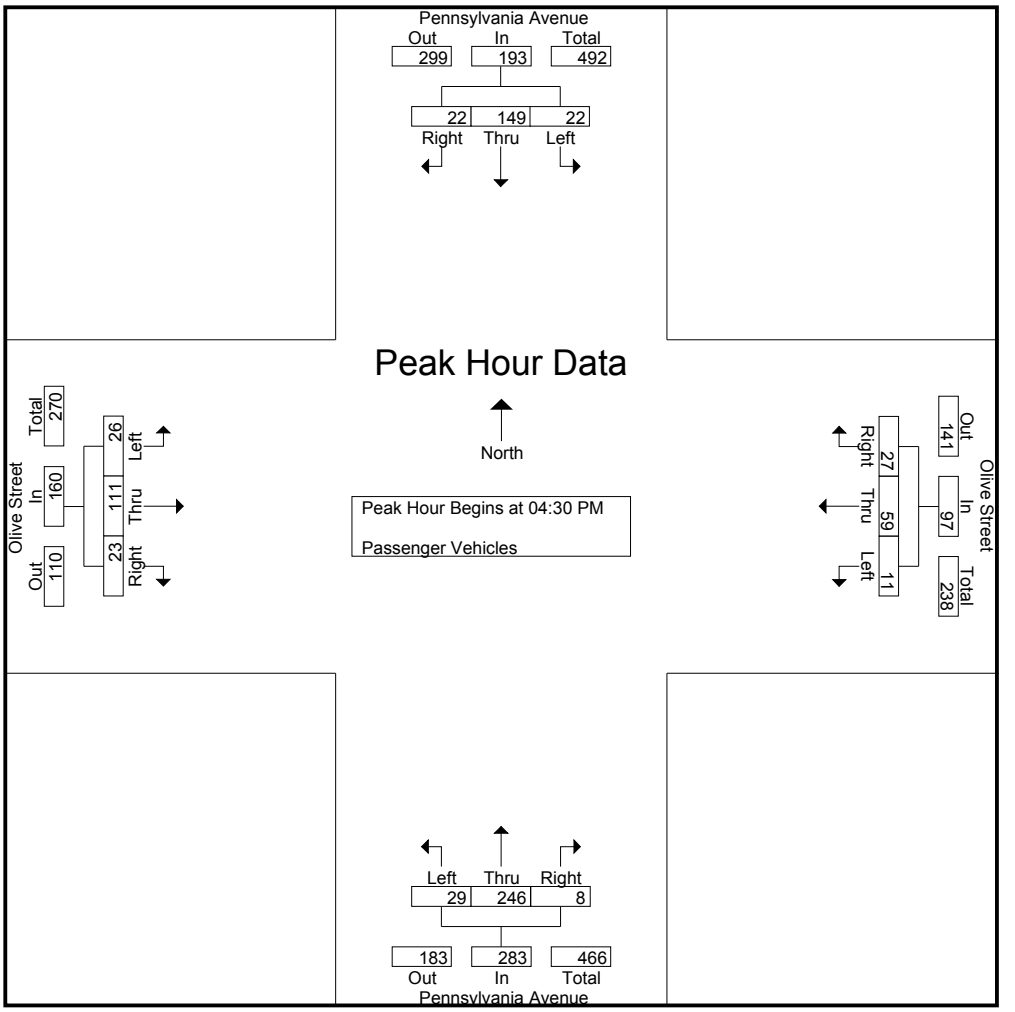
	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	5	32	5	42	5	17	2	24	9	46	1	56	4	27	9	40	162
04:15 PM	4	25	2	31	2	17	6	25	9	47	0	56	3	21	4	28	140
04:30 PM	6	40	14	60	4	18	3	25	3	59	3	65	4	28	4	36	186
04:45 PM	3	31	3	37	3	18	8	29	6	64	3	73	10	25	8	43	182
Total	18	128	24	170	14	70	19	103	27	216	7	250	21	101	25	147	670
05:00 PM	9	32	2	43	3	3	9	15	11	61	1	73	6	31	6	43	174
05:15 PM	4	46	3	53	1	20	7	28	9	62	1	72	6	27	5	38	191
05:30 PM	3	36	7	46	2	29	7	38	6	49	2	57	4	30	7	41	182
05:45 PM	8	37	6	51	0	11	2	13	7	56	1	64	2	32	4	38	166
Total	24	151	18	193	6	63	25	94	33	228	5	266	18	120	22	160	713
Grand Total	42	279	42	363	20	133	44	197	60	444	12	516	39	221	47	307	1383
Apprch %	11.6	76.9	11.6		10.2	67.5	22.3		11.6	86	2.3		12.7	72	15.3		
Total %	3	20.2	3	26.2	1.4	9.6	3.2	14.2	4.3	32.1	0.9	37.3	2.8	16	3.4	22.2	

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	40	**14**	**60**	**4**	18	3	25	3	59	**3**	65	4	28	4	36	186
04:45 PM	3	31	3	37	3	18	8	**29**	6	**64**	3	**73**	**10**	25	**8**	**43**	182
05:00 PM	**9**	32	2	43	3	3	**9**	15	**11**	61	1	73	6	**31**	6	43	174
05:15 PM	4	**46**	3	53	1	**20**	7	28	9	62	1	72	6	27	5	38	**191**
Total Volume	22	149	22	193	11	59	27	97	29	246	8	283	26	111	23	160	733
% App. Total	11.4	77.2	11.4		11.3	60.8	27.8		10.2	86.9	2.8		16.2	69.4	14.4		
PHF	.611	.810	.393	.804	.688	.738	.750	.836	.659	.961	.667	.969	.650	.895	.719	.930	.959

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLPM
Site Code : 04113663
Start Date : 3/26/2008



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	6	40	**14**	**60**	**3**	18	8	29	3	59	**3**	65	**10**	25	**8**	**43**
+15 mins.	3	31	3	37	3	3	**9**	15	6	**64**	3	**73**	6	**31**	6	43
+30 mins.	**9**	32	2	43	1	20	7	28	**11**	61	1	73	6	27	5	38
+45 mins.	4	**46**	3	53	2	**29**	7	**38**	9	62	1	72	4	30	7	41
Total Volume	22	149	22	193	9	70	31	110	29	246	8	283	26	113	26	165
% App. Total	11.4	77.2	11.4		8.2	63.6	28.2		10.2	86.9	2.8		15.8	68.5	15.8	
PHF	.611	.810	.393	.804	.750	.603	.861	.724	.659	.961	.667	.969	.650	.911	.813	.959

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLPM
Site Code : 04113663
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

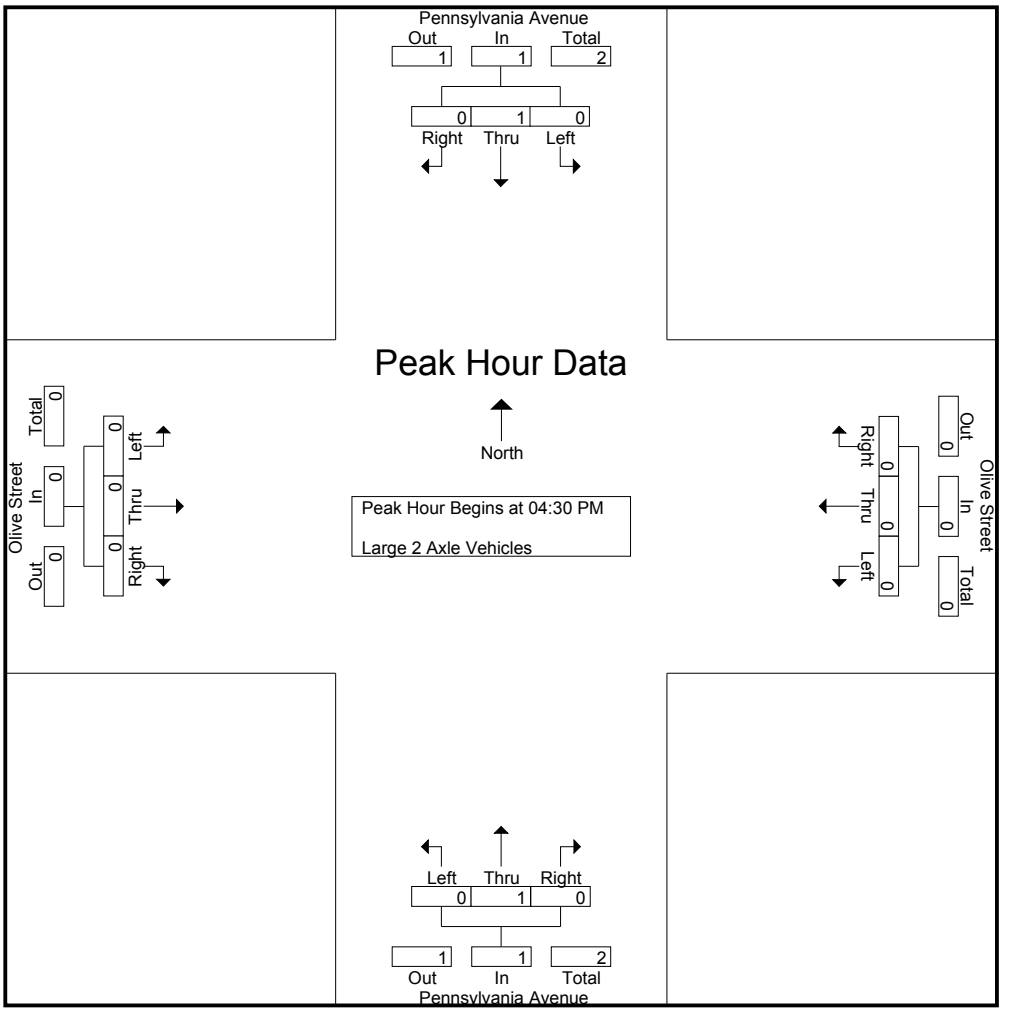
	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	4	1	6	0	0	0	0	0	1	0	1	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
Grand Total	1	4	1	6	0	0	0	0	2	2	0	4	0	0	0	0	10
Apprch %	16.7	66.7	16.7		0	0	0		50	50	0		0	0	0		
Total %	10	40	10	60	0	0	0	0	20	20	0	40	0	0	0	0	

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLPM
Site Code : 04113663
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLPM
Site Code : 04113663
Start Date : 3/26/2008
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Groups Printed- 3 Axle Vehicles

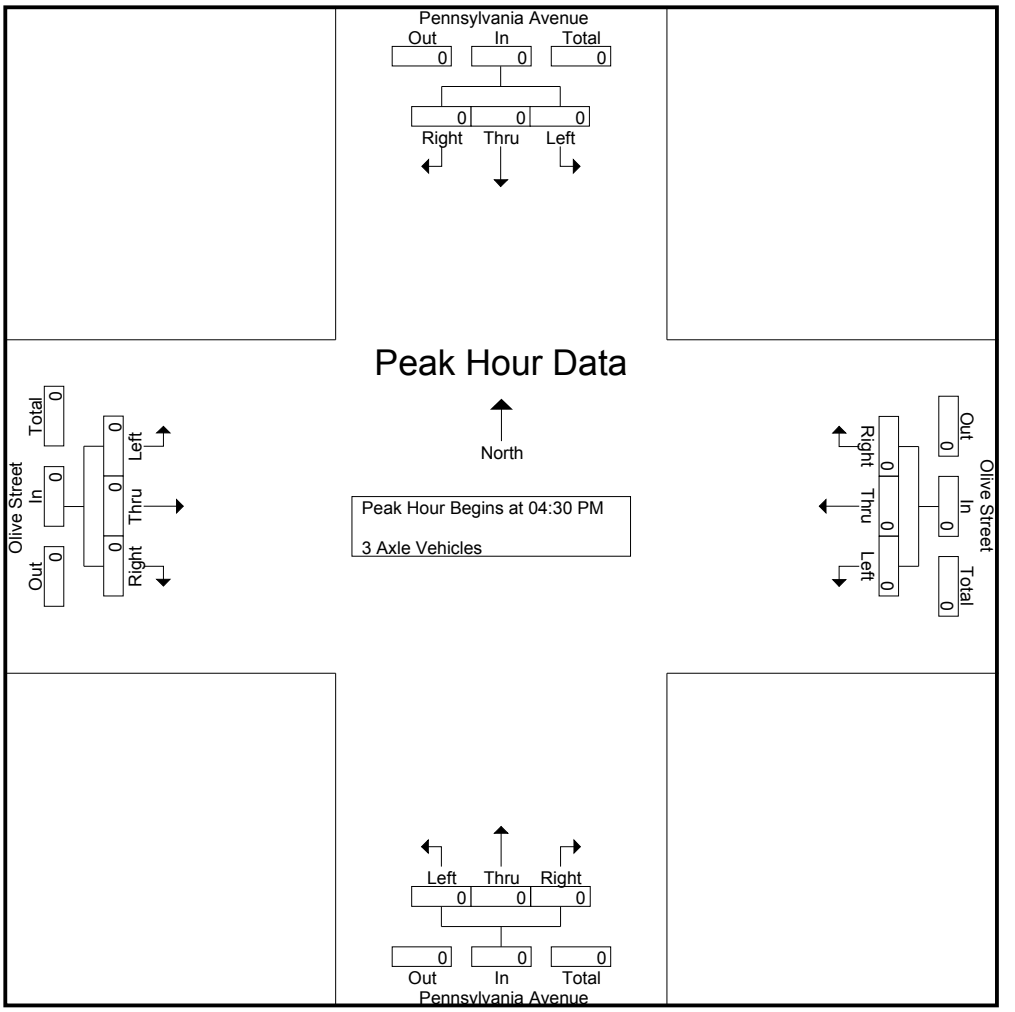
	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLPM
Site Code : 04113663
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLPM
Site Code : 04113663
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Pennsylvania Avenue Southbound				Olive Street Westbound				Pennsylvania Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pennsylvania Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNPEOLPM
Site Code : 04113663
Start Date : 3/26/2008
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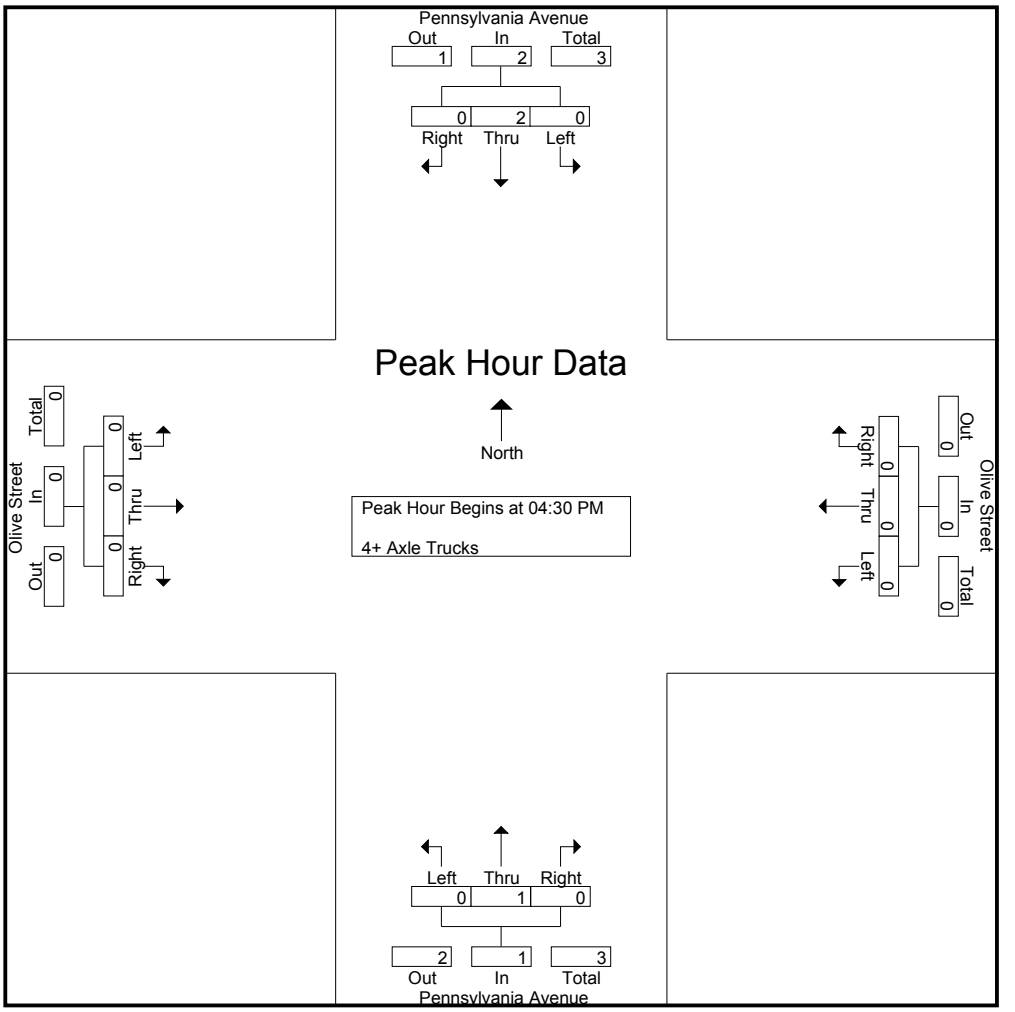


Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 1

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

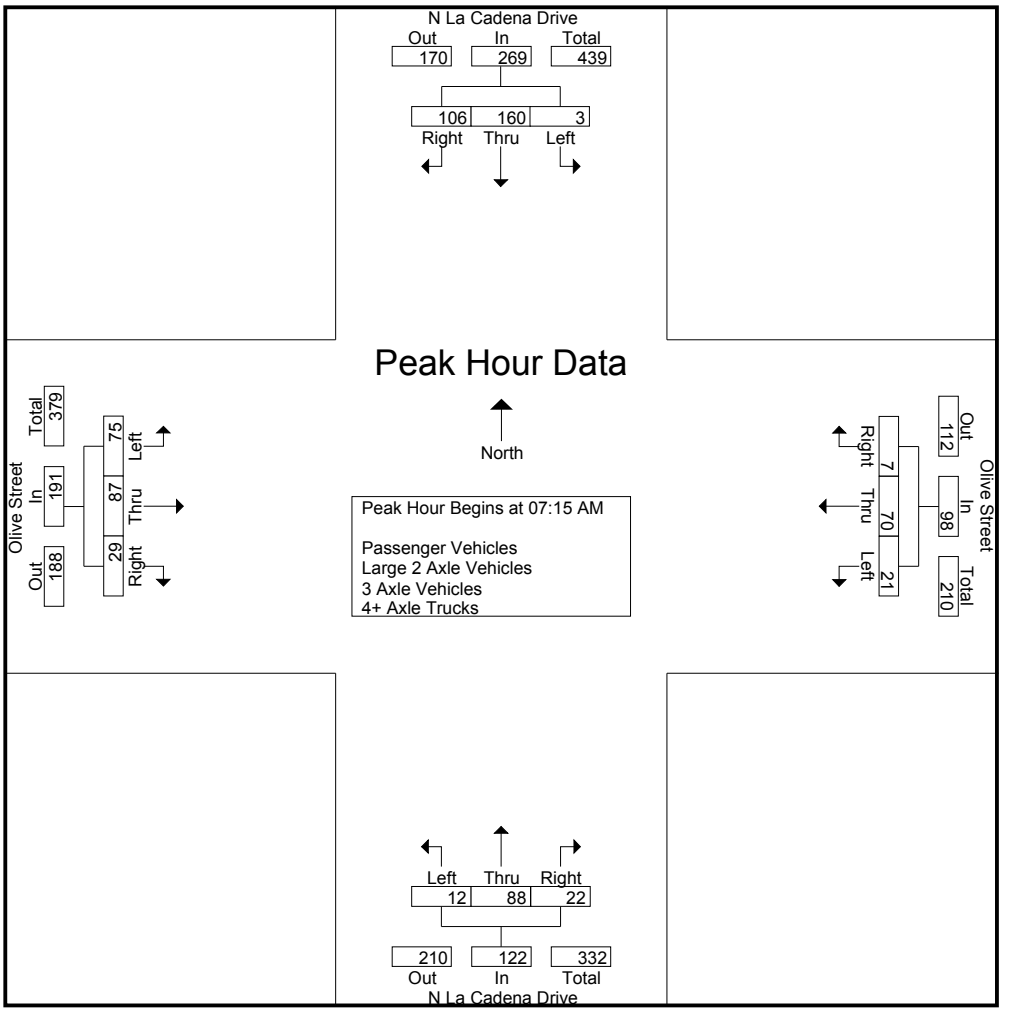
	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	37	8	48	4	12	3	19	0	21	0	21	5	3	1	9	97
07:15 AM	1	47	21	69	8	15	1	24	2	10	8	20	11	4	4	19	132
07:30 AM	0	34	17	51	3	14	1	18	4	24	5	33	24	22	12	58	160
07:45 AM	0	45	22	67	4	23	3	30	3	29	5	37	18	25	6	49	183
Total	4	163	68	235	19	64	8	91	9	84	18	111	58	54	23	135	572
08:00 AM	2	34	46	82	6	18	2	26	3	25	4	32	22	36	7	65	205
08:15 AM	0	38	10	48	4	10	0	14	1	14	1	16	18	22	4	44	122
08:30 AM	1	23	5	29	1	5	2	8	3	19	3	25	1	12	4	17	79
08:45 AM	0	31	2	33	5	5	0	10	1	11	5	17	5	11	2	18	78
Total	3	126	63	192	16	38	4	58	8	69	13	90	46	81	17	144	484
Grand Total	7	289	131	427	35	102	12	149	17	153	31	201	104	135	40	279	1056
Apprch %	1.6	67.7	30.7		23.5	68.5	8.1		8.5	76.1	15.4		37.3	48.4	14.3		
Total %	0.7	27.4	12.4	40.4	3.3	9.7	1.1	14.1	1.6	14.5	2.9	19	9.8	12.8	3.8	26.4	
Passenger Vehicles	7	277	128	412	34	101	11	146	16	144	30	190	103	135	40	278	1026
% Passenger Vehicles	100	95.8	97.7	96.5	97.1	99	91.7	98	94.1	94.1	96.8	94.5	99	100	100	99.6	97.2
Large 2 Axle Vehicles	0	11	3	14	1	0	0	1	0	5	1	6	1	0	0	1	22
% Large 2 Axle Vehicles	0	3.8	2.3	3.3	2.9	0	0	0.7	0	3.3	3.2	3	1	0	0	0.4	2.1
3 Axle Vehicles	0	1	0	1	0	1	1	2	1	1	0	2	0	0	0	0	5
% 3 Axle Vehicles	0	0.3	0	0.2	0	1	8.3	1.3	5.9	0.7	0	1	0	0	0	0	0.5
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	2	0	1.5	0	0	0	0	0.3

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**47**	21	69	**8**	15	1	24	2	10	**8**	20	11	4	4	19	132
07:30 AM	0	34	17	51	3	14	1	18	**4**	24	5	33	**24**	22	**12**	58	160
07:45 AM	0	45	22	67	4	**23**	**3**	**30**	3	**29**	5	**37**	18	25	6	49	183
08:00 AM	**2**	34	**46**	**82**	6	18	2	26	3	25	4	32	22	**36**	7	**65**	**205**
Total Volume	3	160	106	269	21	70	7	98	12	88	22	122	75	87	29	191	680
% App. Total	1.1	59.5	39.4		21.4	71.4	7.1		9.8	72.1	18		39.3	45.5	15.2		
PHF	.375	.851	.576	.820	.656	.761	.583	.817	.750	.759	.688	.824	.781	.604	.604	.735	.829

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	1	**47**	21	69	**8**	15	1	24	2	10	**8**	20	**24**	22	**12**	58
+15 mins.	0	34	17	51	3	14	1	18	**4**	24	5	33	18	25	6	49
+30 mins.	0	45	22	67	4	**23**	**3**	**30**	3	**29**	5	**37**	22	**36**	7	**65**
+45 mins.	**2**	34	**46**	**82**	6	18	2	26	3	25	4	32	18	22	4	44
Total Volume	3	160	106	269	21	70	7	98	12	88	22	122	82	105	29	216
% App. Total	1.1	59.5	39.4		21.4	71.4	7.1		9.8	72.1	18		38	48.6	13.4	
PHF	.375	.851	.576	.820	.656	.761	.583	.817	.750	.759	.688	.824	.854	.729	.604	.831

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

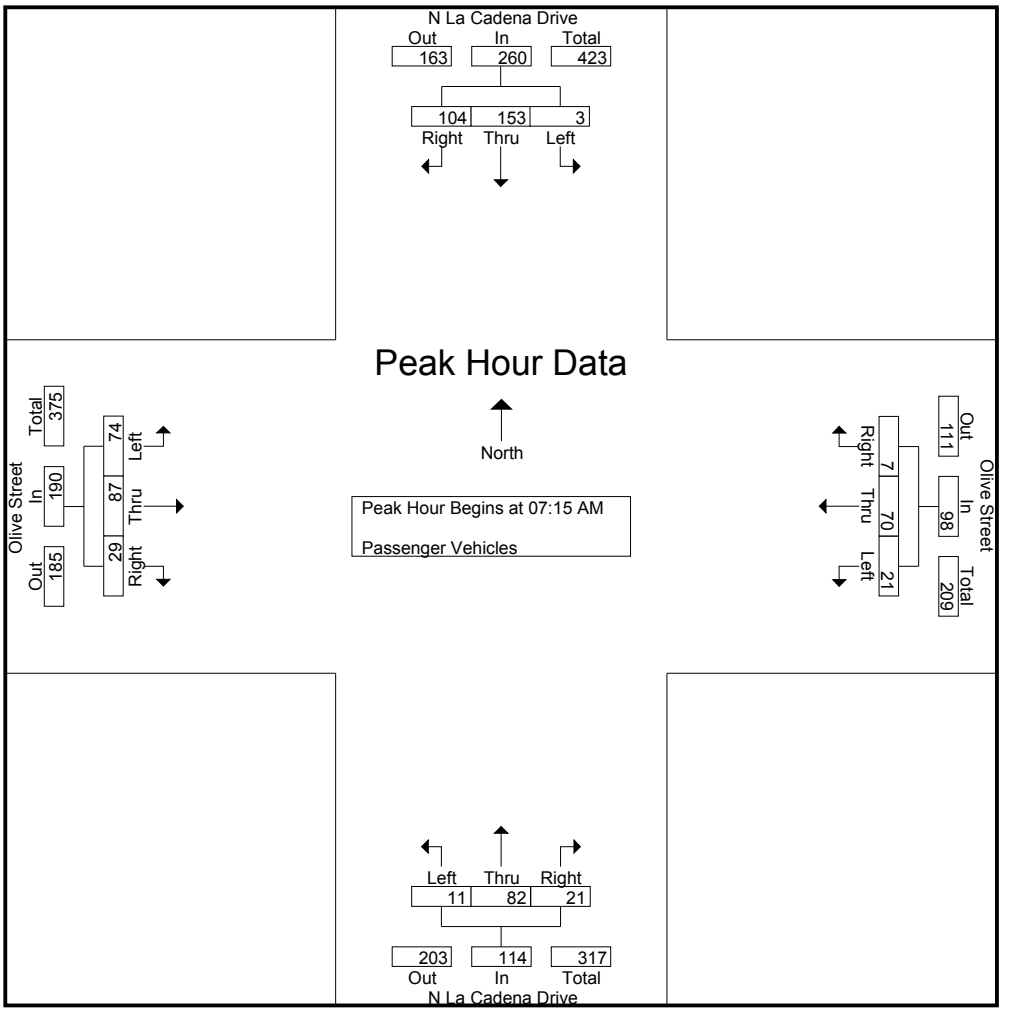
	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	36	8	47	3	12	3	18	0	20	0	20	5	3	1	9	94
07:15 AM	1	47	21	69	8	15	1	24	2	9	7	18	11	4	4	19	130
07:30 AM	0	31	16	47	3	14	1	18	3	23	5	31	24	22	12	58	154
07:45 AM	0	42	22	64	4	23	3	30	3	27	5	35	17	25	6	48	177
Total	4	156	67	227	18	64	8	90	8	79	17	104	57	54	23	134	555
08:00 AM	2	33	45	80	6	18	2	26	3	23	4	30	22	36	7	65	201
08:15 AM	0	37	10	47	4	10	0	14	1	14	1	16	18	22	4	44	121
08:30 AM	1	22	4	27	1	4	1	6	3	18	3	24	1	12	4	17	74
08:45 AM	0	29	2	31	5	5	0	10	1	10	5	16	5	11	2	18	75
Total	3	121	61	185	16	37	3	56	8	65	13	86	46	81	17	144	471
Grand Total	7	277	128	412	34	101	11	146	16	144	30	190	103	135	40	278	1026
Apprch %	1.7	67.2	31.1		23.3	69.2	7.5		8.4	75.8	15.8		37.1	48.6	14.4		
Total %	0.7	27	12.5	40.2	3.3	9.8	1.1	14.2	1.6	14	2.9	18.5	10	13.2	3.9	27.1	

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**47**	21	69	**8**	15	1	24	2	9	**7**	18	11	4	4	19	130
07:30 AM	0	31	16	47	3	14	1	18	**3**	23	5	31	**24**	22	**12**	58	154
07:45 AM	0	42	22	64	4	**23**	**3**	**30**	3	**27**	5	**35**	17	25	6	48	177
08:00 AM	**2**	33	**45**	**80**	6	18	2	26	3	23	4	30	22	**36**	7	**65**	**201**
Total Volume	3	153	104	260	21	70	7	98	11	82	21	114	74	87	29	190	662
% App. Total	1.2	58.8	40		21.4	71.4	7.1		9.6	71.9	18.4		38.9	45.8	15.3		
PHF	.375	.814	.578	.813	.656	.761	.583	.817	.917	.759	.750	.814	.771	.604	.604	.731	.823

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	1	**47**	21	69	**8**	15	1	24	2	9	**7**	18	**24**	22	**12**	58
+15 mins.	0	31	16	47	3	14	1	18	**3**	23	5	31	17	25	6	48
+30 mins.	0	42	22	64	4	**23**	**3**	**30**	3	**27**	5	**35**	22	**36**	7	**65**
+45 mins.	**2**	33	**45**	**80**	6	18	2	26	3	23	4	30	18	22	4	44
Total Volume	3	153	104	260	21	70	7	98	11	82	21	114	81	105	29	215
% App. Total	1.2	58.8	40		21.4	71.4	7.1		9.6	71.9	18.4		37.7	48.8	13.5	
PHF	.375	.814	.578	.813	.656	.761	.583	.817	.917	.759	.750	.814	.844	.729	.604	.827

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
07:30 AM	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Total	0	7	1	8	1	0	0	1	0	4	1	5	1	0	0	1	15
08:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	2	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Grand Total	0	11	3	14	1	0	0	1	0	5	1	6	1	0	0	1	22
Apprch %	0	78.6	21.4		100	0	0		0	83.3	16.7		100	0	0		
Total %	0	50	13.6	63.6	4.5	0	0	4.5	0	22.7	4.5	27.3	4.5	0	0	4.5	

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	2
07:30 AM	0	**3**	**1**	**4**	0	0	0	0	0	1	0	1	0	0	0	0	**5**
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	**1**	0	0	**1**	5
08:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	6	2	8	0	0	0	0	0	4	1	5	1	0	0	1	14
% App. Total	0	75	25		0	0	0		0	80	20		100	0	0		
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	1.000	.250	.625	.250	.000	.000	.250	.700

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
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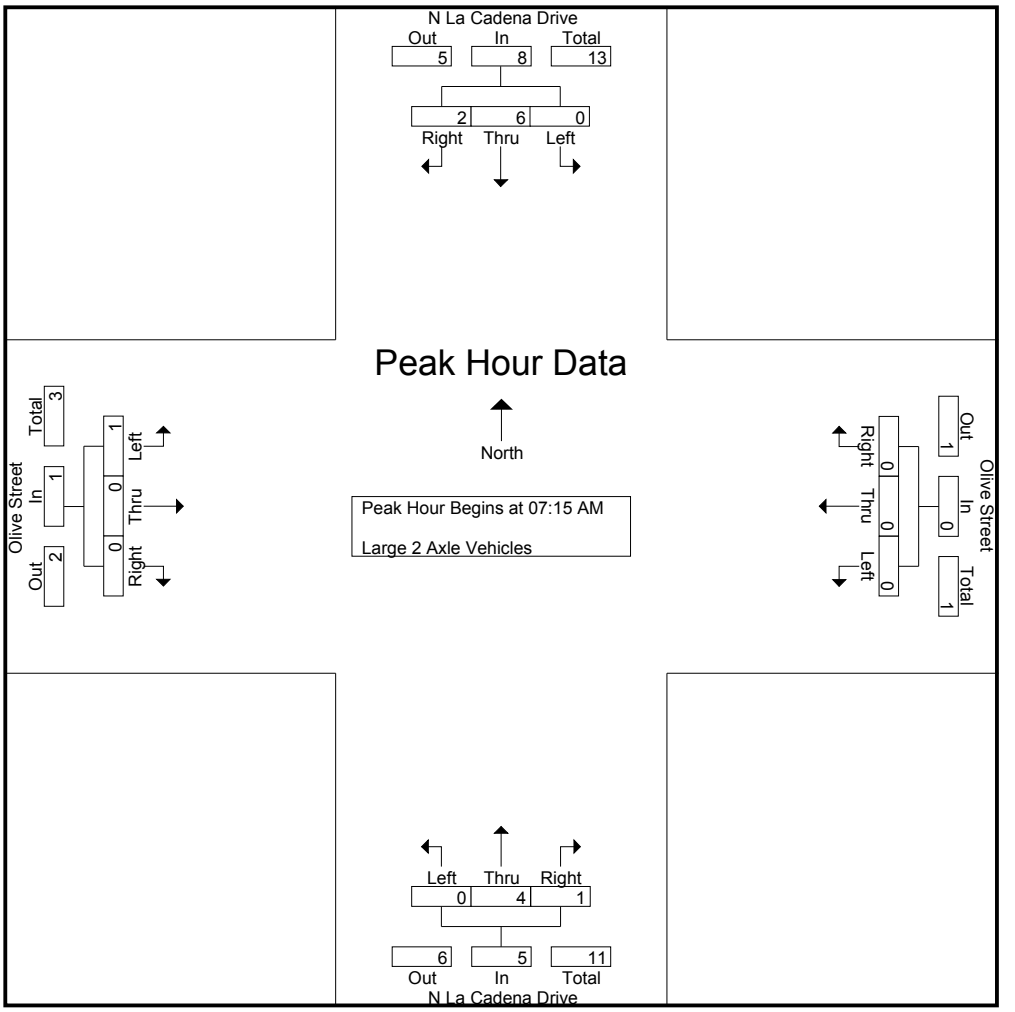

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0
+15 mins.	0	**3**	**1**	**4**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	1	0	1	**1**	0	0	**1**
+45 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	6	2	8	0	0	0	0	0	4	1	5	1	0	0	1
% App. Total	0	75	25		0	0	0		0	80	20		100	0	0	
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	1.000	.250	.625	.250	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
Grand Total	0	1	0	1	0	1	1	2	1	1	0	2	0	0	0	0	5
Apprch %	0	100	0		0	50	50		50	50	0		0	0	0		
Total %	0	20	0	20	0	20	20	40	20	20	0	40	0	0	0	0	

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
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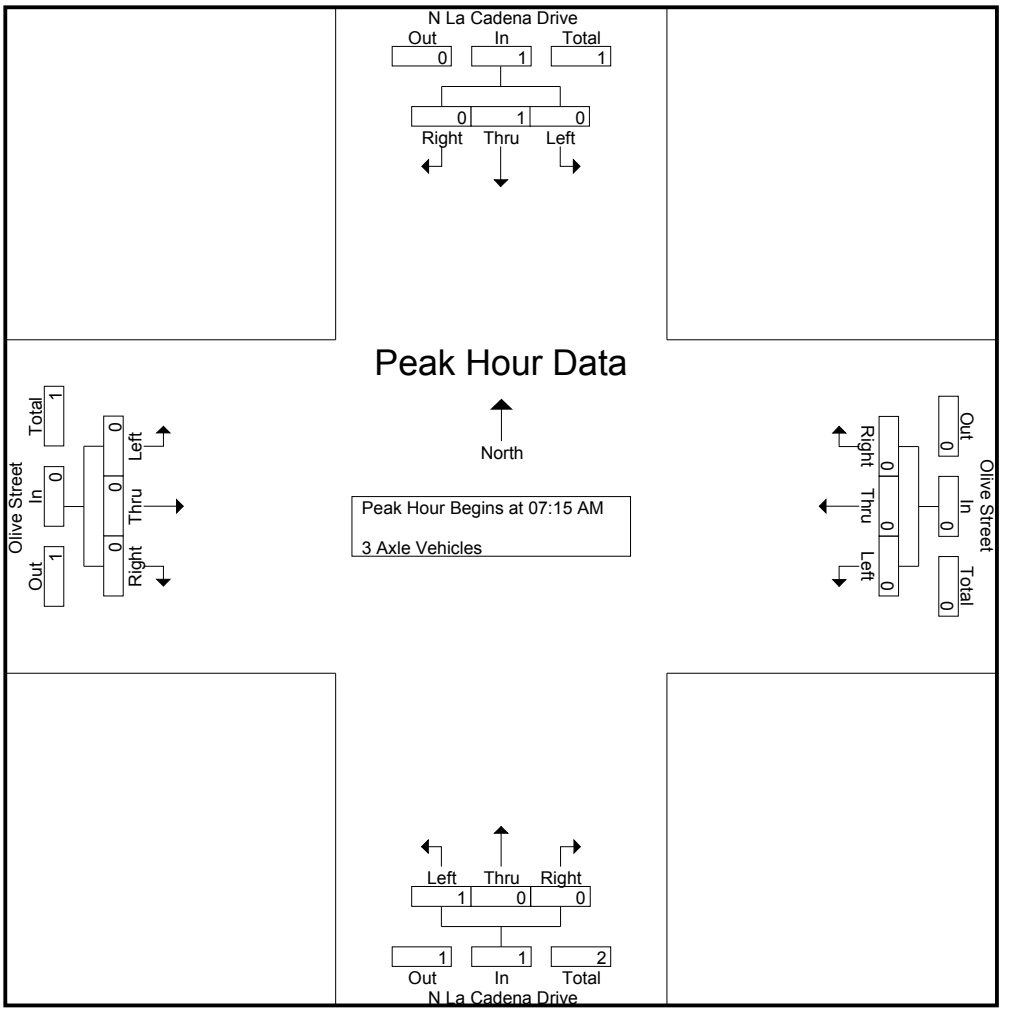

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLAM
Site Code : 04113666
Start Date : 3/26/2008
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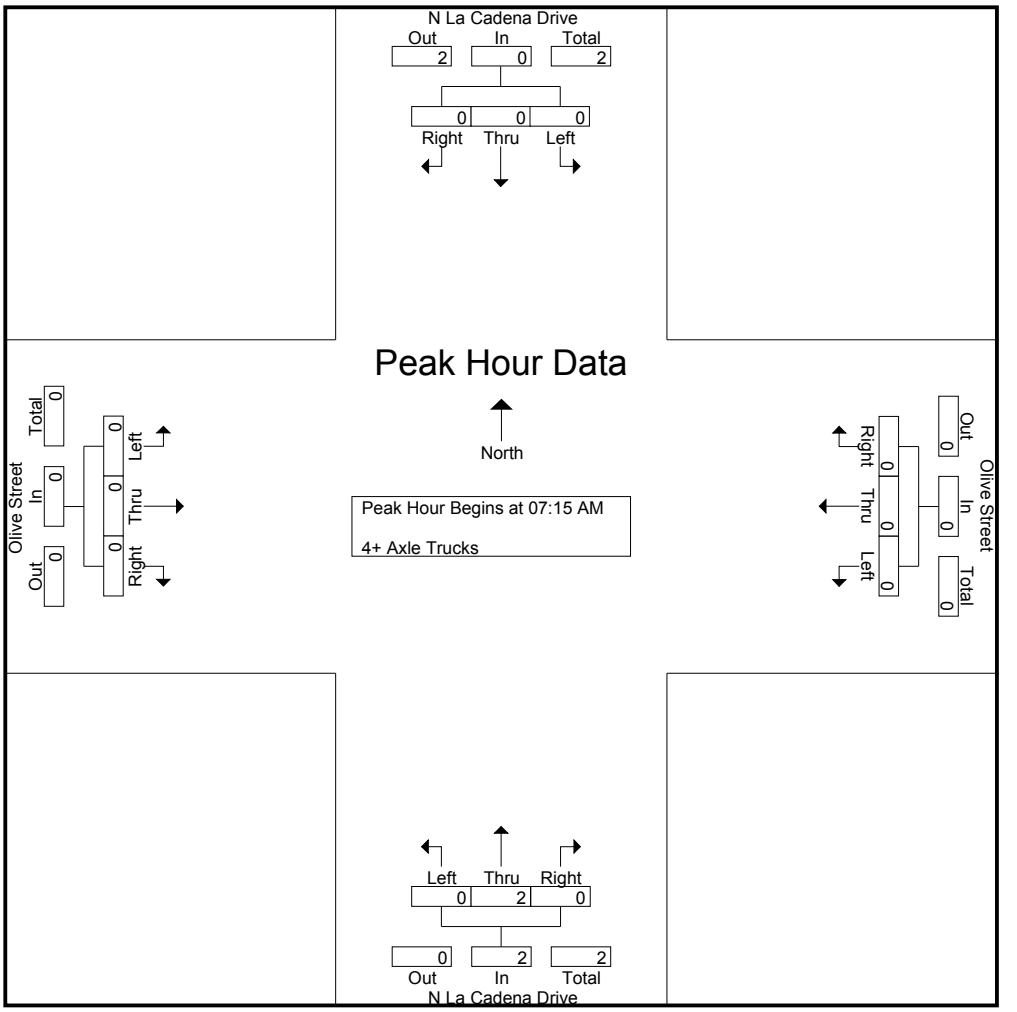


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 1

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

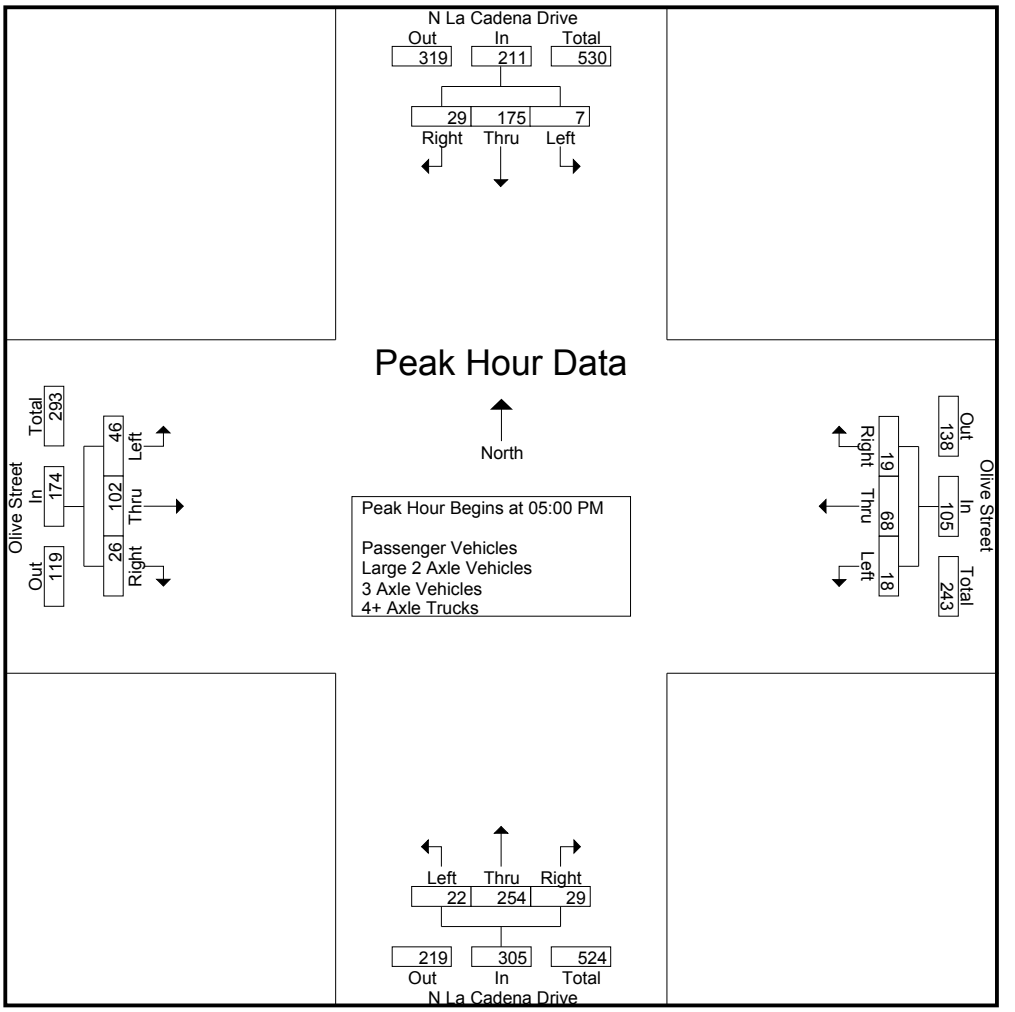
	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	3	52	9	64	5	17	3	25	5	42	8	55	9	16	8	33	177
04:15 PM	0	52	11	63	5	15	5	25	4	51	9	64	12	18	11	41	193
04:30 PM	5	47	6	58	11	15	1	27	5	44	10	59	11	19	4	34	178
04:45 PM	5	39	10	54	0	11	12	23	6	60	6	72	8	16	6	30	179
Total	13	190	36	239	21	58	21	100	20	197	33	250	40	69	29	138	727
05:00 PM	1	44	8	53	2	9	7	18	4	65	5	74	12	28	9	49	194
05:15 PM	1	44	8	53	5	20	6	31	6	77	6	89	10	32	3	45	218
05:30 PM	1	48	9	58	3	28	1	32	9	53	9	71	6	18	8	32	193
05:45 PM	4	39	4	47	8	11	5	24	3	59	9	71	18	24	6	48	190
Total	7	175	29	211	18	68	19	105	22	254	29	305	46	102	26	174	795
Grand Total	20	365	65	450	39	126	40	205	42	451	62	555	86	171	55	312	1522
Apprch %	4.4	81.1	14.4		19	61.5	19.5		7.6	81.3	11.2		27.6	54.8	17.6		
Total %	1.3	24	4.3	29.6	2.6	8.3	2.6	13.5	2.8	29.6	4.1	36.5	5.7	11.2	3.6	20.5	
Passenger Vehicles	20	357	64	441	39	126	39	204	41	445	61	547	86	170	55	311	1503
% Passenger Vehicles	100	97.8	98.5	98	100	100	97.5	99.5	97.6	98.7	98.4	98.6	100	99.4	100	99.7	98.8
Large 2 Axle Vehicles	0	7	1	8	0	0	1	1	1	6	1	8	0	1	0	1	18
% Large 2 Axle Vehicles	0	1.9	1.5	1.8	0	0	2.5	0.5	2.4	1.3	1.6	1.4	0	0.6	0	0.3	1.2
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	44	8	53	2	9	**7**	18	4	65	5	74	12	28	**9**	**49**	194
05:15 PM	1	44	8	53	5	20	6	31	6	**77**	6	**89**	10	**32**	3	45	**218**
05:30 PM	1	**48**	**9**	**58**	3	**28**	1	**32**	**9**	53	**9**	71	6	18	8	32	193
05:45 PM	**4**	39	4	47	**8**	11	5	24	3	59	9	71	**18**	24	6	48	190
Total Volume	7	175	29	211	18	68	19	105	22	254	29	305	46	102	26	174	795
% App. Total	3.3	82.9	13.7		17.1	64.8	18.1		7.2	83.3	9.5		26.4	58.6	14.9		
PHF	.438	.911	.806	.909	.563	.607	.679	.820	.611	.825	.806	.857	.639	.797	.722	.888	.912

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	3	**52**	9	**64**	2	9	**7**	18	6	60	6	72	12	28	**9**	**49**
+15 mins.	0	52	**11**	63	5	20	6	31	4	65	5	74	10	**32**	3	45
+30 mins.	**5**	47	6	58	3	**28**	1	**32**	6	**77**	6	**89**	6	18	8	32
+45 mins.	5	39	10	54	**8**	11	5	24	**9**	53	**9**	71	**18**	24	6	48
Total Volume	13	190	36	239	18	68	19	105	25	255	26	306	46	102	26	174
% App. Total	5.4	79.5	15.1		17.1	64.8	18.1		8.2	83.3	8.5		26.4	58.6	14.9	
PHF	.650	.913	.818	.934	.563	.607	.679	.820	.694	.828	.722	.860	.639	.797	.722	.888

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
Start Date : 3/26/2008
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Groups Printed- Passenger Vehicles

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	3	49	9	61	5	17	3	25	5	42	8	55	9	16	8	33	174
04:15 PM	0	48	10	58	5	15	5	25	4	50	9	63	12	18	11	41	187
04:30 PM	5	47	6	58	11	15	1	27	4	43	9	56	11	19	4	34	175
04:45 PM	5	38	10	53	0	11	11	22	6	59	6	71	8	16	6	30	176
Total	13	182	35	230	21	58	20	99	19	194	32	245	40	69	29	138	712
05:00 PM	1	44	8	53	2	9	7	18	4	65	5	74	12	28	9	49	194
05:15 PM	1	44	8	53	5	20	6	31	6	75	6	87	10	32	3	45	216
05:30 PM	1	48	9	58	3	28	1	32	9	52	9	70	6	17	8	31	191
05:45 PM	4	39	4	47	8	11	5	24	3	59	9	71	18	24	6	48	190
Total	7	175	29	211	18	68	19	105	22	251	29	302	46	101	26	173	791
Grand Total	20	357	64	441	39	126	39	204	41	445	61	547	86	170	55	311	1503
Apprch %	4.5	81	14.5		19.1	61.8	19.1		7.5	81.4	11.2		27.7	54.7	17.7		
Total %	1.3	23.8	4.3	29.3	2.6	8.4	2.6	13.6	2.7	29.6	4.1	36.4	5.7	11.3	3.7	20.7	

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	44	8	53	2	9	**7**	18	4	65	5	74	12	28	**9**	**49**	194
05:15 PM	1	44	8	53	5	20	6	31	6	**75**	6	**87**	10	**32**	3	45	**216**
05:30 PM	1	**48**	**9**	**58**	3	**28**	1	**32**	**9**	52	**9**	70	6	17	8	31	191
05:45 PM	**4**	39	4	47	**8**	11	5	24	3	59	9	71	**18**	24	6	48	190
Total Volume	7	175	29	211	18	68	19	105	22	251	29	302	46	101	26	173	791
% App. Total	3.3	82.9	13.7		17.1	64.8	18.1		7.3	83.1	9.6		26.6	58.4	15		
PHF	.438	.911	.806	.909	.563	.607	.679	.820	.611	.837	.806	.868	.639	.789	.722	.883	.916

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
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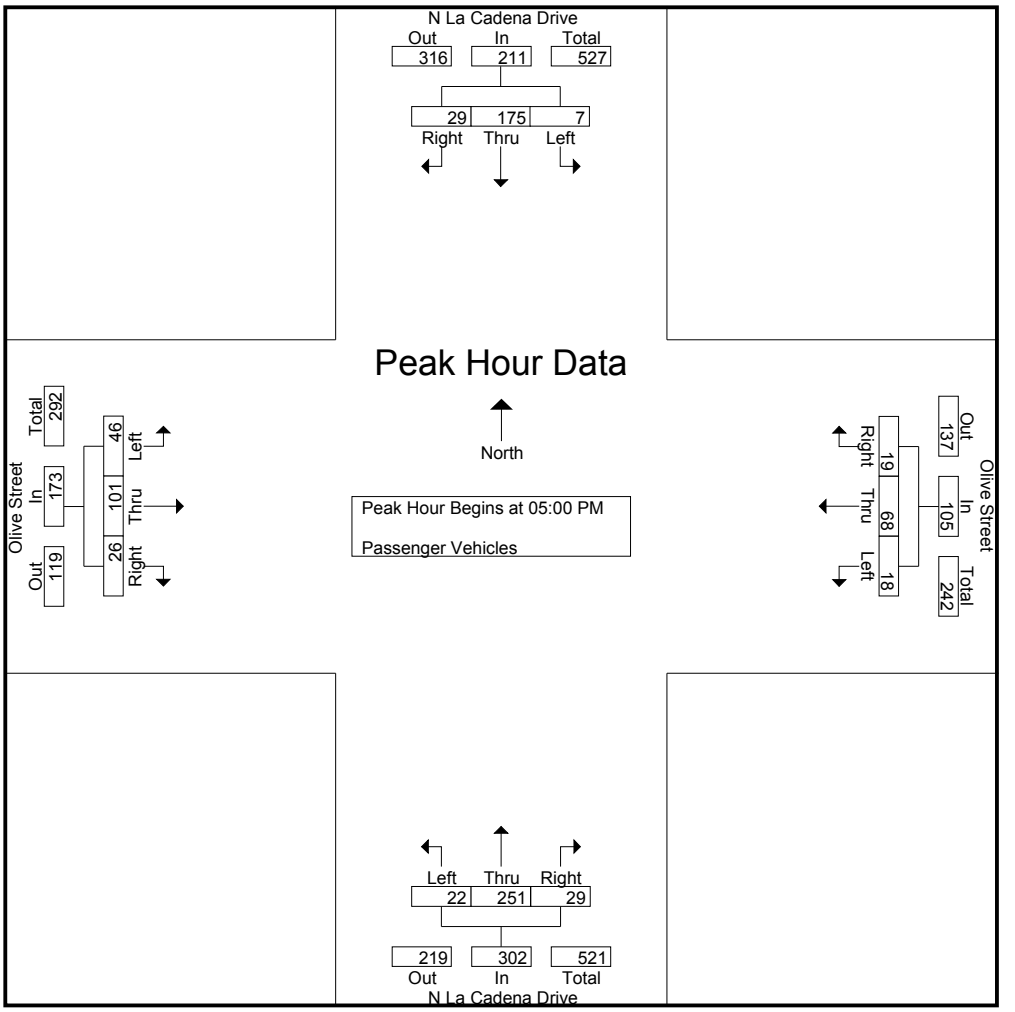

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	3	**49**	9	**61**	2	9	**7**	18	6	59	6	71	12	28	**9**	**49**
+15 mins.	0	48	**10**	58	5	20	6	31	4	65	5	74	10	**32**	3	45
+30 mins.	**5**	47	6	58	3	**28**	1	**32**	6	**75**	6	**87**	6	17	8	31
+45 mins.	5	38	10	53	**8**	11	5	24	**9**	52	**9**	70	**18**	24	6	48
Total Volume	13	182	35	230	18	68	19	105	25	251	26	302	46	101	26	173
% App. Total	5.7	79.1	15.2		17.1	64.8	18.1		8.3	83.1	8.6		26.6	58.4	15	
PHF	.650	.929	.875	.943	.563	.607	.679	.820	.694	.837	.722	.868	.639	.789	.722	.883

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	4	1	5	0	0	0	0	0	1	0	1	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total	0	7	1	8	0	0	1	1	1	3	1	5	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
Grand Total	0	7	1	8	0	0	1	1	1	6	1	8	0	1	0	1	18
Apprch %	0	87.5	12.5		0	0	100		12.5	75	12.5		0	100	0		
Total %	0	38.9	5.6	44.4	0	0	5.6	5.6	5.6	33.3	5.6	44.4	0	5.6	0	5.6	

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
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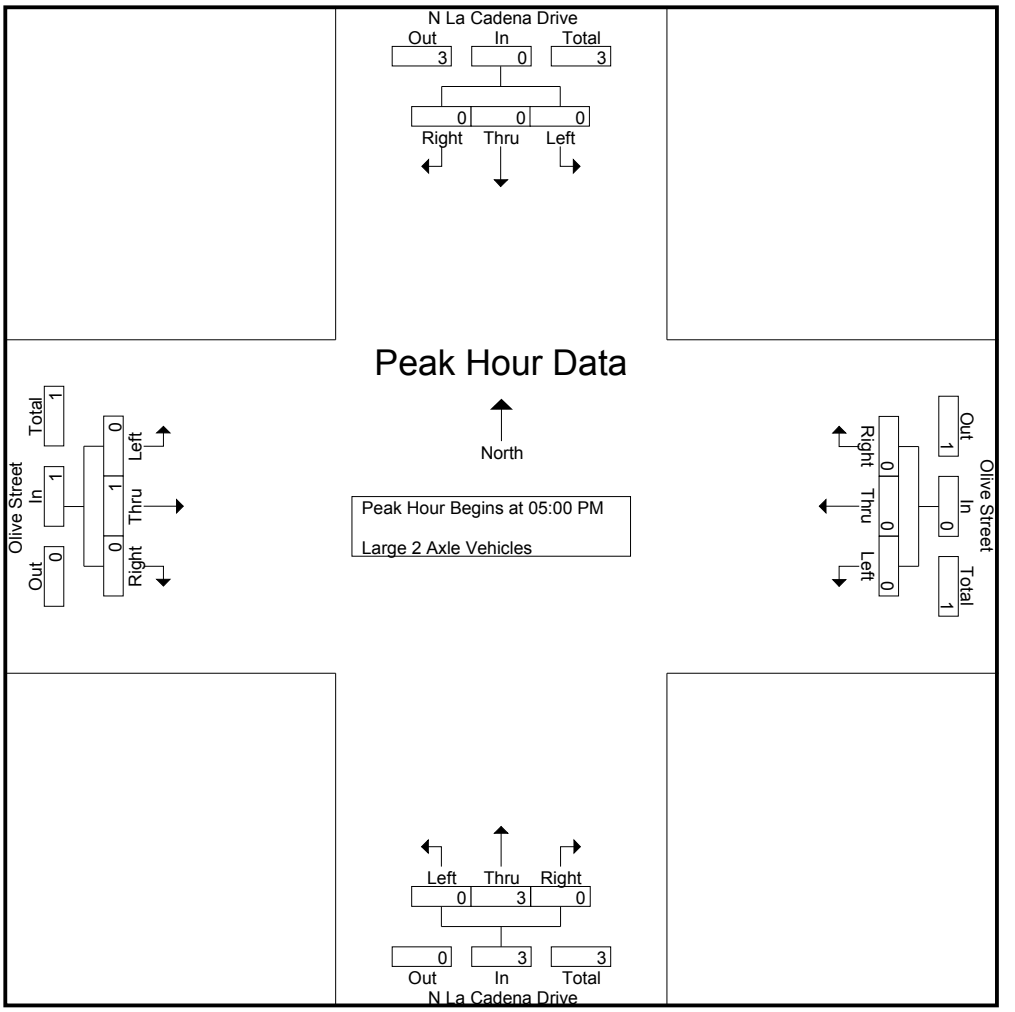

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
Start Date : 3/26/2008
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Groups Printed- 3 Axle Vehicles

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
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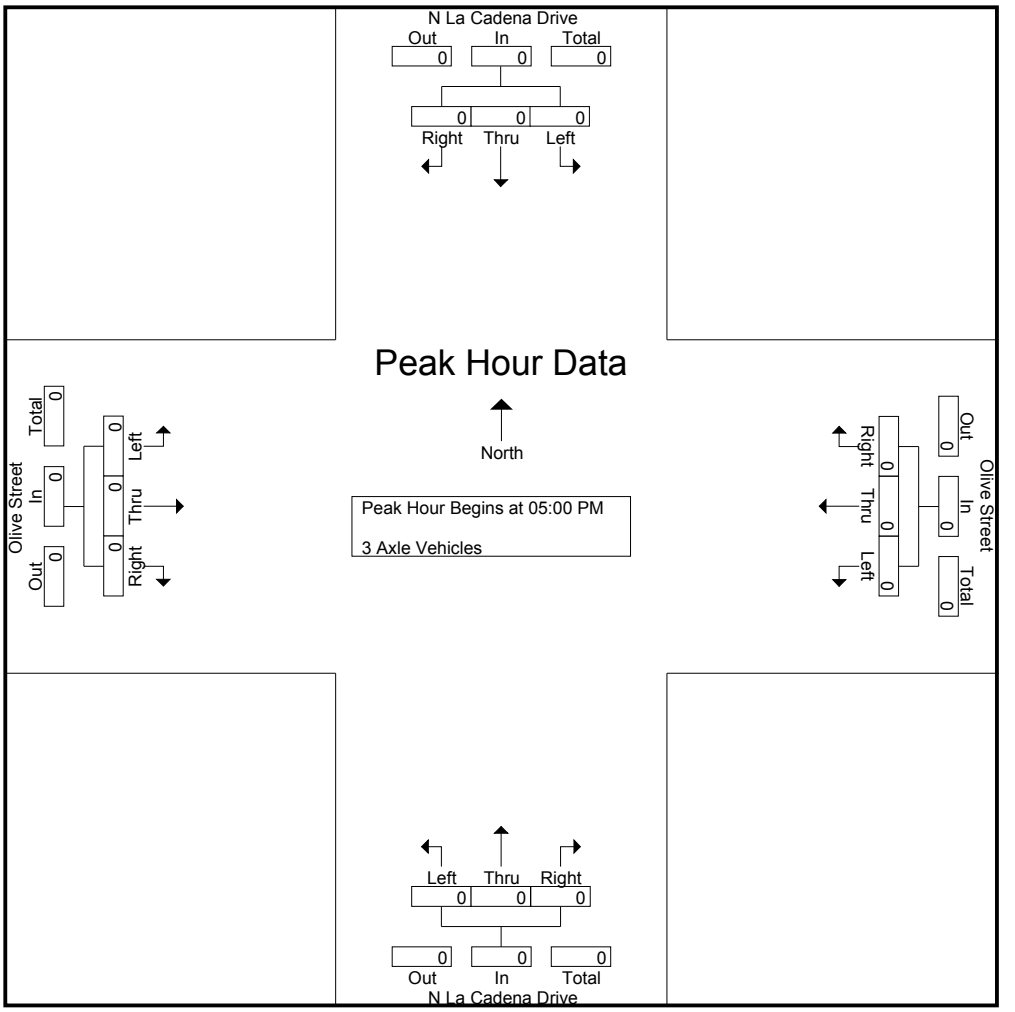


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

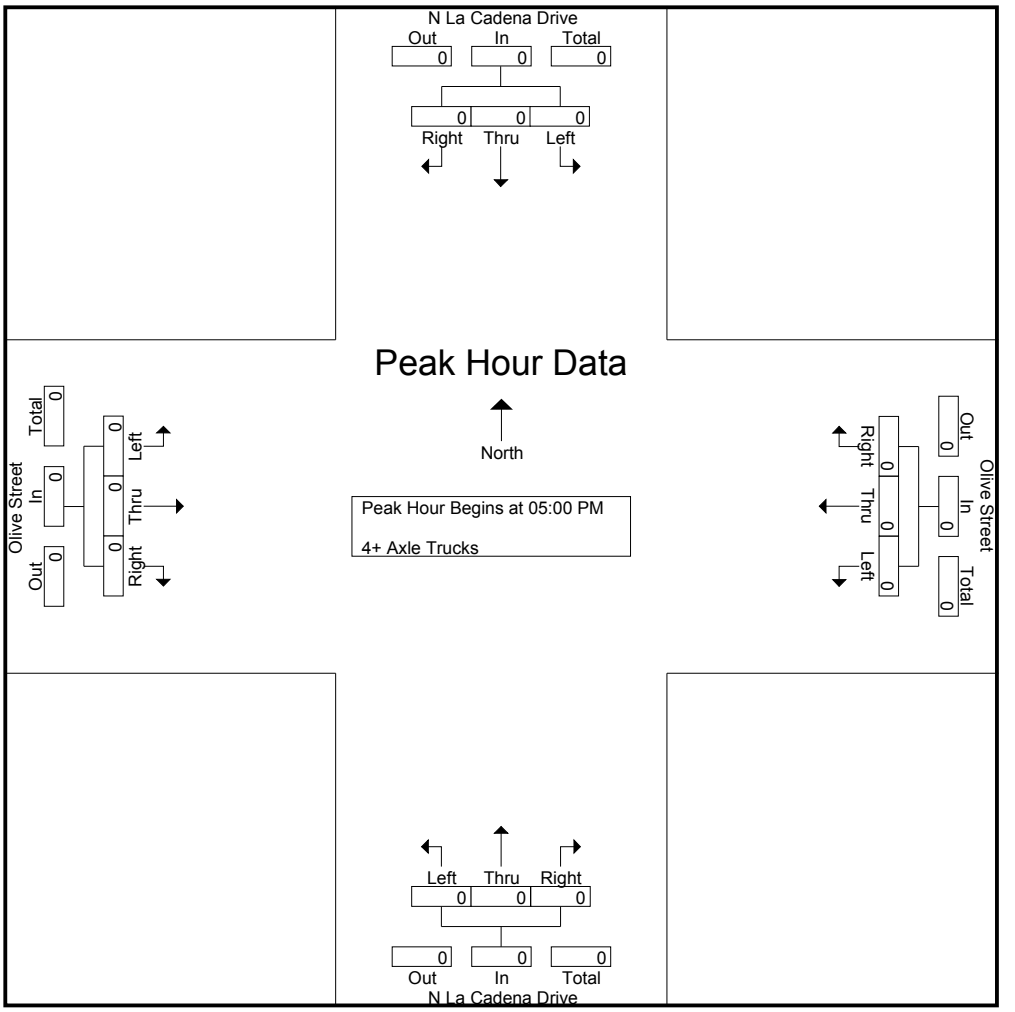
	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	N La Cadena Drive Southbound				Olive Street Westbound				N La Cadena Drive Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: N La Cadena Drive
E/W: Olive Street
Weather: Sunny

File Name : CNCAOLPM
Site Code : 04113666
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNRAOLPM
Site Code : 04113620
Start Date : 4/8/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

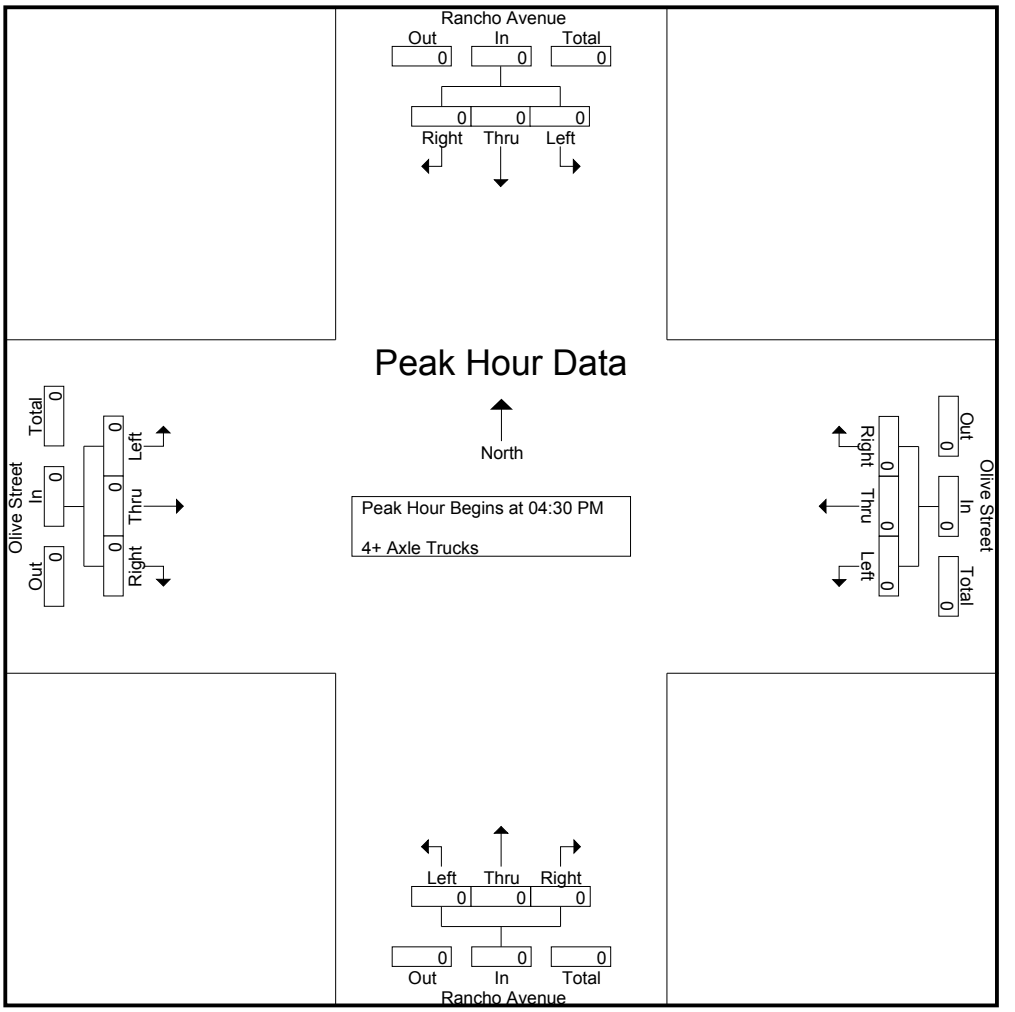
	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Rancho Avenue Southbound				Olive Street Westbound				Rancho Avenue Northbound				Olive Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNRAOLPM
Site Code : 04113620
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 1

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

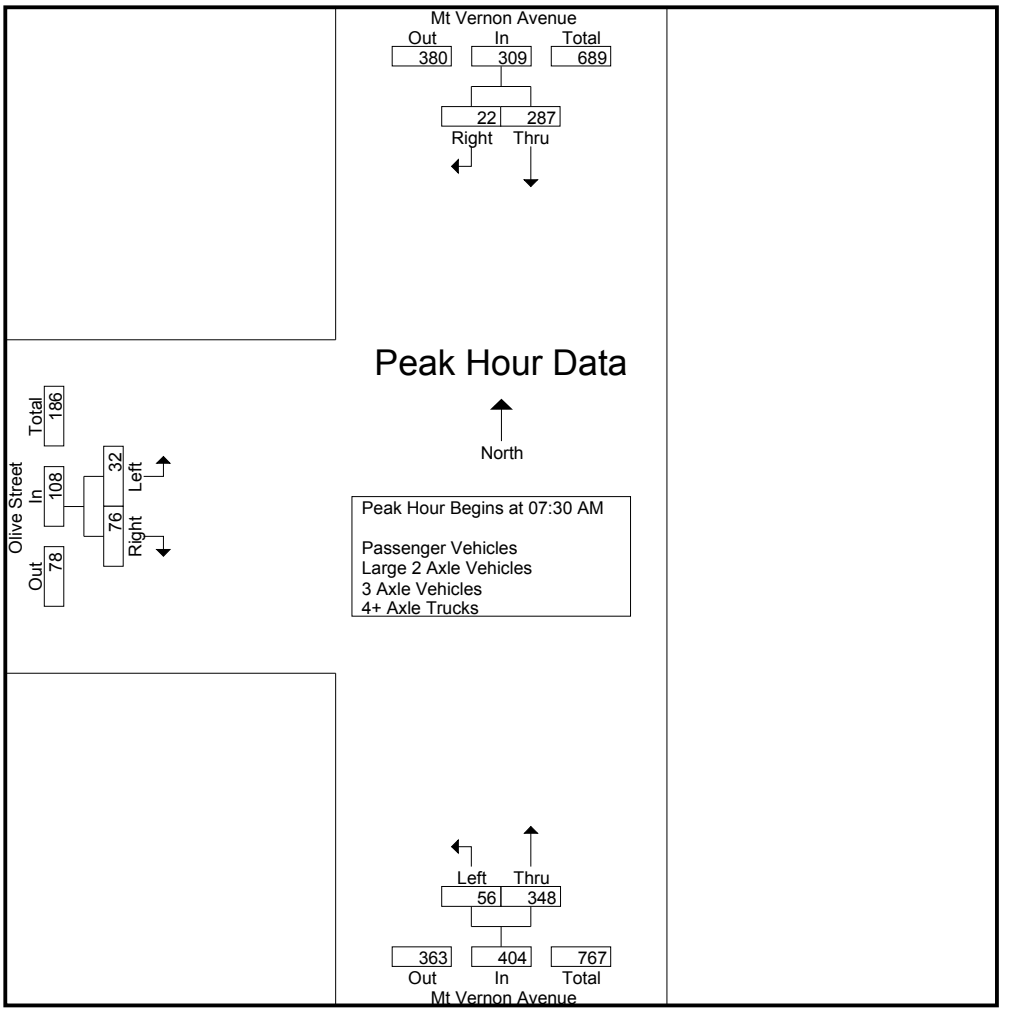
	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	61	8	69	4	46	50	3	9	12	131
07:15 AM	77	3	80	15	62	77	4	13	17	174
07:30 AM	57	12	69	10	101	111	7	13	20	200
07:45 AM	83	3	86	19	89	108	8	15	23	217
Total	278	26	304	48	298	346	22	50	72	722
08:00 AM	84	5	89	16	86	102	7	25	32	223
08:15 AM	63	2	65	11	72	83	10	23	33	181
08:30 AM	88	2	90	0	63	63	9	5	14	167
08:45 AM	90	4	94	5	72	77	7	8	15	186
Total	325	13	338	32	293	325	33	61	94	757
Grand Total	603	39	642	80	591	671	55	111	166	1479
Apprch %	93.9	6.1		11.9	88.1		33.1	66.9		
Total %	40.8	2.6	43.4	5.4	40	45.4	3.7	7.5	11.2	
Passenger Vehicles	550	37	587	77	549	626	52	107	159	1372
% Passenger Vehicles	91.2	94.9	91.4	96.2	92.9	93.3	94.5	96.4	95.8	92.8
Large 2 Axle Vehicles	24	0	24	0	21	21	2	2	4	49
% Large 2 Axle Vehicles	4	0	3.7	0	3.6	3.1	3.6	1.8	2.4	3.3
3 Axle Vehicles	24	2	26	3	14	17	0	2	2	45
% 3 Axle Vehicles	4	5.1	4	3.8	2.4	2.5	0	1.8	1.2	3
4+ Axle Trucks	5	0	5	0	7	7	1	0	1	13
% 4+ Axle Trucks	0.8	0	0.8	0	1.2	1	1.8	0	0.6	0.9

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	57	**12**	69	10	**101**	**111**	7	13	20	200
07:45 AM	83	3	86	**19**	89	108	8	15	23	217
08:00 AM	**84**	5	**89**	16	86	102	7	**25**	32	**223**
08:15 AM	63	2	65	11	72	83	**10**	23	**33**	181
Total Volume	287	22	309	56	348	404	32	76	108	821
% App. Total	92.9	7.1		13.9	86.1		29.6	70.4		
PHF	.854	.458	.868	.737	.861	.910	.800	.760	.818	.920

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	57	**12**	69	10	**101**	**111**	7	13	20
+15 mins.	83	3	86	**19**	89	108	8	15	23
+30 mins.	**84**	5	**89**	16	86	102	7	**25**	32
+45 mins.	63	2	65	11	72	83	**10**	23	**33**
Total Volume	287	22	309	56	348	404	32	76	108
% App. Total	92.9	7.1		13.9	86.1		29.6	70.4	
PHF	.854	.458	.868	.737	.861	.910	.800	.760	.818

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

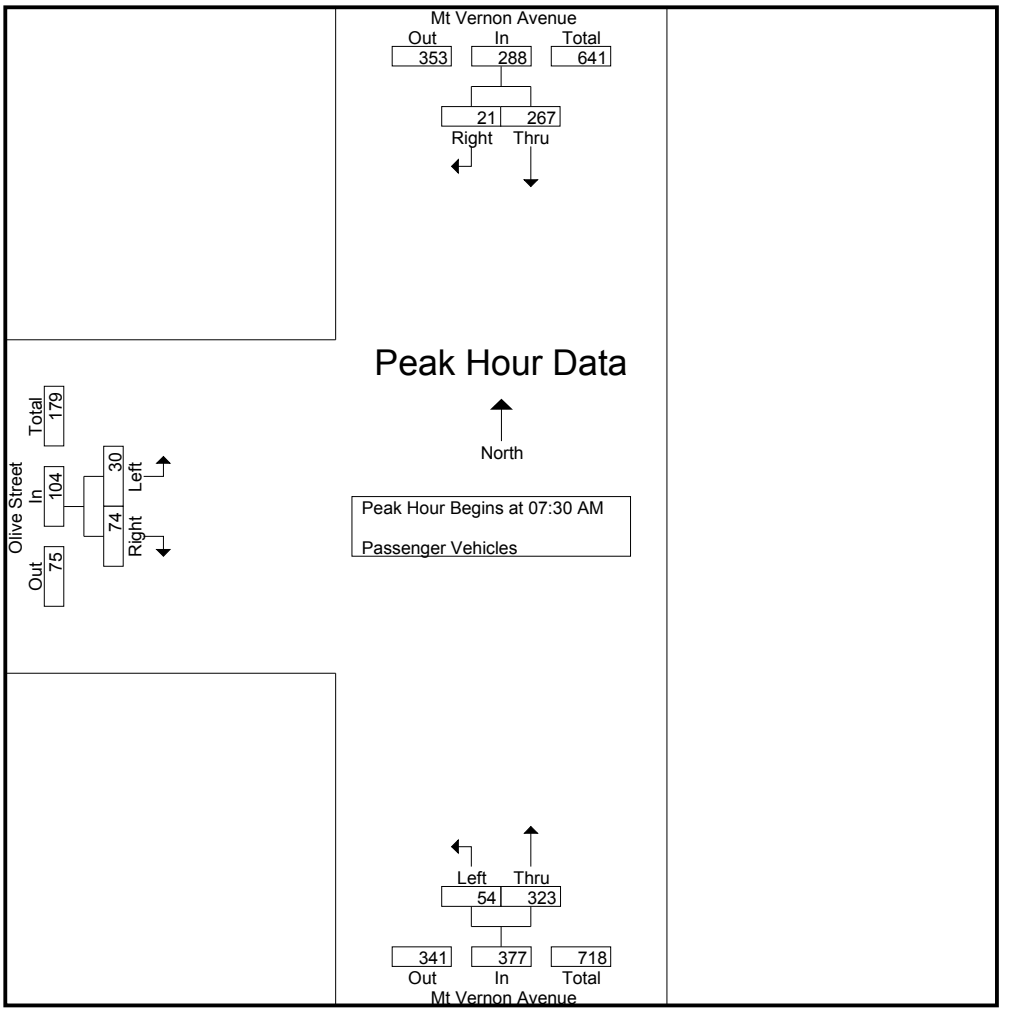
	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	55	7	62	4	40	44	2	8	10	116
07:15 AM	72	3	75	14	58	72	4	12	16	163
07:30 AM	54	12	66	10	96	106	7	13	20	192
07:45 AM	79	3	82	18	85	103	7	15	22	207
Total	260	25	285	46	279	325	20	48	68	678
08:00 AM	76	4	80	16	79	95	6	23	29	204
08:15 AM	58	2	60	10	63	73	10	23	33	166
08:30 AM	73	2	75	0	59	59	9	5	14	148
08:45 AM	83	4	87	5	69	74	7	8	15	176
Total	290	12	302	31	270	301	32	59	91	694
Grand Total	550	37	587	77	549	626	52	107	159	1372
Apprch %	93.7	6.3		12.3	87.7		32.7	67.3		
Total %	40.1	2.7	42.8	5.6	40	45.6	3.8	7.8	11.6	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	54	**12**	66	10	**96**	**106**	7	13	20	192
07:45 AM	**79**	3	**82**	**18**	85	103	7	15	22	**207**
08:00 AM	76	4	80	16	79	95	6	**23**	29	204
08:15 AM	58	2	60	10	63	73	**10**	23	**33**	166
Total Volume	267	21	288	54	323	377	30	74	104	769
% App. Total	92.7	7.3		14.3	85.7		28.8	71.2		
PHF	.845	.438	.878	.750	.841	.889	.750	.804	.788	.929

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	72	3	75	10	**96**	**106**	7	13	20
+15 mins.	54	**12**	66	**18**	85	103	7	15	22
+30 mins.	**79**	3	**82**	16	79	95	6	**23**	29
+45 mins.	76	4	80	10	63	73	**10**	23	**33**
Total Volume	281	22	303	54	323	377	30	74	104
% App. Total	92.7	7.3		14.3	85.7		28.8	71.2	
PHF	.889	.458	.924	.750	.841	.889	.750	.804	.788

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	2	0	2	0	2	2	0	1	1	5
07:15 AM	3	0	3	0	1	1	0	0	0	4
07:30 AM	2	0	2	0	2	2	0	0	0	4
07:45 AM	2	0	2	0	3	3	1	0	1	6
Total	9	0	9	0	8	8	1	1	2	19
08:00 AM	3	0	3	0	2	2	1	1	2	7
08:15 AM	3	0	3	0	7	7	0	0	0	10
08:30 AM	5	0	5	0	3	3	0	0	0	8
08:45 AM	4	0	4	0	1	1	0	0	0	5
Total	15	0	15	0	13	13	1	1	2	30
Grand Total	24	0	24	0	21	21	2	2	4	49
Apprch %	100	0		0	100		50	50		
Total %	49	0	49	0	42.9	42.9	4.1	4.1	8.2	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	0	2	0	2	2	0	0	0	4
07:45 AM	2	0	2	0	3	3	**1**	0	1	6
08:00 AM	**3**	0	**3**	0	2	2	1	**1**	**2**	7
08:15 AM	3	0	3	0	**7**	**7**	0	0	0	**10**
Total Volume	10	0	10	0	14	14	2	1	3	27
% App. Total	100	0		0	100		66.7	33.3		
PHF	.833	.000	.833	.000	.500	.500	.500	.250	.375	.675

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008
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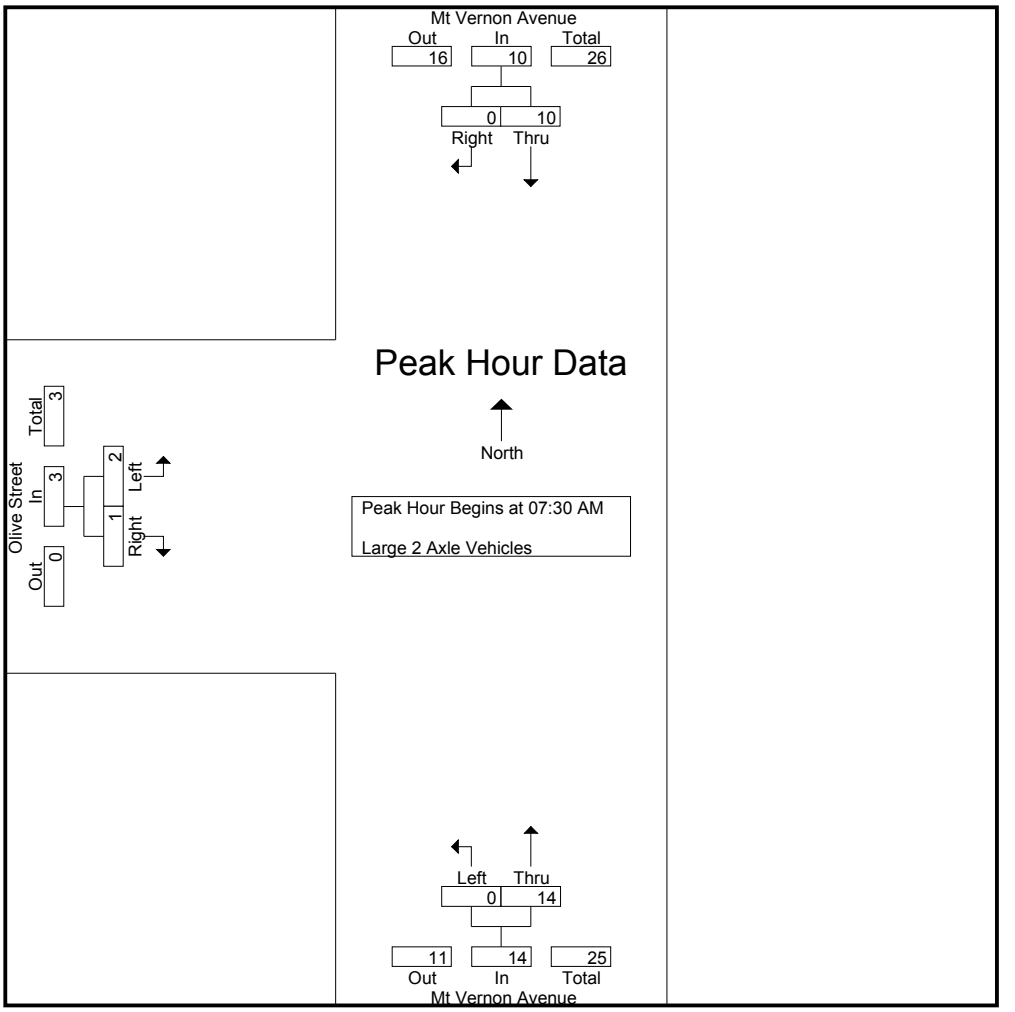

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	0	2	0	2	2	0	0	0
+15 mins.	2	0	2	0	3	3	**1**	0	1
+30 mins.	**3**	0	**3**	0	2	2	1	**1**	**2**
+45 mins.	3	0	3	0	**7**	**7**	0	0	0
Total Volume	10	0	10	0	14	14	2	1	3
% App. Total	100	0		0	100		66.7	33.3	
PHF	.833	.000	.833	.000	.500	.500	.500	.250	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	4	1	5	0	1	1	0	0	0	6
07:15 AM	2	0	2	1	1	2	0	1	1	5
07:30 AM	1	0	1	0	2	2	0	0	0	3
07:45 AM	1	0	1	1	1	2	0	0	0	3
Total	8	1	9	2	5	7	0	1	1	17
08:00 AM	4	1	5	0	4	4	0	1	1	10
08:15 AM	1	0	1	1	2	3	0	0	0	4
08:30 AM	8	0	8	0	1	1	0	0	0	9
08:45 AM	3	0	3	0	2	2	0	0	0	5
Total	16	1	17	1	9	10	0	1	1	28
Grand Total	24	2	26	3	14	17	0	2	2	45
Apprch %	92.3	7.7		17.6	82.4		0	100		
Total %	53.3	4.4	57.8	6.7	31.1	37.8	0	4.4	4.4	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	0	1	0	2	2	0	0	0	3
07:45 AM	1	0	1	**1**	1	2	0	0	0	3
08:00 AM	**4**	**1**	**5**	0	**4**	**4**	0	**1**	**1**	**10**
08:15 AM	1	0	1	1	2	3	0	0	0	4
Total Volume	7	1	8	2	9	11	0	1	1	20
% App. Total	87.5	12.5		18.2	81.8		0	100		
PHF	.438	.250	.400	.500	.563	.688	.000	.250	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
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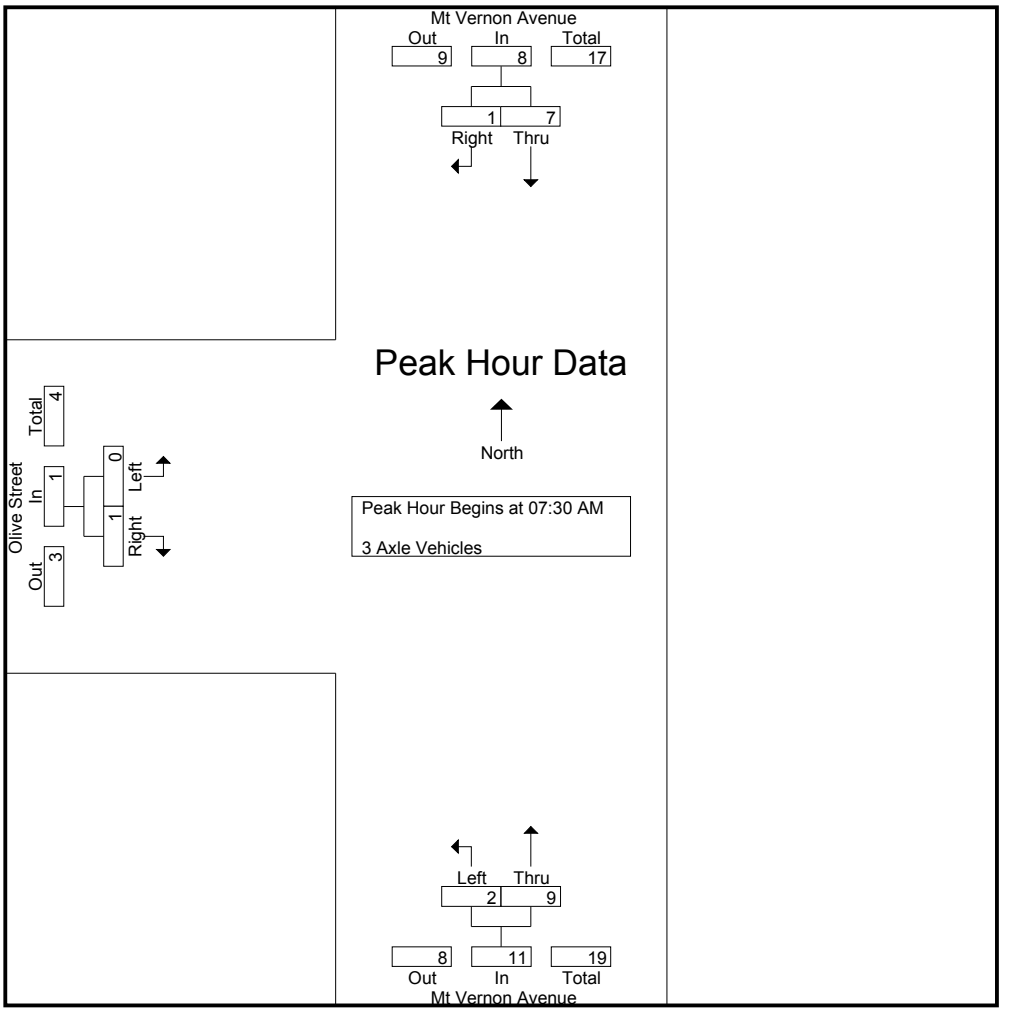


Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	0	1	0	2	2	0	0	0
+15 mins.	1	0	1	**1**	1	2	0	0	0
+30 mins.	**4**	**1**	**5**	0	**4**	**4**	0	**1**	**1**
+45 mins.	1	0	1	1	2	3	0	0	0
Total Volume	7	1	8	2	9	11	0	1	1
% App. Total	87.5	12.5		18.2	81.8		0	100	
PHF	.438	.250	.400	.500	.563	.688	.000	.250	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

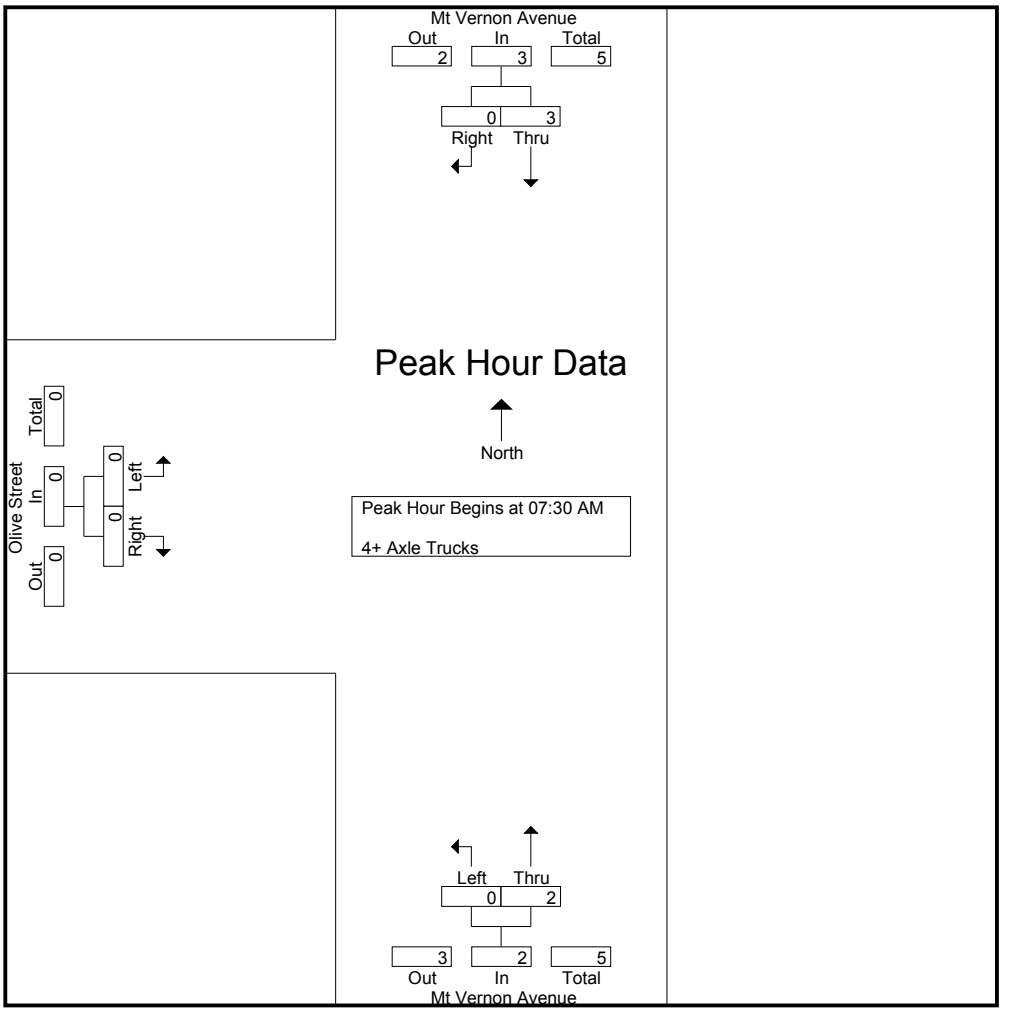
	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	0	0	0	3	3	1	0	1	4
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	6	6	1	0	1	8
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	2	0	2	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	4	0	4	0	1	1	0	0	0	5
Grand Total	5	0	5	0	7	7	1	0	1	13
Apprch %	100	0		0	100		100	0		
Total %	38.5	0	38.5	0	53.8	53.8	7.7	0	7.7	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	**1**	**1**	0	0	0	1
07:45 AM	**1**	0	**1**	0	0	0	0	0	0	1
08:00 AM	1	0	1	0	1	1	0	0	0	**2**
08:15 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	3	0	3	0	2	2	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.750	.000	.750	.000	.500	.500	.000	.000	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLAM
Site Code : 04113617
Start Date : 3/26/2008



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	**1**	**1**	0	0	0
+15 mins.	**1**	0	**1**	0	0	0	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	3	0	3	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.750	.000	.750	.000	.500	.500	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLPM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 1

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

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	125	4	129	14	130	144	18	14	32	305
04:15 PM	110	1	111	10	152	162	14	17	31	304
04:30 PM	130	12	142	12	156	168	12	14	26	336
04:45 PM	122	5	127	18	152	170	25	21	46	343
Total	487	22	509	54	590	644	69	66	135	1288
05:00 PM	132	7	139	17	203	220	20	19	39	398
05:15 PM	128	11	139	14	195	209	31	17	48	396
05:30 PM	123	8	131	16	194	210	23	14	37	378
05:45 PM	127	7	134	15	199	214	16	21	37	385
Total	510	33	543	62	791	853	90	71	161	1557
Grand Total	997	55	1052	116	1381	1497	159	137	296	2845
Apprch %	94.8	5.2		7.7	92.3		53.7	46.3		
Total %	35	1.9	37	4.1	48.5	52.6	5.6	4.8	10.4	
Passenger Vehicles	962	55	1017	112	1345	1457	156	136	292	2766
% Passenger Vehicles	96.5	100	96.7	96.6	97.4	97.3	98.1	99.3	98.6	97.2
Large 2 Axle Vehicles	25	0	25	4	21	25	2	1	3	53
% Large 2 Axle Vehicles	2.5	0	2.4	3.4	1.5	1.7	1.3	0.7	1	1.9
3 Axle Vehicles	5	0	5	0	7	7	1	0	1	13
% 3 Axle Vehicles	0.5	0	0.5	0	0.5	0.5	0.6	0	0.3	0.5
4+ Axle Trucks	5	0	5	0	8	8	0	0	0	13
% 4+ Axle Trucks	0.5	0	0.5	0	0.6	0.5	0	0	0	0.5

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	**132**	7	**139**	**17**	**203**	**220**	20	19	39	**398**
05:15 PM	128	**11**	139	14	195	209	**31**	17	**48**	396
05:30 PM	123	8	131	16	194	210	23	14	37	378
05:45 PM	127	7	134	15	199	214	16	**21**	37	385
Total Volume	510	33	543	62	791	853	90	71	161	1557
% App. Total	93.9	6.1		7.3	92.7		55.9	44.1		
PHF	.966	.750	.977	.912	.974	.969	.726	.845	.839	.978

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLPM
Site Code : 04113617
Start Date : 3/26/2008
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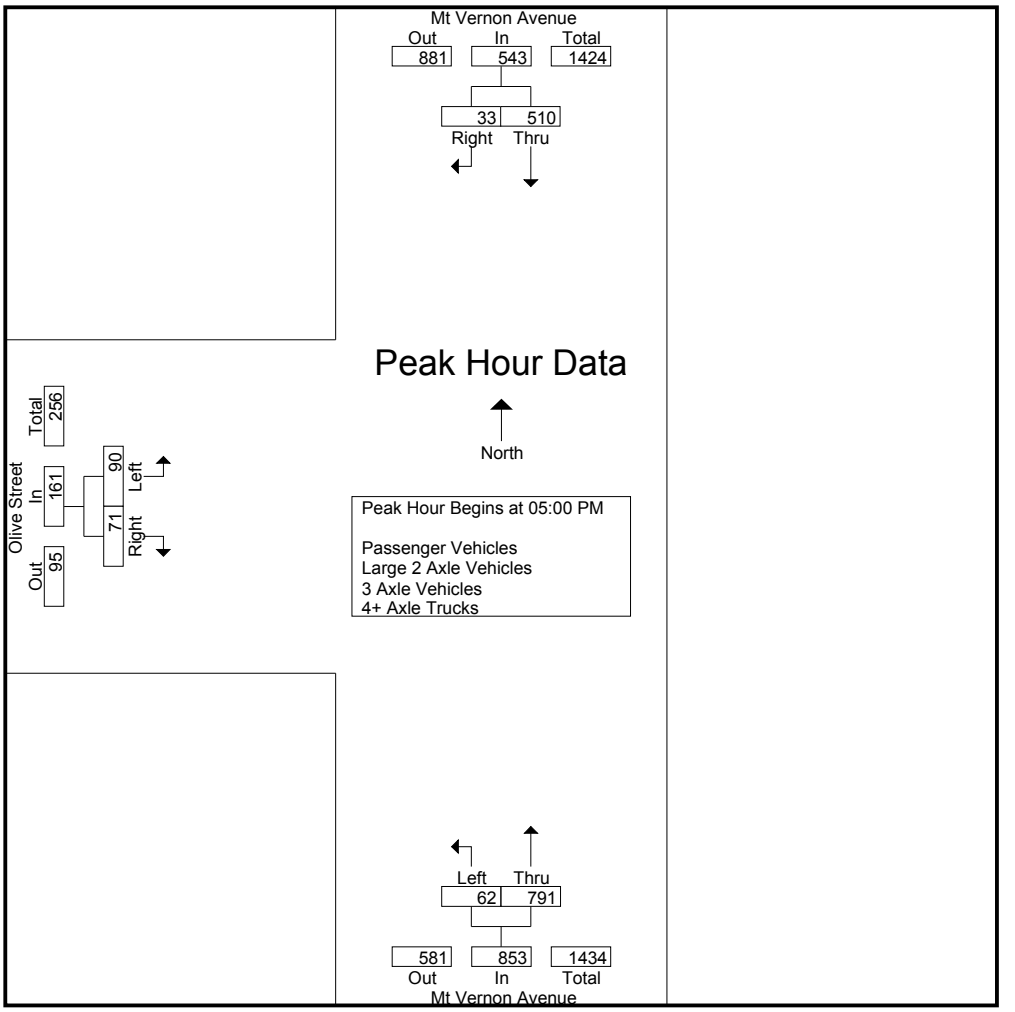

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	**132**	7	**139**	**17**	**203**	**220**	20	19	39
+15 mins.	128	**11**	139	14	195	209	**31**	17	**48**
+30 mins.	123	8	131	16	194	210	23	14	37
+45 mins.	127	7	134	15	199	214	16	**21**	37
Total Volume	510	33	543	62	791	853	90	71	161
% App. Total	93.9	6.1		7.3	92.7		55.9	44.1	
PHF	.966	.750	.977	.912	.974	.969	.726	.845	.839

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLPM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	122	4	126	13	122	135	17	14	31	292
04:15 PM	103	1	104	10	144	154	14	17	31	289
04:30 PM	124	12	136	12	151	163	12	14	26	325
04:45 PM	118	5	123	17	146	163	25	21	46	332
Total	467	22	489	52	563	615	68	66	134	1238
05:00 PM	129	7	136	17	200	217	19	18	37	390
05:15 PM	125	11	136	14	193	207	31	17	48	391
05:30 PM	118	8	126	14	192	206	22	14	36	368
05:45 PM	123	7	130	15	197	212	16	21	37	379
Total	495	33	528	60	782	842	88	70	158	1528
Grand Total	962	55	1017	112	1345	1457	156	136	292	2766
Apprch %	94.6	5.4		7.7	92.3		53.4	46.6		
Total %	34.8	2	36.8	4	48.6	52.7	5.6	4.9	10.6	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	**129**	7	**136**	**17**	**200**	**217**	19	18	37	390
05:15 PM	125	**11**	136	14	193	207	**31**	17	**48**	**391**
05:30 PM	118	8	126	14	192	206	22	14	36	368
05:45 PM	123	7	130	15	197	212	16	**21**	37	379
Total Volume	495	33	528	60	782	842	88	70	158	1528
% App. Total	93.8	6.2		7.1	92.9		55.7	44.3		
PHF	.959	.750	.971	.882	.978	.970	.710	.833	.823	.977

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Weather: Sunny

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Start Date : 3/26/2008
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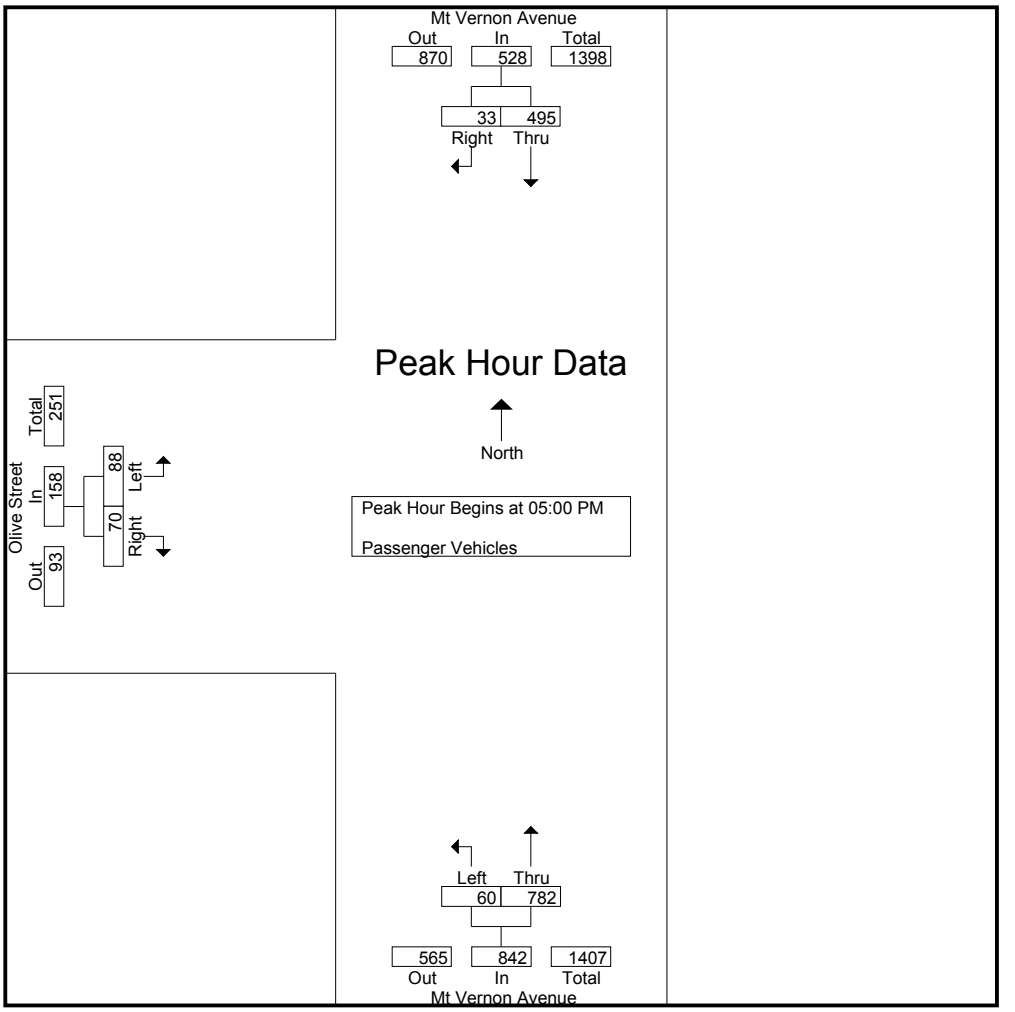

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:45 PM		
+0 mins.	124	**12**	**136**	**17**	**200**	**217**	25	**21**	46
+15 mins.	118	5	123	14	193	207	19	18	37
+30 mins.	**129**	7	136	14	192	206	**31**	17	**48**
+45 mins.	125	11	136	15	197	212	22	14	36
Total Volume	496	35	531	60	782	842	97	70	167
% App. Total	93.4	6.6		7.1	92.9		58.1	41.9	
PHF	.961	.729	.976	.882	.978	.970	.782	.833	.870

Counts Unlimited Inc.
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951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLPM
Site Code : 04113617
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	3	0	3	1	3	4	0	0	0	7
04:15 PM	7	0	7	0	6	6	0	0	0	13
04:30 PM	6	0	6	0	3	3	0	0	0	9
04:45 PM	2	0	2	1	4	5	0	0	0	7
Total	18	0	18	2	16	18	0	0	0	36
05:00 PM	1	0	1	0	0	0	1	1	2	3
05:15 PM	2	0	2	0	2	2	0	0	0	4
05:30 PM	2	0	2	2	2	4	1	0	1	7
05:45 PM	2	0	2	0	1	1	0	0	0	3
Total	7	0	7	2	5	7	2	1	3	17
Grand Total	25	0	25	4	21	25	2	1	3	53
Apprch %	100	0		16	84		66.7	33.3		
Total %	47.2	0	47.2	7.5	39.6	47.2	3.8	1.9	5.7	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	1	0	1	0	0	0	**1**	**1**	**2**	3
05:15 PM	**2**	0	**2**	0	**2**	2	0	0	0	4
05:30 PM	2	0	2	**2**	2	**4**	1	0	1	**7**
05:45 PM	2	0	2	0	1	1	0	0	0	3
Total Volume	7	0	7	2	5	7	2	1	3	17
% App. Total	100	0		28.6	71.4		66.7	33.3		
PHF	.875	.000	.875	.250	.625	.438	.500	.250	.375	.607

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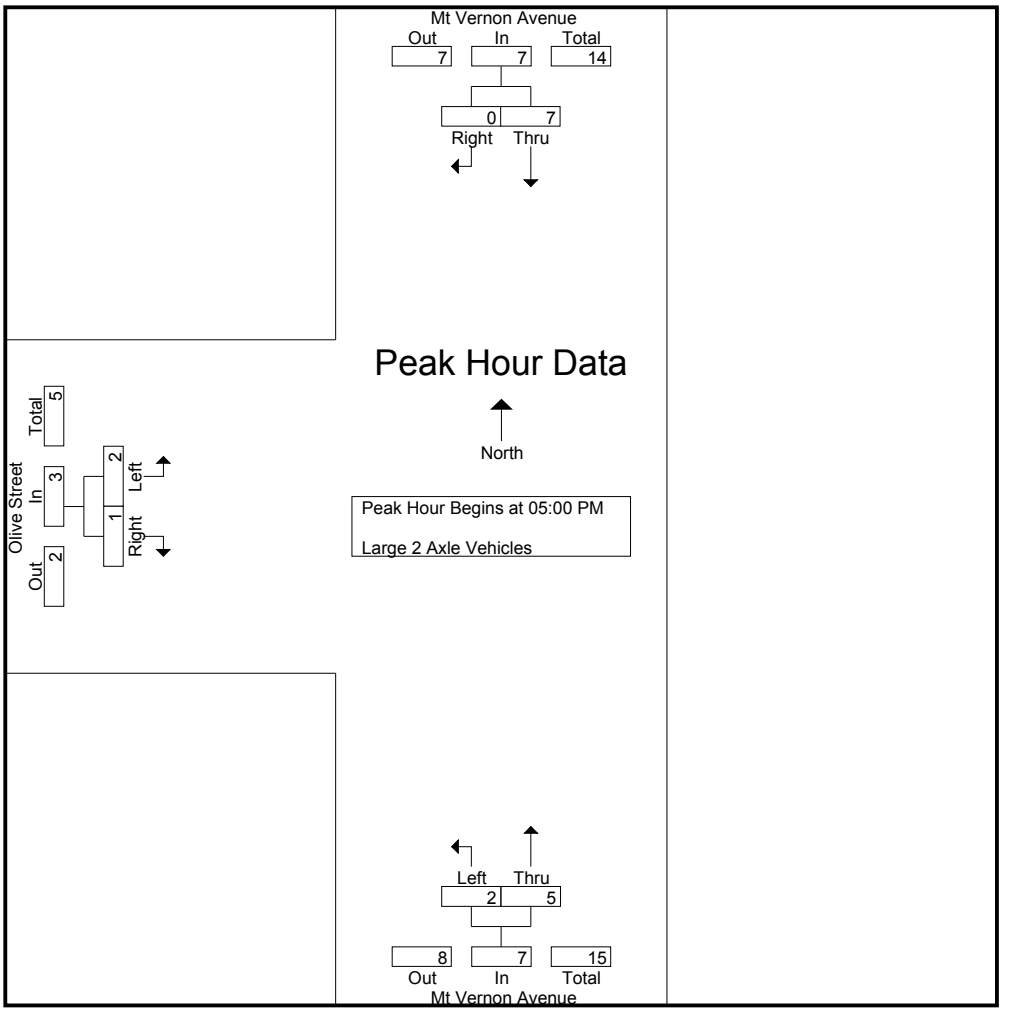

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	1	0	1	0	0	0	**1**	**1**	**2**
+15 mins.	**2**	0	**2**	0	**2**	2	0	0	0
+30 mins.	2	0	2	**2**	2	**4**	1	0	1
+45 mins.	2	0	2	0	1	1	0	0	0
Total Volume	7	0	7	2	5	7	2	1	3
% App. Total	100	0		28.6	71.4		66.7	33.3	
PHF	.875	.000	.875	.250	.625	.438	.500	.250	.375

Counts Unlimited Inc.
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City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLPM
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Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	0	0	0	3	3	1	0	1	4
04:15 PM	0	0	0	0	2	2	0	0	0	2
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	6	6	1	0	1	8
05:00 PM	1	0	1	0	1	1	0	0	0	2
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	2	0	2	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	4	0	4	0	1	1	0	0	0	5
Grand Total	5	0	5	0	7	7	1	0	1	13
Apprch %	100	0		0	100		100	0		
Total %	38.5	0	38.5	0	53.8	53.8	7.7	0	7.7	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	1	0	1	0	**1**	**1**	0	0	0	**2**
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	**2**	0	**2**	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	4	0	1	1	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000	.625

Counts Unlimited Inc.
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City of Colton
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Weather: Sunny

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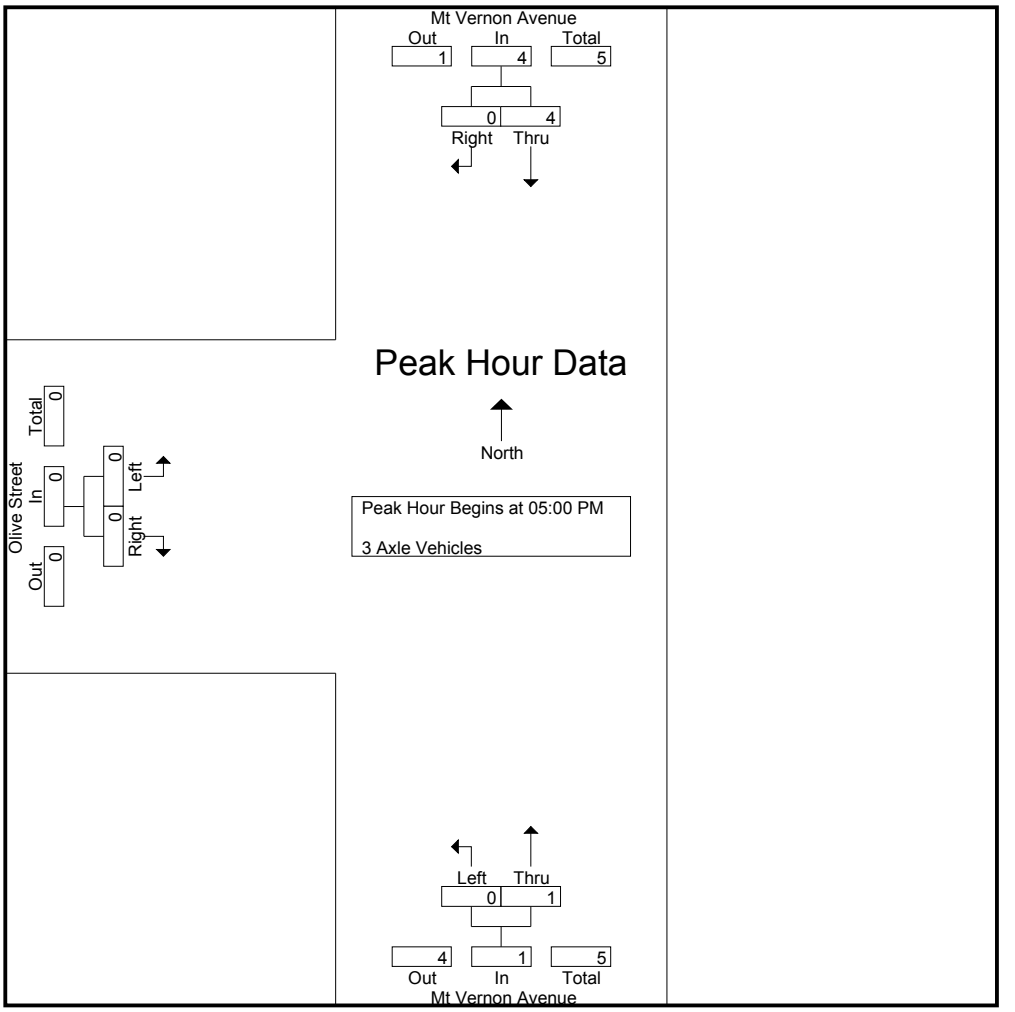

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	1	0	1	0	**1**	**1**	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	**2**	0	**2**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	4	0	4	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.250	.250	.000	.000	.000

Counts Unlimited Inc.
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City of Colton
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File Name : CNMVOLPM
Site Code : 04113617
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Groups Printed- 4+ Axle Trucks

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			Olive Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
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951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Olive Street
Weather: Sunny

File Name : CNMVOLPM
Site Code : 04113617
Start Date : 3/26/2008
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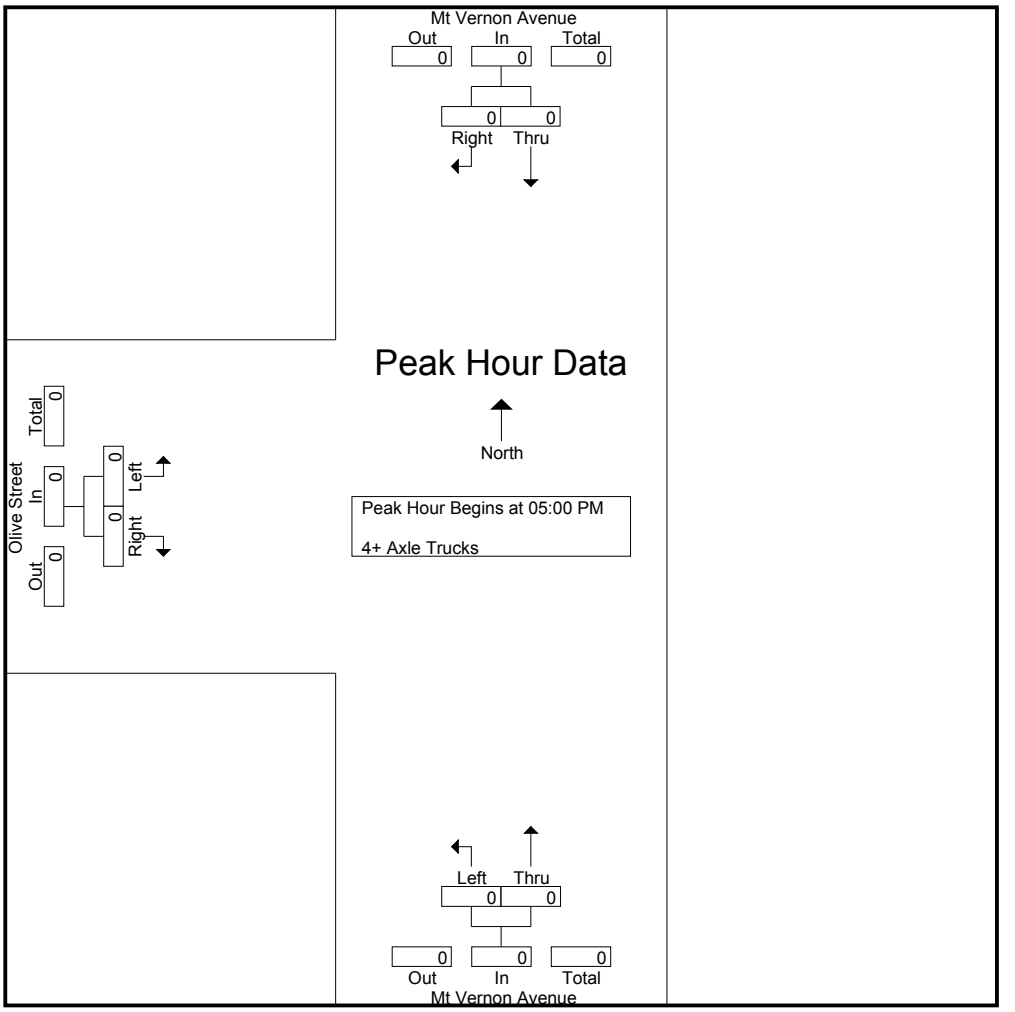

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Colton Avenue
Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
Page No : 1

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

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	66	8	76	9	32	0	41	0	50	9	59	6	16	0	22	198
07:15 AM	3	79	14	96	15	54	0	69	0	79	14	93	18	33	0	51	309
07:30 AM	5	96	17	118	15	26	4	45	0	127	11	138	20	38	2	60	361
07:45 AM	9	89	7	105	21	19	3	43	2	96	12	110	6	27	1	34	292
Total	19	330	46	395	60	131	7	198	2	352	46	400	50	114	3	167	1160
08:00 AM	9	86	16	111	15	26	4	45	3	96	7	106	4	10	0	14	276
08:15 AM	8	74	10	92	10	17	6	33	3	67	9	79	10	21	0	31	235
08:30 AM	7	77	10	94	8	20	1	29	2	64	9	75	7	16	2	25	223
08:45 AM	5	83	5	93	24	17	4	45	2	65	6	73	10	21	1	32	243
Total	29	320	41	390	57	80	15	152	10	292	31	333	31	68	3	102	977
Grand Total	48	650	87	785	117	211	22	350	12	644	77	733	81	182	6	269	2137
Apprch %	6.1	82.8	11.1		33.4	60.3	6.3		1.6	87.9	10.5		30.1	67.7	2.2		
Total %	2.2	30.4	4.1	36.7	5.5	9.9	1	16.4	0.6	30.1	3.6	34.3	3.8	8.5	0.3	12.6	
Passenger Vehicles	44	585	85	714	106	203	21	330	11	589	71	671	74	175	6	255	1970
% Passenger Vehicles	91.7	90	97.7	91	90.6	96.2	95.5	94.3	91.7	91.5	92.2	91.5	91.4	96.2	100	94.8	92.2
Large 2 Axle Vehicles	1	28	2	31	6	8	0	14	0	31	3	34	3	6	0	9	88
% Large 2 Axle Vehicles	2.1	4.3	2.3	3.9	5.1	3.8	0	4	0	4.8	3.9	4.6	3.7	3.3	0	3.3	4.1
3 Axle Vehicles	2	20	0	22	3	0	0	3	0	14	0	14	3	1	0	4	43
% 3 Axle Vehicles	4.2	3.1	0	2.8	2.6	0	0	0.9	0	2.2	0	1.9	3.7	0.5	0	1.5	2
4+ Axle Trucks	1	17	0	18	2	0	1	3	1	10	3	14	1	0	0	1	36
% 4+ Axle Trucks	2.1	2.6	0	2.3	1.7	0	4.5	0.9	8.3	1.6	3.9	1.9	1.2	0	0	0.4	1.7

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	79	14	96	15	**54**	0	**69**	0	79	**14**	93	18	33	0	51	309
07:30 AM	5	**96**	**17**	**118**	15	26	**4**	45	0	**127**	11	**138**	**20**	**38**	**2**	**60**	**361**
07:45 AM	**9**	89	7	105	**21**	19	3	43	2	96	12	110	6	27	1	34	292
08:00 AM	9	86	16	111	15	26	4	45	**3**	96	7	106	4	10	0	14	276
Total Volume	26	350	54	430	66	125	11	202	5	398	44	447	48	108	3	159	1238
% App. Total	6	81.4	12.6		32.7	61.9	5.4		1.1	89	9.8		30.2	67.9	1.9		
PHF	.722	.911	.794	.911	.786	.579	.688	.732	.417	.783	.786	.810	.600	.711	.375	.663	.857

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
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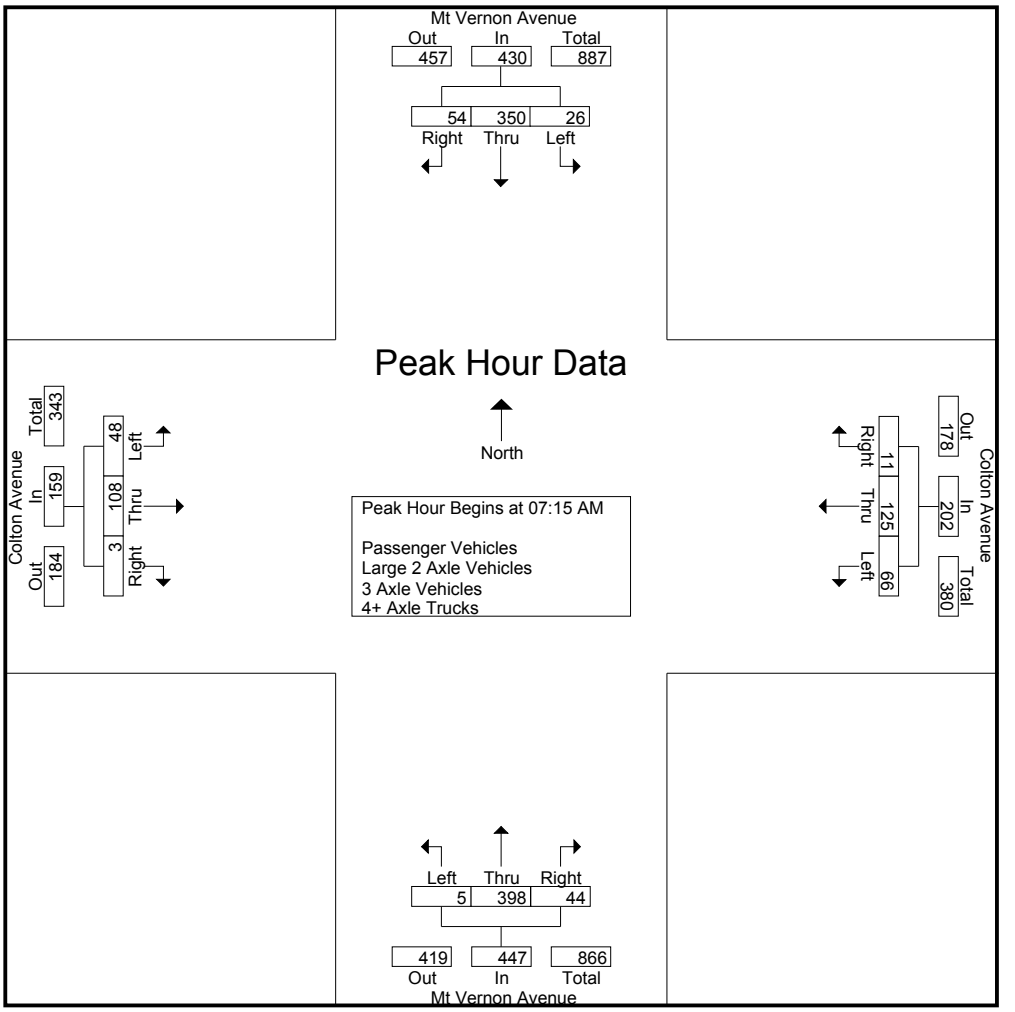
Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	3	79	14	96	15	**54**	0	**69**	0	79	**14**	93	6	16	0	22
+15 mins.	5	**96**	**17**	**118**	15	26	**4**	45	0	**127**	11	**138**	18	33	0	51
+30 mins.	**9**	89	7	105	**21**	19	3	43	2	96	12	110	**20**	**38**	**2**	**60**
+45 mins.	9	86	16	111	15	26	4	45	**3**	96	7	106	6	27	1	34
Total Volume	26	350	54	430	66	125	11	202	5	398	44	447	50	114	3	167
% App. Total	6	81.4	12.6		32.7	61.9	5.4		1.1	89	9.8		29.9	68.3	1.8	
PHF	.722	.911	.794	.911	.786	.579	.688	.732	.417	.783	.786	.810	.625	.750	.375	.696

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Colton Avenue
Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
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Groups Printed- Passenger Vehicles

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	55	7	64	9	32	0	41	0	46	9	55	5	16	0	21	181
07:15 AM	3	71	14	88	14	53	0	67	0	73	11	84	18	31	0	49	288
07:30 AM	5	92	17	114	14	25	4	43	0	115	10	125	19	37	2	58	340
07:45 AM	8	84	6	98	19	19	3	41	2	89	12	103	6	25	1	32	274
Total	18	302	44	364	56	129	7	192	2	323	42	367	48	109	3	160	1083
08:00 AM	9	79	16	104	13	25	4	42	3	84	6	93	4	10	0	14	253
08:15 AM	6	65	10	81	8	17	5	30	2	63	9	74	9	20	0	29	214
08:30 AM	6	65	10	81	8	17	1	26	2	58	9	69	5	15	2	22	198
08:45 AM	5	74	5	84	21	15	4	40	2	61	5	68	8	21	1	30	222
Total	26	283	41	350	50	74	14	138	9	266	29	304	26	66	3	95	887
Grand Total	44	585	85	714	106	203	21	330	11	589	71	671	74	175	6	255	1970
Apprch %	6.2	81.9	11.9		32.1	61.5	6.4		1.6	87.8	10.6		29	68.6	2.4		
Total %	2.2	29.7	4.3	36.2	5.4	10.3	1.1	16.8	0.6	29.9	3.6	34.1	3.8	8.9	0.3	12.9	

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	71	14	88	14	**53**	0	**67**	0	73	11	84	18	31	0	49	288
07:30 AM	5	**92**	**17**	**114**	14	25	**4**	43	0	**115**	10	**125**	**19**	**37**	**2**	**58**	**340**
07:45 AM	8	84	6	98	**19**	19	3	41	2	89	**12**	103	6	25	1	32	274
08:00 AM	**9**	79	16	104	13	25	4	42	**3**	84	6	93	4	10	0	14	253
Total Volume	25	326	53	404	60	122	11	193	5	361	39	405	47	103	3	153	1155
% App. Total	6.2	80.7	13.1		31.1	63.2	5.7		1.2	89.1	9.6		30.7	67.3	2		
PHF	.694	.886	.779	.886	.789	.575	.688	.720	.417	.785	.813	.810	.618	.696	.375	.659	.849

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
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Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
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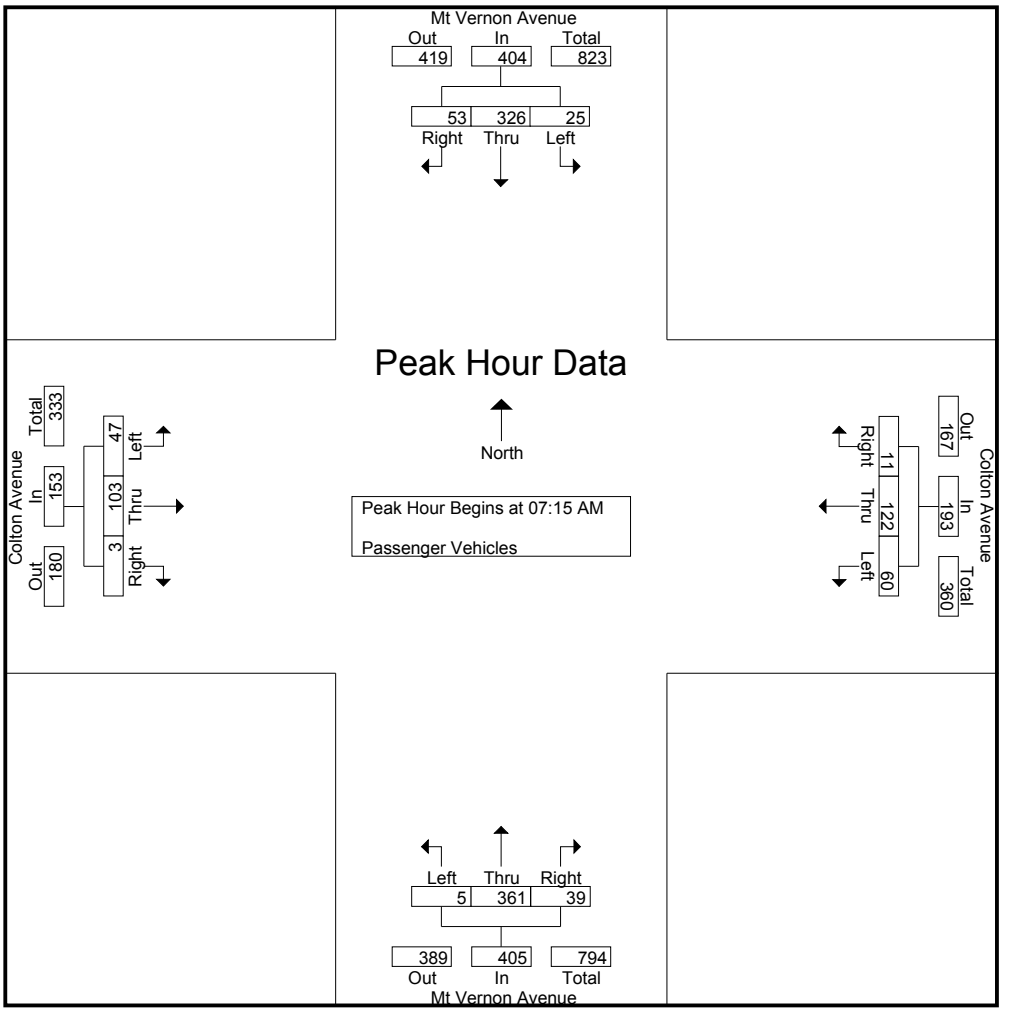

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	3	71	14	88	14	**53**	0	**67**	0	73	11	84	5	16	0	21
+15 mins.	5	**92**	**17**	**114**	14	25	**4**	43	0	**115**	10	**125**	18	31	0	49
+30 mins.	8	84	6	98	**19**	19	3	41	2	89	**12**	103	**19**	**37**	**2**	**58**
+45 mins.	**9**	79	16	104	13	25	4	42	**3**	84	6	93	6	25	1	32
Total Volume	25	326	53	404	60	122	11	193	5	361	39	405	48	109	3	160
% App. Total	6.2	80.7	13.1		31.1	63.2	5.7		1.2	89.1	9.6		30	68.1	1.9	
PHF	.694	.886	.779	.886	.789	.575	.688	.720	.417	.785	.813	.810	.632	.736	.375	.690

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Colton Avenue
Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	3	1	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:15 AM	0	3	0	3	0	1	0	1	0	5	1	6	0	1	0	1	11
07:30 AM	0	3	0	3	1	1	0	2	0	4	0	4	1	1	0	2	11
07:45 AM	0	3	1	4	1	0	0	1	0	5	0	5	0	2	0	2	12
Total	0	12	2	14	2	2	0	4	0	16	1	17	1	4	0	5	40
08:00 AM	0	3	0	3	1	1	0	2	0	5	1	6	0	0	0	0	11
08:15 AM	1	4	0	5	1	0	0	1	0	3	0	3	1	1	0	2	11
08:30 AM	0	4	0	4	0	3	0	3	0	4	0	4	1	1	0	2	13
08:45 AM	0	5	0	5	2	2	0	4	0	3	1	4	0	0	0	0	13
Total	1	16	0	17	4	6	0	10	0	15	2	17	2	2	0	4	48
Grand Total	1	28	2	31	6	8	0	14	0	31	3	34	3	6	0	9	88
Apprch %	3.2	90.3	6.5		42.9	57.1	0		0	91.2	8.8		33.3	66.7	0		
Total %	1.1	31.8	2.3	35.2	6.8	9.1	0	15.9	0	35.2	3.4	38.6	3.4	6.8	0	10.2	

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	0	3	0	**1**	0	1	0	**5**	**1**	**6**	0	1	0	1	11
07:30 AM	0	3	0	3	**1**	1	0	**2**	0	4	0	4	**1**	1	0	**2**	11
07:45 AM	0	3	**1**	**4**	1	0	0	1	0	5	0	5	0	**2**	0	2	**12**
08:00 AM	0	3	0	3	1	1	0	2	0	5	1	6	0	0	0	0	11
Total Volume	0	12	1	13	3	3	0	6	0	19	2	21	1	4	0	5	45
% App. Total	0	92.3	7.7		50	50	0		0	90.5	9.5		20	80	0		
PHF	.000	1.000	.250	.813	.750	.750	.000	.750	.000	.950	.500	.875	.250	.500	.000	.625	.938

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
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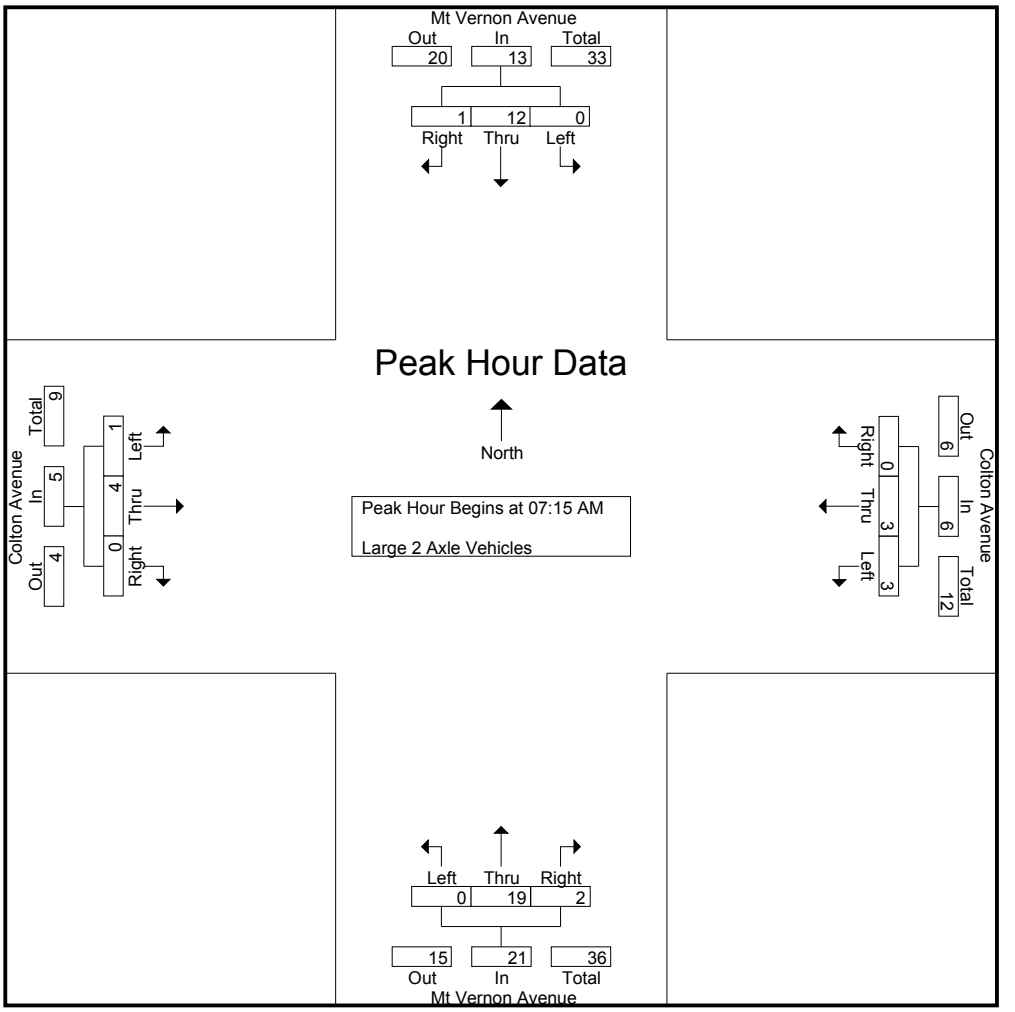

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**3**	0	3	0	**1**	0	1	0	**5**	**1**	**6**	0	1	0	1
+15 mins.	0	3	0	3	**1**	1	0	**2**	0	4	0	4	**1**	1	0	**2**
+30 mins.	0	3	**1**	**4**	1	0	0	1	0	5	0	5	0	**2**	0	2
+45 mins.	0	3	0	3	1	1	0	2	0	5	1	6	0	0	0	0
Total Volume	0	12	1	13	3	3	0	6	0	19	2	21	1	4	0	5
% App. Total	0	92.3	7.7		50	50	0		0	90.5	9.5		20	80	0	
PHF	.000	1.000	.250	.813	.750	.750	.000	.750	.000	.950	.500	.875	.250	.500	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Colton Avenue
Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
07:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	1	0	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
Total	1	7	0	8	1	0	0	1	0	7	0	7	0	1	0	1	17
08:00 AM	0	0	0	0	1	0	0	1	0	4	0	4	0	0	0	0	5
08:15 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:30 AM	1	6	0	7	0	0	0	0	0	2	0	2	1	0	0	1	10
08:45 AM	0	3	0	3	1	0	0	1	0	0	0	0	2	0	0	2	6
Total	1	13	0	14	2	0	0	2	0	7	0	7	3	0	0	3	26
Grand Total	2	20	0	22	3	0	0	3	0	14	0	14	3	1	0	4	43
Apprch %	9.1	90.9	0		100	0	0		0	100	0		75	25	0		
Total %	4.7	46.5	0	51.2	7	0	0	7	0	32.6	0	32.6	7	2.3	0	9.3	

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	**1**	0	**1**	4
07:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	**1**	0	0	1	**1**	0	0	**1**	0	2	0	2	0	0	0	0	4
08:00 AM	0	0	0	0	1	0	0	1	0	**4**	0	**4**	0	0	0	0	**5**
Total Volume	1	3	0	4	2	0	0	2	0	10	0	10	0	1	0	1	17
% App. Total	25	75	0		100	0	0		0	100	0		0	100	0		
PHF	.250	.375	.000	.500	.500	.000	.000	.500	.000	.625	.000	.625	.000	.250	.000	.250	.850

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Colton Avenue
Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
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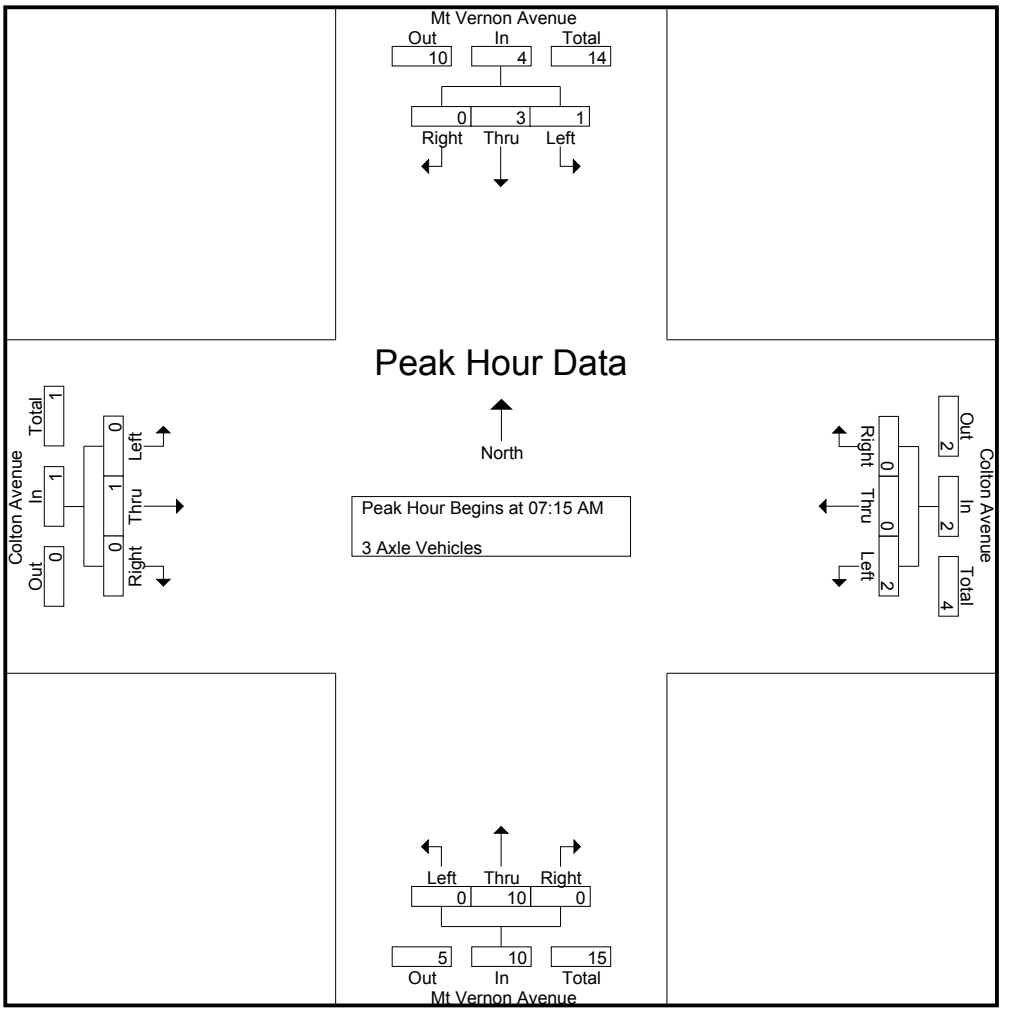

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	**1**	0	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	**1**	0	0	1	**1**	0	0	**1**	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	**4**	0	**4**	0	0	0	0
Total Volume	1	3	0	4	2	0	0	2	0	10	0	10	0	1	0	1
% App. Total	25	75	0		100	0	0		0	100	0		0	100	0	
PHF	.250	.375	.000	.500	.500	.000	.000	.500	.000	.625	.000	.625	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Colton Avenue
Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	1	0	0	1	6
07:15 AM	0	3	0	3	1	0	0	1	0	0	2	2	0	0	0	0	6
07:30 AM	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	6
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	0	9	1	0	0	1	0	6	3	9	1	0	0	1	20
08:00 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:15 AM	1	1	0	2	1	0	1	2	1	0	0	1	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	8	0	9	1	0	1	2	1	4	0	5	0	0	0	0	16
Grand Total	1	17	0	18	2	0	1	3	1	10	3	14	1	0	0	1	36
Apprch %	5.6	94.4	0		66.7	0	33.3		7.1	71.4	21.4		100	0	0		
Total %	2.8	47.2	0	50	5.6	0	2.8	8.3	2.8	27.8	8.3	38.9	2.8	0	0	2.8	

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	**1**	0	0	**1**	0	0	**2**	2	0	0	0	0	6
07:30 AM	0	0	0	0	0	0	0	0	0	**5**	1	**6**	0	0	0	0	6
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	**4**	0	**4**	0	0	0	0	0	3	0	3	0	0	0	0	**7**
Total Volume	0	9	0	9	1	0	0	1	0	8	3	11	0	0	0	0	21
% App. Total	0	100	0		100	0	0		0	72.7	27.3		0	0	0		
PHF	.000	.563	.000	.563	.250	.000	.000	.250	.000	.400	.375	.458	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Colton
N/S: Mt Vernon Avenue
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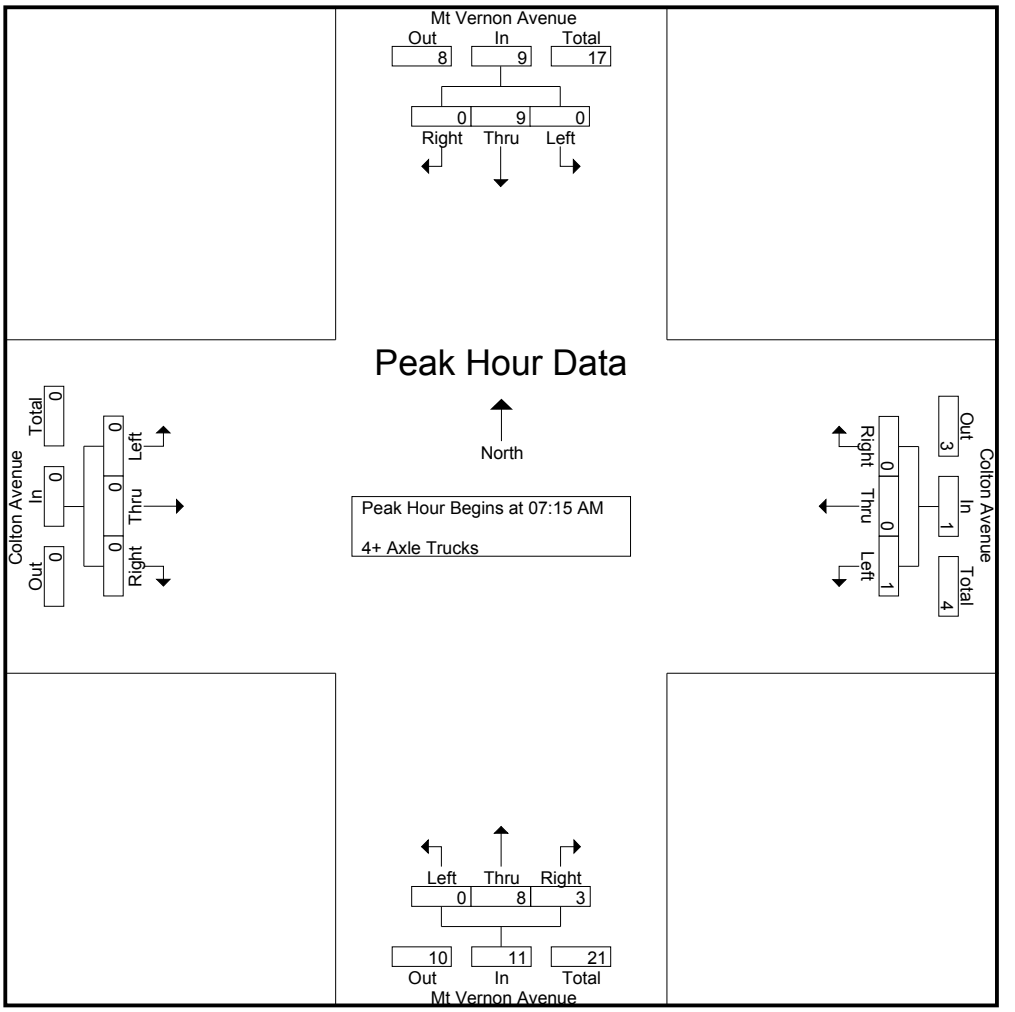
Weather: Sunny

File Name : CNMVCNAM
Site Code : 04113637
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	**1**	0	0	**1**	0	0	**2**	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**5**	1	**6**	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**4**	0	**4**	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	9	0	9	1	0	0	1	0	8	3	11	0	0	0	0
% App. Total	0	100	0		100	0	0		0	72.7	27.3		0	0	0	
PHF	.000	.563	.000	.563	.250	.000	.000	.250	.000	.400	.375	.458	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Colton Avenue
Weather: Sunny

File Name : CNMVCNPM
Site Code : 04113637
Start Date : 3/26/2008
Page No : 1

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

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	29	133	14	176	17	34	8	59	0	151	18	169	15	50	2	67	471
04:15 PM	10	116	14	140	21	28	12	61	2	149	20	171	21	31	3	55	427
04:30 PM	9	140	11	160	17	43	17	77	2	172	13	187	24	38	1	63	487
04:45 PM	22	101	18	141	21	49	20	90	7	165	15	187	17	34	1	52	470
Total	70	490	57	617	76	154	57	287	11	637	66	714	77	153	7	237	1855
05:00 PM	21	124	16	161	20	44	22	86	2	201	32	235	30	64	2	96	578
05:15 PM	11	130	17	158	23	38	15	76	2	217	23	242	19	47	0	66	542
05:30 PM	13	135	20	168	17	33	23	73	4	211	26	241	22	44	4	70	552
05:45 PM	13	116	29	158	19	40	21	80	0	204	14	218	30	40	3	73	529
Total	58	505	82	645	79	155	81	315	8	833	95	936	101	195	9	305	2201
Grand Total	128	995	139	1262	155	309	138	602	19	1470	161	1650	178	348	16	542	4056
Apprch %	10.1	78.8	11		25.7	51.3	22.9		1.2	89.1	9.8		32.8	64.2	3		
Total %	3.2	24.5	3.4	31.1	3.8	7.6	3.4	14.8	0.5	36.2	4	40.7	4.4	8.6	0.4	13.4	
Passenger Vehicles	126	948	135	1209	149	304	135	588	17	1416	154	1587	174	339	16	529	3913
% Passenger Vehicles	98.4	95.3	97.1	95.8	96.1	98.4	97.8	97.7	89.5	96.3	95.7	96.2	97.8	97.4	100	97.6	96.5
Large 2 Axle Vehicles	1	33	4	38	2	3	2	7	2	36	4	42	3	7	0	10	97
% Large 2 Axle Vehicles	0.8	3.3	2.9	3	1.3	1	1.4	1.2	10.5	2.4	2.5	2.5	1.7	2	0	1.8	2.4
3 Axle Vehicles	1	7	0	8	1	0	1	2	0	7	0	7	0	1	0	1	18
% 3 Axle Vehicles	0.8	0.7	0	0.6	0.6	0	0.7	0.3	0	0.5	0	0.4	0	0.3	0	0.2	0.4
4+ Axle Trucks	0	7	0	7	3	2	0	5	0	11	3	14	1	1	0	2	28
% 4+ Axle Trucks	0	0.7	0	0.6	1.9	0.6	0	0.8	0	0.7	1.9	0.8	0.6	0.3	0	0.4	0.7

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**21**	124	16	161	20	**44**	22	**86**	2	201	**32**	235	**30**	**64**	2	**96**	**578**
05:15 PM	11	130	17	158	**23**	38	15	76	2	**217**	23	**242**	19	47	0	66	542
05:30 PM	13	**135**	20	**168**	17	33	**23**	73	**4**	211	26	241	22	44	**4**	70	552
05:45 PM	13	116	**29**	158	19	40	21	80	0	204	14	218	30	40	3	73	529
Total Volume	58	505	82	645	79	155	81	315	8	833	95	936	101	195	9	305	2201
% App. Total	9	78.3	12.7		25.1	49.2	25.7		0.9	89	10.1		33.1	63.9	3		
PHF	.690	.935	.707	.960	.859	.881	.880	.916	.500	.960	.742	.967	.842	.762	.563	.794	.952

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: Mt Vernon Avenue
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Weather: Sunny

File Name : CNMVCNPM
Site Code : 04113637
Start Date : 3/26/2008
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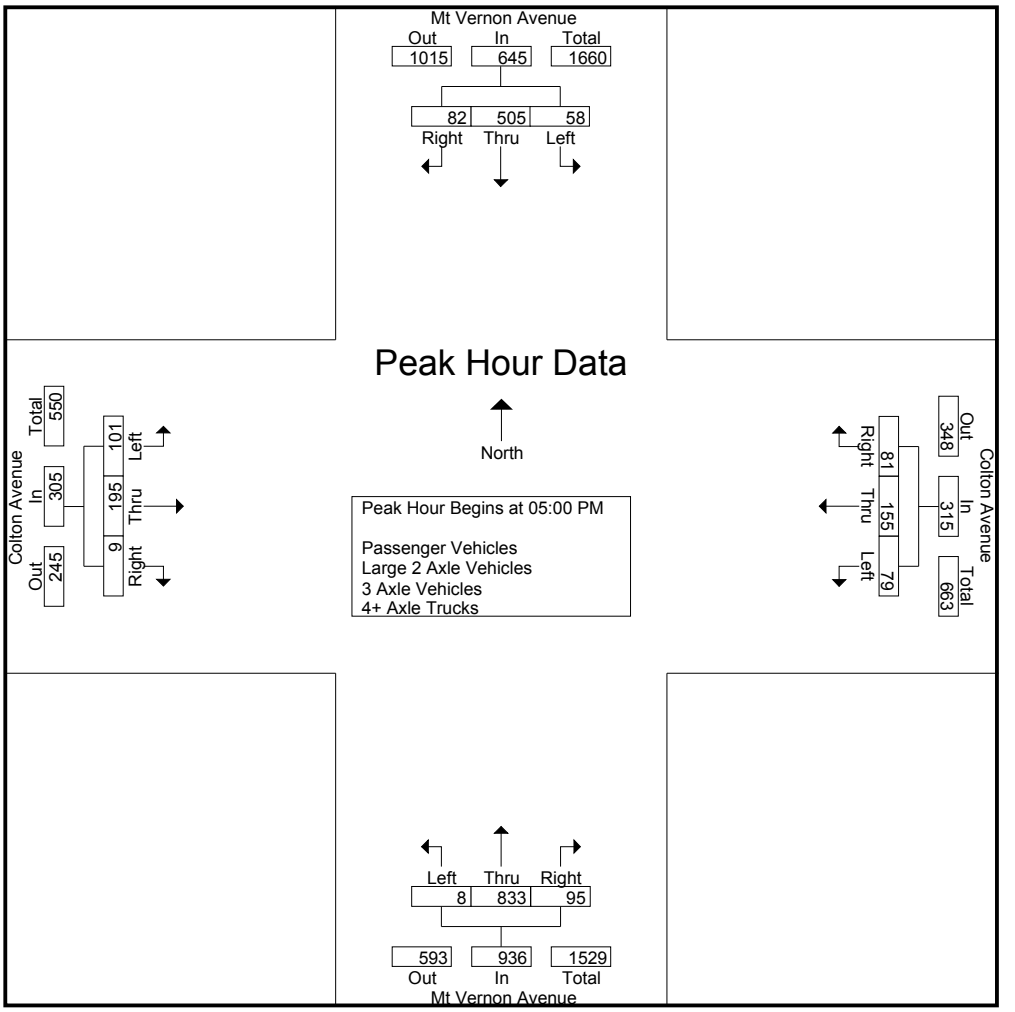

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**21**	124	16	161	20	**44**	22	**86**	2	201	**32**	235	**30**	**64**	2	**96**
+15 mins.	11	130	17	158	**23**	38	15	76	2	**217**	23	**242**	19	47	0	66
+30 mins.	13	**135**	20	**168**	17	33	**23**	73	**4**	211	26	241	22	44	**4**	70
+45 mins.	13	116	**29**	158	19	40	21	80	0	204	14	218	30	40	3	73
Total Volume	58	505	82	645	79	155	81	315	8	833	95	936	101	195	9	305
% App. Total	9	78.3	12.7		25.1	49.2	25.7		0.9	89	10.1		33.1	63.9	3	
PHF	.690	.935	.707	.960	.859	.881	.880	.916	.500	.960	.742	.967	.842	.762	.563	.794

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
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Weather: Sunny

File Name : CNMVCNPM
Site Code : 04113637
Start Date : 3/26/2008
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Groups Printed- Passenger Vehicles

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	28	126	14	168	15	34	8	57	0	140	18	158	15	45	2	62	445
04:15 PM	10	107	14	131	18	28	12	58	1	139	19	159	20	31	3	54	402
04:30 PM	8	135	9	152	17	43	17	77	2	166	9	177	24	38	1	63	469
04:45 PM	22	96	18	136	21	47	19	87	7	154	15	176	16	34	1	51	450
Total	68	464	55	587	71	152	56	279	10	599	61	670	75	148	7	230	1766
05:00 PM	21	118	16	155	20	43	21	84	2	197	30	229	29	62	2	93	561
05:15 PM	11	126	15	152	23	37	15	75	2	213	23	238	19	45	0	64	529
05:30 PM	13	130	20	163	16	32	22	70	3	206	26	235	21	44	4	69	537
05:45 PM	13	110	29	152	19	40	21	80	0	201	14	215	30	40	3	73	520
Total	58	484	80	622	78	152	79	309	7	817	93	917	99	191	9	299	2147
Grand Total	126	948	135	1209	149	304	135	588	17	1416	154	1587	174	339	16	529	3913
Apprch %	10.4	78.4	11.2		25.3	51.7	23		1.1	89.2	9.7		32.9	64.1	3		
Total %	3.2	24.2	3.5	30.9	3.8	7.8	3.5	15	0.4	36.2	3.9	40.6	4.4	8.7	0.4	13.5	

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**21**	118	16	155	20	**43**	21	**84**	2	197	**30**	229	29	**62**	2	**93**	**561**
05:15 PM	11	126	15	152	**23**	37	15	75	2	**213**	23	**238**	19	45	0	64	529
05:30 PM	13	**130**	20	**163**	16	32	**22**	70	**3**	206	26	235	21	44	**4**	69	537
05:45 PM	13	110	**29**	152	19	40	21	80	0	201	14	215	**30**	40	3	73	520
Total Volume	58	484	80	622	78	152	79	309	7	817	93	917	99	191	9	299	2147
% App. Total	9.3	77.8	12.9		25.2	49.2	25.6		0.8	89.1	10.1		33.1	63.9	3		
PHF	.690	.931	.690	.954	.848	.884	.898	.920	.583	.959	.775	.963	.825	.770	.563	.804	.957

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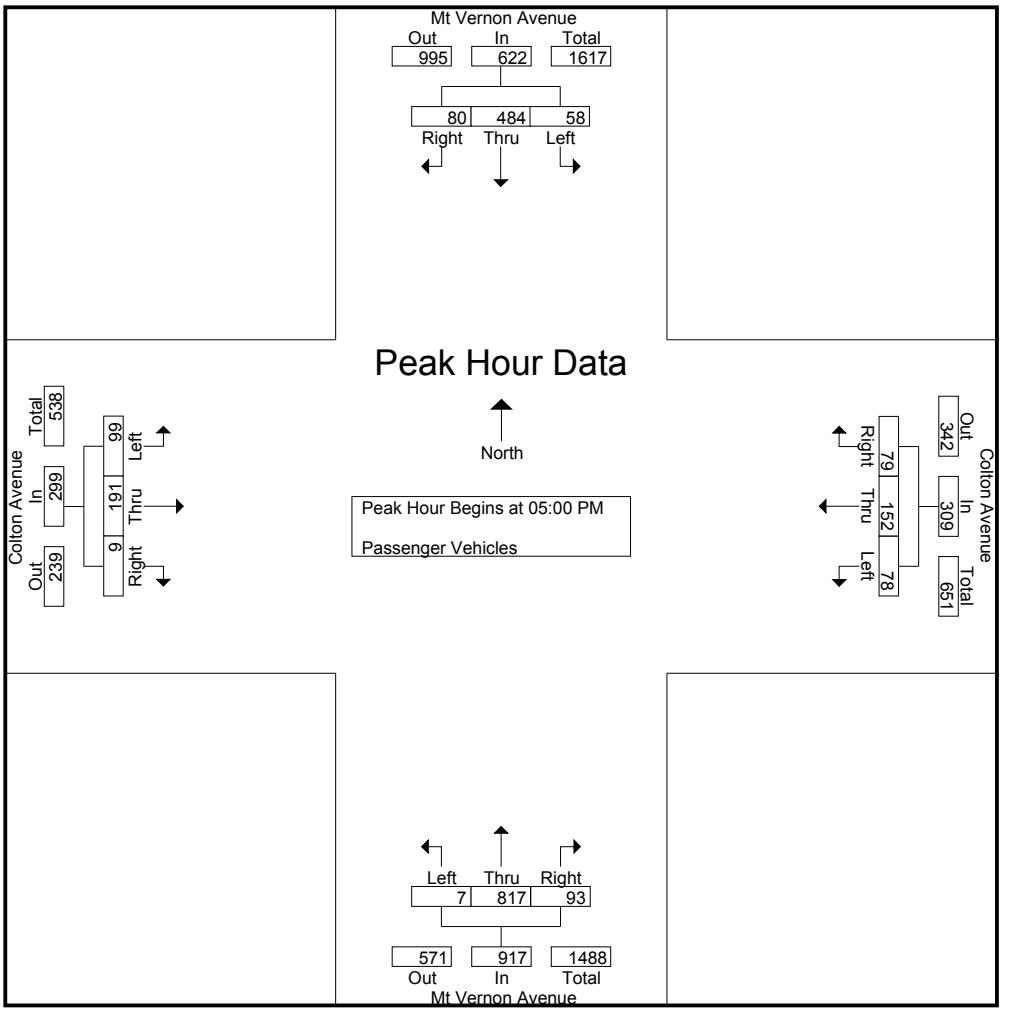

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	**21**	118	16	155	17	43	17	77	2	197	**30**	229	29	**62**	2	**93**
+15 mins.	11	126	15	152	21	**47**	19	**87**	2	**213**	23	**238**	19	45	0	64
+30 mins.	13	**130**	20	**163**	20	43	**21**	84	**3**	206	26	235	21	44	**4**	69
+45 mins.	13	110	**29**	152	**23**	37	15	75	0	201	14	215	**30**	40	3	73
Total Volume	58	484	80	622	81	170	72	323	7	817	93	917	99	191	9	299
% App. Total	9.3	77.8	12.9		25.1	52.6	22.3		0.8	89.1	10.1		33.1	63.9	3	
PHF	.690	.931	.690	.954	.880	.904	.857	.928	.583	.959	.775	.963	.825	.770	.563	.804

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File Name : CNMVCNPM
Site Code : 04113637
Start Date : 3/26/2008
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Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	5	0	6	0	0	0	0	0	7	0	7	0	5	0	5	18
04:15 PM	0	8	0	8	2	0	0	2	1	8	1	10	1	0	0	1	21
04:30 PM	0	4	2	6	0	0	0	0	0	1	1	2	0	0	0	0	8
04:45 PM	0	3	0	3	0	1	1	2	0	9	0	9	1	0	0	1	15
Total	1	20	2	23	2	1	1	4	1	25	2	28	2	5	0	7	62
05:00 PM	0	5	0	5	0	0	0	0	0	1	2	3	1	1	0	2	10
05:15 PM	0	2	2	4	0	1	0	1	0	4	0	4	0	1	0	1	10
05:30 PM	0	2	0	2	0	1	1	2	1	4	0	5	0	0	0	0	9
05:45 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	13	2	15	0	2	1	3	1	11	2	14	1	2	0	3	35
Grand Total	1	33	4	38	2	3	2	7	2	36	4	42	3	7	0	10	97
Apprch %	2.6	86.8	10.5		28.6	42.9	28.6		4.8	85.7	9.5		30	70	0		
Total %	1	34	4.1	39.2	2.1	3.1	2.1	7.2	2.1	37.1	4.1	43.3	3.1	7.2	0	10.3	

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**5**	0	**5**	0	0	0	0	0	1	**2**	3	**1**	**1**	0	**2**	**10**
05:15 PM	0	2	**2**	4	0	**1**	0	1	0	**4**	0	4	0	1	0	1	10
05:30 PM	0	2	0	2	0	1	**1**	**2**	**1**	4	0	**5**	0	0	0	0	9
05:45 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total Volume	0	13	2	15	0	2	1	3	1	11	2	14	1	2	0	3	35
% App. Total	0	86.7	13.3		0	66.7	33.3		7.1	78.6	14.3		33.3	66.7	0		
PHF	.000	.650	.250	.750	.000	.500	.250	.375	.250	.688	.250	.700	.250	.500	.000	.375	.875

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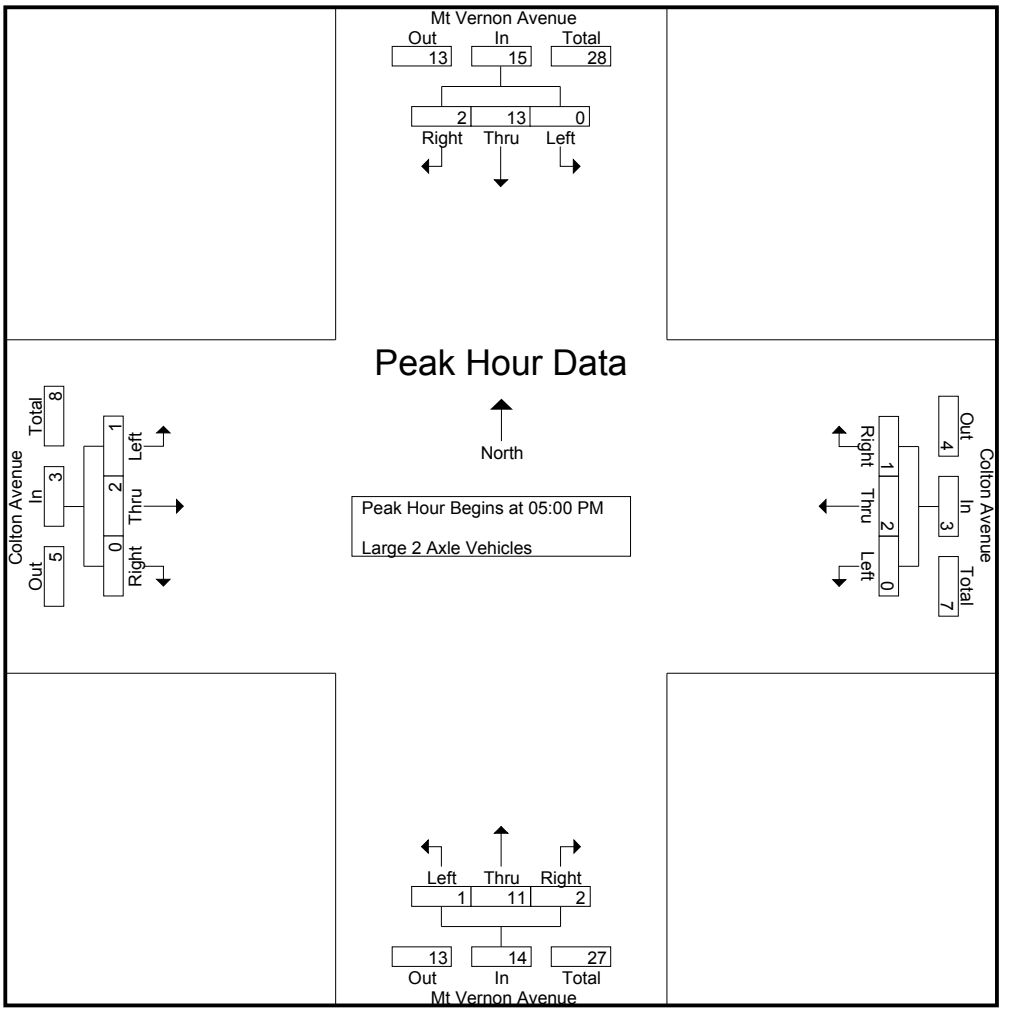

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	1	**2**	3	**1**	**1**	0	**2**
+15 mins.	0	2	**2**	4	0	**1**	0	1	0	**4**	0	4	0	1	0	1
+30 mins.	0	2	0	2	0	1	**1**	**2**	**1**	4	0	**5**	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	13	2	15	0	2	1	3	1	11	2	14	1	2	0	3
% App. Total	0	86.7	13.3		0	66.7	33.3		7.1	78.6	14.3		33.3	66.7	0	
PHF	.000	.650	.250	.750	.000	.500	.250	.375	.250	.688	.250	.700	.250	.500	.000	.375

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Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Colton Avenue
Weather: Sunny

File Name : CNMVCNPM
Site Code : 04113637
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	4	0	5	1	0	0	1	0	5	0	5	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	1	0	1	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	1	1	0	2	0	2	0	1	0	1	7
Grand Total	1	7	0	8	1	0	1	2	0	7	0	7	0	1	0	1	18
Apprch %	12.5	87.5	0		50	0	50		0	100	0		0	100	0		
Total %	5.6	38.9	0	44.4	5.6	0	5.6	11.1	0	38.9	0	38.9	0	5.6	0	5.6	

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	0	**1**	0	**1**	**3**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	1	1	0	2	0	2	0	1	0	1	7
% App. Total	0	100	0		0	0	100		0	100	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.000	.250	.583

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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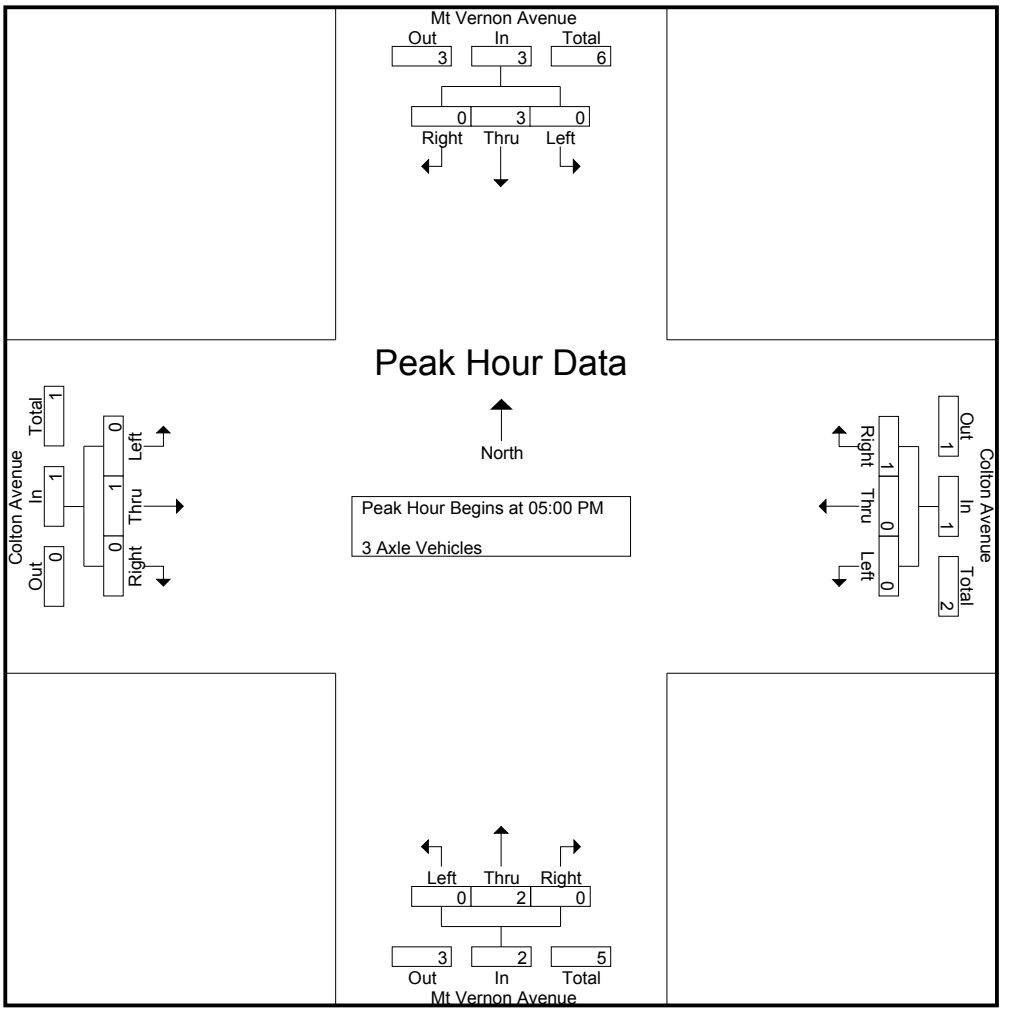

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	0	**1**	0	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	1	1	0	2	0	2	0	1	0	1
% App. Total	0	100	0		0	0	100		0	100	0		0	100	0	
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.000	.250

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Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0	4
04:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	5
04:45 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
Total	0	2	0	2	2	1	0	3	0	8	3	11	0	0	0	0	16
05:00 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	1	0	0	1	3
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	1	1	0	2	0	3	0	3	1	1	0	2	12
Grand Total	0	7	0	7	3	2	0	5	0	11	3	14	1	1	0	2	28
Apprch %	0	100	0		60	40	0		0	78.6	21.4		50	50	0		
Total %	0	25	0	25	10.7	7.1	0	17.9	0	39.3	10.7	50	3.6	3.6	0	7.1	

	Mt Vernon Avenue Southbound				Colton Avenue Westbound				Mt Vernon Avenue Northbound				Colton Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	**4**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
05:30 PM	0	1	0	1	**1**	0	0	1	0	0	0	0	**1**	0	0	1	3
05:45 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	5	0	5	1	1	0	2	0	3	0	3	1	1	0	2	12
% App. Total	0	100	0		50	50	0		0	100	0		50	50	0		
PHF	.000	.625	.000	.625	.250	.250	.000	.500	.000	.375	.000	.375	.250	.250	.000	.500	.750

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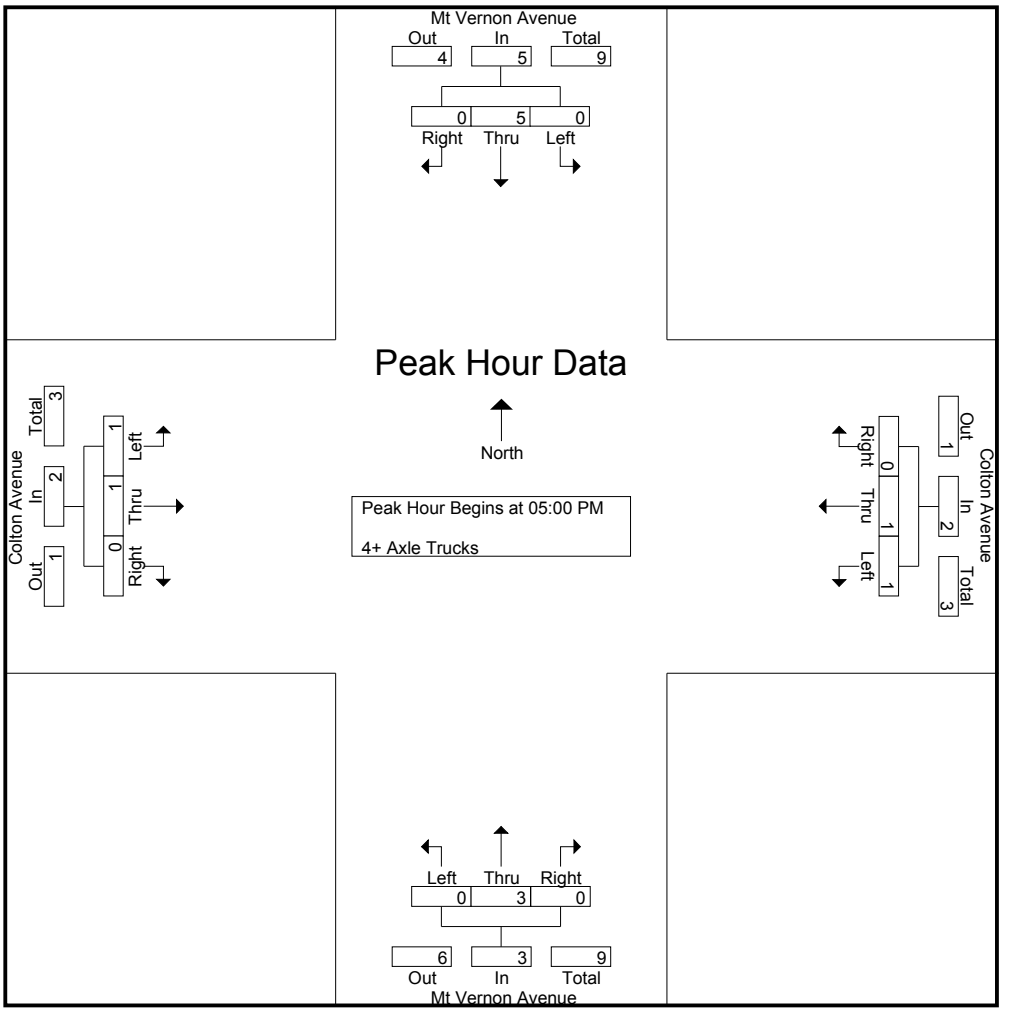


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	1	0	1	**1**	0	0	1	0	0	0	0	**1**	0	0	1
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	1	1	0	2	0	3	0	3	1	1	0	2
% App. Total	0	100	0		50	50	0		0	100	0		50	50	0	
PHF	.000	.625	.000	.625	.250	.250	.000	.500	.000	.375	.000	.375	.250	.250	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFAM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 1

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

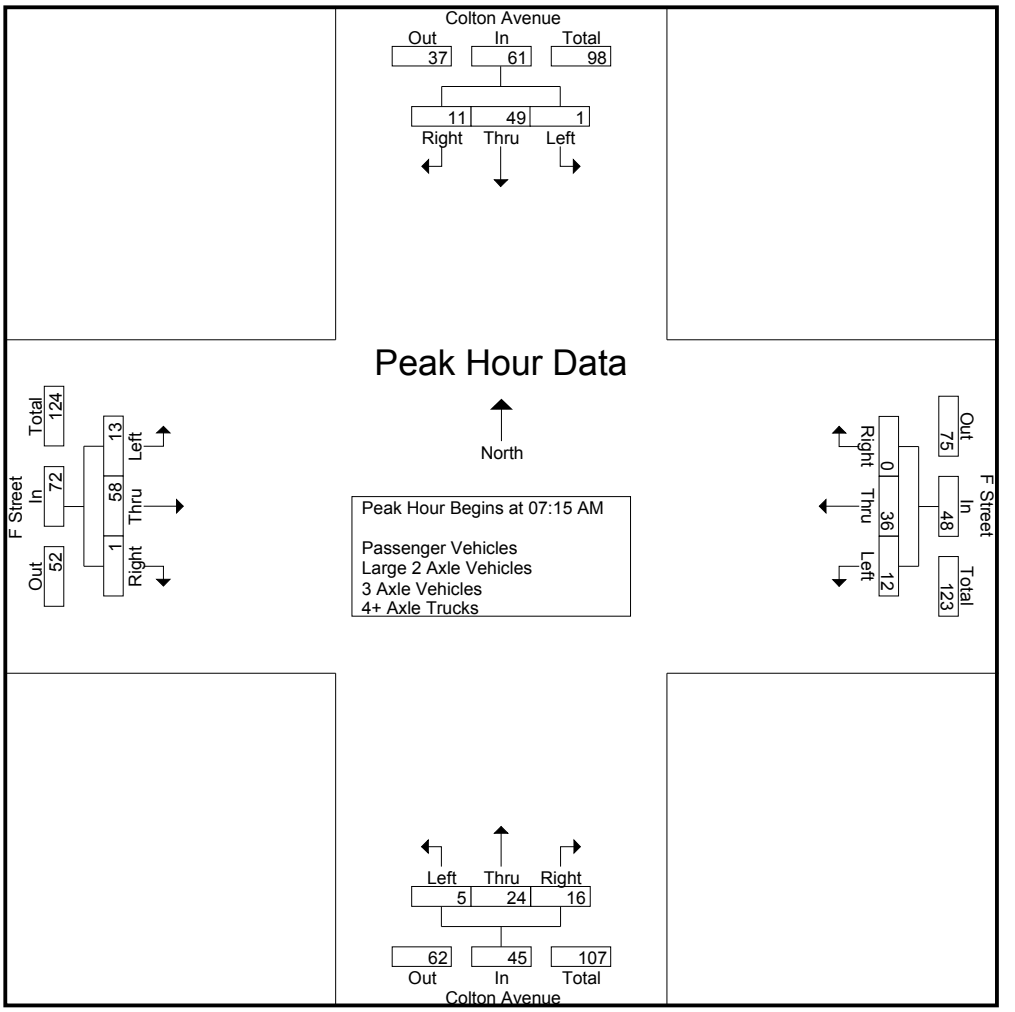
	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	0	6	0	7	0	7	0	5	0	5	0	5	0	5	23
07:15 AM	1	11	2	14	3	10	0	13	3	9	7	19	6	13	1	20	66
07:30 AM	0	9	4	13	4	8	0	12	0	5	4	9	5	16	0	21	55
07:45 AM	0	19	1	20	1	10	0	11	1	3	1	5	1	16	0	17	53
Total	2	44	7	53	8	35	0	43	4	22	12	38	12	50	1	63	197
08:00 AM	0	10	4	14	4	8	0	12	1	7	4	12	1	13	0	14	52
08:15 AM	0	16	1	17	1	10	0	11	1	8	3	12	2	10	1	13	53
08:30 AM	0	13	2	15	0	10	0	10	0	14	1	15	2	11	0	13	53
08:45 AM	0	12	4	16	1	12	1	14	0	6	1	7	2	7	1	10	47
Total	0	51	11	62	6	40	1	47	2	35	9	46	7	41	2	50	205
Grand Total	2	95	18	115	14	75	1	90	6	57	21	84	19	91	3	113	402
Apprch %	1.7	82.6	15.7		15.6	83.3	1.1		7.1	67.9	25		16.8	80.5	2.7		
Total %	0.5	23.6	4.5	28.6	3.5	18.7	0.2	22.4	1.5	14.2	5.2	20.9	4.7	22.6	0.7	28.1	
Passenger Vehicles	1	88	16	105	13	73	1	87	2	50	21	73	19	88	1	108	373
% Passenger Vehicles	50	92.6	88.9	91.3	92.9	97.3	100	96.7	33.3	87.7	100	86.9	100	96.7	33.3	95.6	92.8
Large 2 Axle Vehicles	1	6	1	8	0	2	0	2	3	5	0	8	0	2	0	2	20
% Large 2 Axle Vehicles	50	6.3	5.6	7	0	2.7	0	2.2	50	8.8	0	9.5	0	2.2	0	1.8	5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1.8	0	1.2	0	1.1	0	0.9	0.5
4+ Axle Trucks	0	1	1	2	1	0	0	1	1	1	0	2	0	0	2	2	7
% 4+ Axle Trucks	0	1.1	5.6	1.7	7.1	0	0	1.1	16.7	1.8	0	2.4	0	0	66.7	1.8	1.7

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	11	2	14	3	**10**	0	**13**	**3**	**9**	**7**	**19**	**6**	13	**1**	20	**66**
07:30 AM	0	9	**4**	13	**4**	8	0	12	0	5	4	9	5	**16**	0	**21**	55
07:45 AM	0	**19**	1	**20**	1	10	0	11	1	3	1	5	1	16	0	17	53
08:00 AM	0	10	4	14	4	8	0	12	1	7	4	12	1	13	0	14	52
Total Volume	1	49	11	61	12	36	0	48	5	24	16	45	13	58	1	72	226
% App. Total	1.6	80.3	18		25	75	0		11.1	53.3	35.6		18.1	80.6	1.4		
PHF	.250	.645	.688	.763	.750	.900	.000	.923	.417	.667	.571	.592	.542	.906	.250	.857	.856

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFAM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	0	**19**	1	**20**	3	**10**	0	**13**	**1**	7	**4**	12	**6**	13	**1**	20
+15 mins.	0	10	**4**	14	**4**	8	0	12	1	8	3	12	5	**16**	0	**21**
+30 mins.	0	16	1	17	1	10	0	11	0	**14**	1	**15**	1	16	0	17
+45 mins.	0	13	2	15	4	8	0	12	0	6	1	7	1	13	0	14
Total Volume	0	58	8	66	12	36	0	48	2	35	9	46	13	58	1	72
% App. Total	0	87.9	12.1		25	75	0		4.3	76.1	19.6		18.1	80.6	1.4	
PHF	.000	.763	.500	.825	.750	.900	.000	.923	.500	.625	.563	.767	.542	.906	.250	.857

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFAM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 1

Groups Printed- Passenger Vehicles

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	0	5	0	7	0	7	0	4	0	4	0	5	0	5	21
07:15 AM	0	11	2	13	3	10	0	13	1	9	7	17	6	13	0	19	62
07:30 AM	0	8	3	11	3	8	0	11	0	4	4	8	5	16	0	21	51
07:45 AM	0	18	1	19	1	10	0	11	1	2	1	4	1	14	0	15	49
Total	1	41	6	48	7	35	0	42	2	19	12	33	12	48	0	60	183
08:00 AM	0	10	4	14	4	7	0	11	0	5	4	9	1	13	0	14	48
08:15 AM	0	13	1	14	1	10	0	11	0	7	3	10	2	10	1	13	48
08:30 AM	0	12	1	13	0	9	0	9	0	13	1	14	2	10	0	12	48
08:45 AM	0	12	4	16	1	12	1	14	0	6	1	7	2	7	0	9	46
Total	0	47	10	57	6	38	1	45	0	31	9	40	7	40	1	48	190
Grand Total	1	88	16	105	13	73	1	87	2	50	21	73	19	88	1	108	373
Apprch %	1	83.8	15.2		14.9	83.9	1.1		2.7	68.5	28.8		17.6	81.5	0.9		
Total %	0.3	23.6	4.3	28.2	3.5	19.6	0.3	23.3	0.5	13.4	5.6	19.6	5.1	23.6	0.3	29	

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	11	2	13	3	**10**	0	**13**	**1**	**9**	**7**	**17**	**6**	13	0	19	**62**
07:30 AM	0	8	3	11	3	8	0	11	0	4	4	8	5	**16**	0	**21**	51
07:45 AM	0	**18**	1	**19**	1	10	0	11	1	2	1	4	1	14	0	15	49
08:00 AM	0	10	**4**	14	**4**	7	0	11	0	5	4	9	1	13	0	14	48
Total Volume	0	47	10	57	11	35	0	46	2	20	16	38	13	56	0	69	210
% App. Total	0	82.5	17.5		23.9	76.1	0		5.3	52.6	42.1		18.8	81.2	0		
PHF	.000	.653	.625	.750	.688	.875	.000	.885	.500	.556	.571	.559	.542	.875	.000	.821	.847

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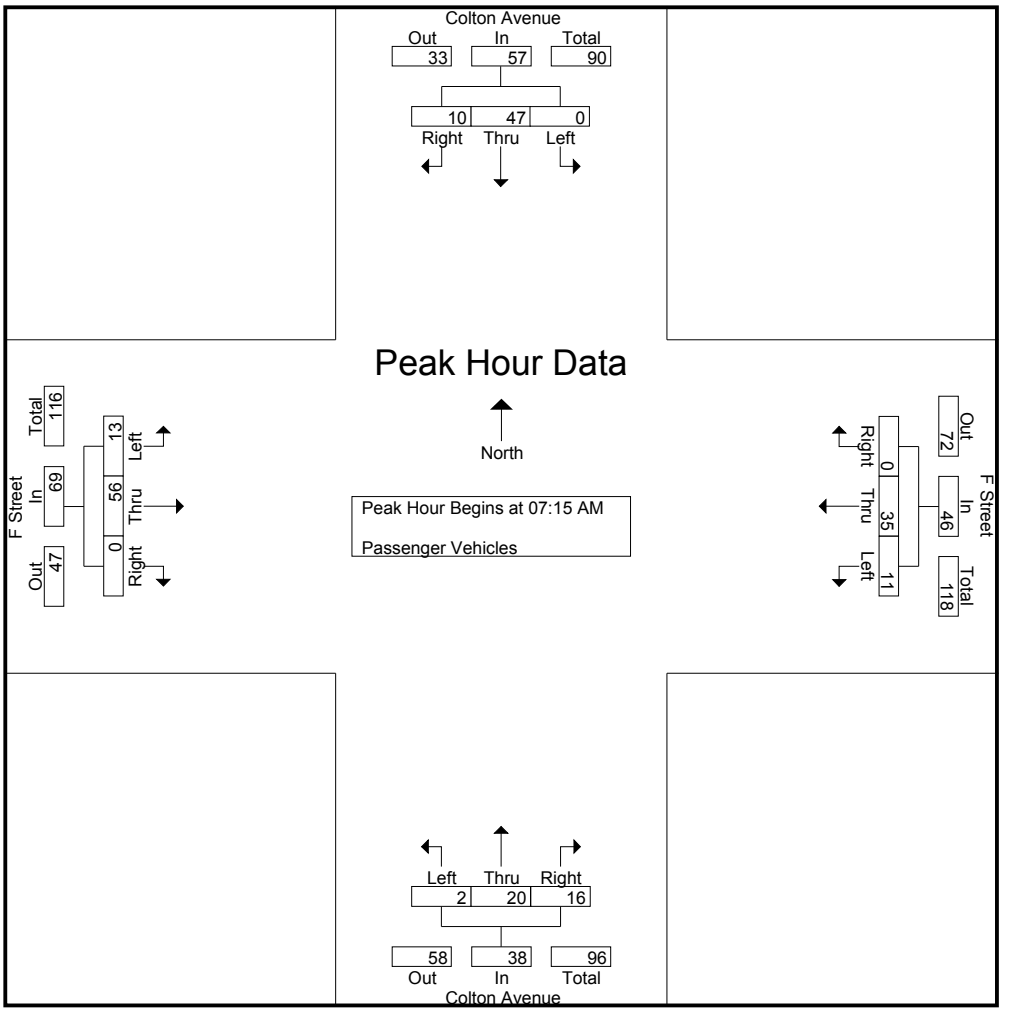

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	0	**18**	1	**19**	3	**10**	0	**13**	0	5	**4**	9	**6**	13	0	19
+15 mins.	0	10	**4**	14	3	8	0	11	0	7	3	10	5	**16**	0	**21**
+30 mins.	0	13	1	14	1	10	0	11	0	**13**	1	**14**	1	14	0	15
+45 mins.	0	12	1	13	**4**	7	0	11	0	6	1	7	1	13	0	14
Total Volume	0	53	7	60	11	35	0	46	0	31	9	40	13	56	0	69
% App. Total	0	88.3	11.7		23.9	76.1	0		0	77.5	22.5		18.8	81.2	0	
PHF	.000	.736	.438	.789	.688	.875	.000	.885	.000	.596	.563	.714	.542	.875	.000	.821

Counts Unlimited Inc.
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City of Colton
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E/W: F Street
Weather: Sunny

File Name : CNCOFAM
Site Code : 04113659
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

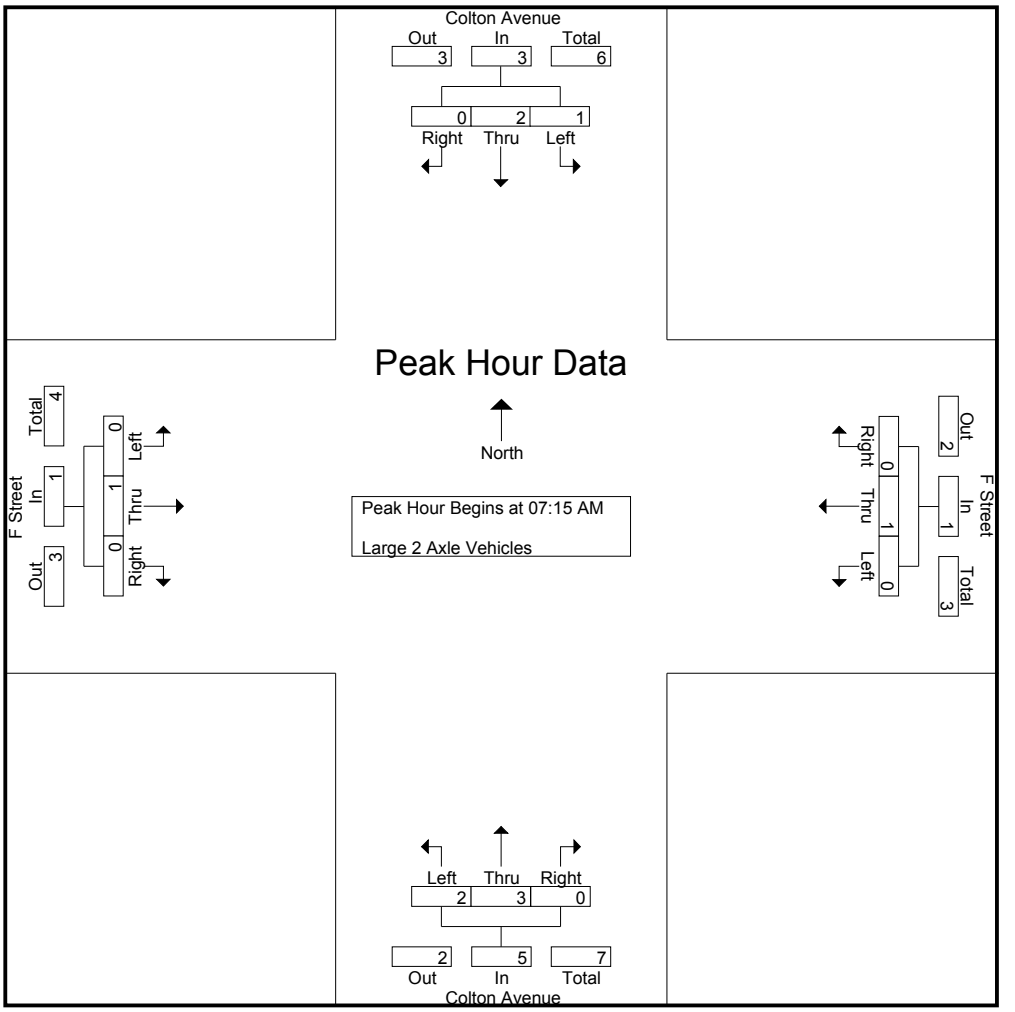
	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	2	0	3	0	0	0	0	1	2	0	3	0	1	0	1	7
08:00 AM	0	0	0	0	0	1	0	1	1	2	0	3	0	0	0	0	4
08:15 AM	0	3	0	3	0	0	0	0	1	1	0	2	0	0	0	0	5
08:30 AM	0	1	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	1	5	0	2	0	2	2	3	0	5	0	1	0	1	13
Grand Total	1	6	1	8	0	2	0	2	3	5	0	8	0	2	0	2	20
Apprch %	12.5	75	12.5		0	100	0		37.5	62.5	0		0	100	0		
Total %	5	30	5	40	0	10	0	10	15	25	0	40	0	10	0	10	

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	**1**	0	0	0	0	**1**	0	0	1	0	0	0	0	2
07:30 AM	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
08:00 AM	0	0	0	0	0	**1**	0	**1**	1	**2**	0	**3**	0	0	0	0	**4**
Total Volume	1	2	0	3	0	1	0	1	2	3	0	5	0	1	0	1	10
% App. Total	33.3	66.7	0		0	100	0		40	60	0		0	100	0		
PHF	.250	.500	.000	.750	.000	.250	.000	.250	.500	.375	.000	.417	.000	.250	.000	.250	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFAM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	**1**	0	0	1	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	**1**	0	**1**	1	**2**	0	**3**	0	0	0	0
Total Volume	1	2	0	3	0	1	0	1	2	3	0	5	0	1	0	1
% App. Total	33.3	66.7	0		0	100	0		40	60	0		0	100	0	
PHF	.250	.500	.000	.750	.000	.250	.000	.250	.500	.375	.000	.417	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
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Weather: Sunny

File Name : CNCOFAM
Site Code : 04113659
Start Date : 4/8/2008
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Groups Printed- 3 Axle Vehicles

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Apprch %	0	0	0		0	0	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	50	0	50	0	50	0	50	

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

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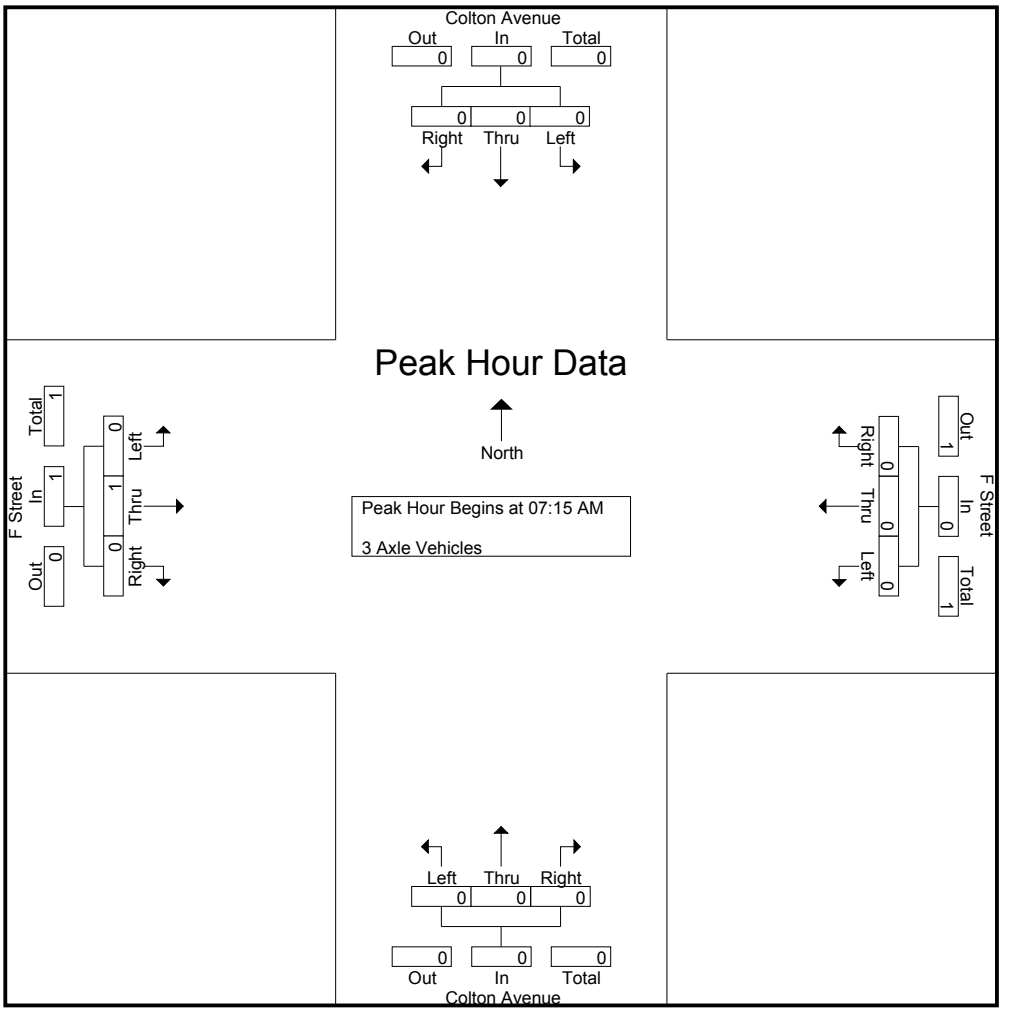

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:30 AM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	1	2	1	0	0	1	1	1	0	2	0	0	1	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	1	1	2	1	0	0	1	1	1	0	2	0	0	2	2	7
Apprch %	0	50	50		100	0	0		50	50	0		0	0	100		
Total %	0	14.3	14.3	28.6	14.3	0	0	14.3	14.3	14.3	0	28.6	0	0	28.6	28.6	

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	**2**
07:30 AM	0	0	**1**	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	1	0	0	1	1	1	0	2	0	0	1	1	5
% App. Total	0	0	100		100	0	0		50	50	0		0	0	100		
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.250	.250	.000	.500	.000	.000	.250	.250	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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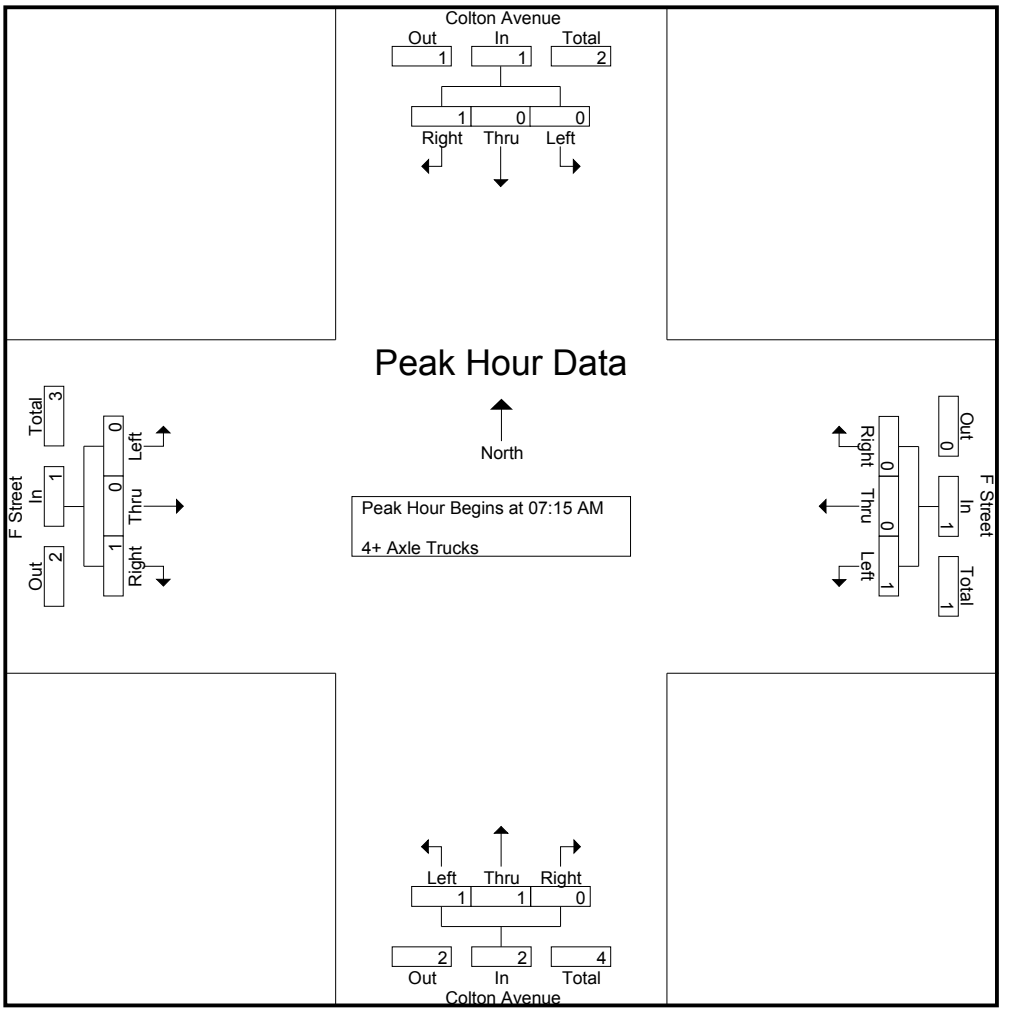

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: Colton Avenue
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File Name : CNCOFPM
Site Code : 04113659
Start Date : 4/8/2008
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	21	4	25	7	28	0	35	0	26	3	29	7	5	0	12	101
04:15 PM	1	15	2	18	5	29	1	35	1	21	3	25	5	10	0	15	93
04:30 PM	0	20	1	21	1	25	0	26	0	20	3	23	6	10	0	16	86
04:45 PM	0	21	8	29	1	31	0	32	0	29	4	33	8	15	0	23	117
Total	1	77	15	93	14	113	1	128	1	96	13	110	26	40	0	66	397
05:00 PM	2	14	7	23	2	34	1	37	2	33	2	37	18	16	0	34	131
05:15 PM	0	17	3	20	6	27	0	33	1	39	6	46	14	11	0	25	124
05:30 PM	0	19	1	20	3	18	1	22	1	15	3	19	11	15	0	26	87
05:45 PM	0	25	5	30	1	17	3	21	2	18	1	21	8	10	1	19	91
Total	2	75	16	93	12	96	5	113	6	105	12	123	51	52	1	104	433
Grand Total	3	152	31	186	26	209	6	241	7	201	25	233	77	92	1	170	830
Apprch %	1.6	81.7	16.7		10.8	86.7	2.5		3	86.3	10.7		45.3	54.1	0.6		
Total %	0.4	18.3	3.7	22.4	3.1	25.2	0.7	29	0.8	24.2	3	28.1	9.3	11.1	0.1	20.5	
Passenger Vehicles	3	150	31	184	26	206	6	238	6	199	25	230	75	92	1	168	820
% Passenger Vehicles	100	98.7	100	98.9	100	98.6	100	98.8	85.7	99	100	98.7	97.4	100	100	98.8	98.8
Large 2 Axle Vehicles	0	2	0	2	0	3	0	3	1	2	0	3	2	0	0	2	10
% Large 2 Axle Vehicles	0	1.3	0	1.1	0	1.4	0	1.2	14.3	1	0	1.3	2.6	0	0	1.2	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	20	1	21	1	25	0	26	0	20	3	23	6	10	0	16	86
04:45 PM	0	**21**	**8**	**29**	1	31	0	32	0	29	4	33	8	15	0	23	117
05:00 PM	**2**	14	7	23	2	**34**	**1**	**37**	**2**	33	2	37	**18**	**16**	0	**34**	**131**
05:15 PM	0	17	3	20	**6**	27	0	33	1	**39**	**6**	**46**	14	11	0	25	124
Total Volume	2	72	19	93	10	117	1	128	3	121	15	139	46	52	0	98	458
% App. Total	2.2	77.4	20.4		7.8	91.4	0.8		2.2	87.1	10.8		46.9	53.1	0		
PHF	.250	.857	.594	.802	.417	.860	.250	.865	.375	.776	.625	.755	.639	.813	.000	.721	.874

Counts Unlimited Inc.
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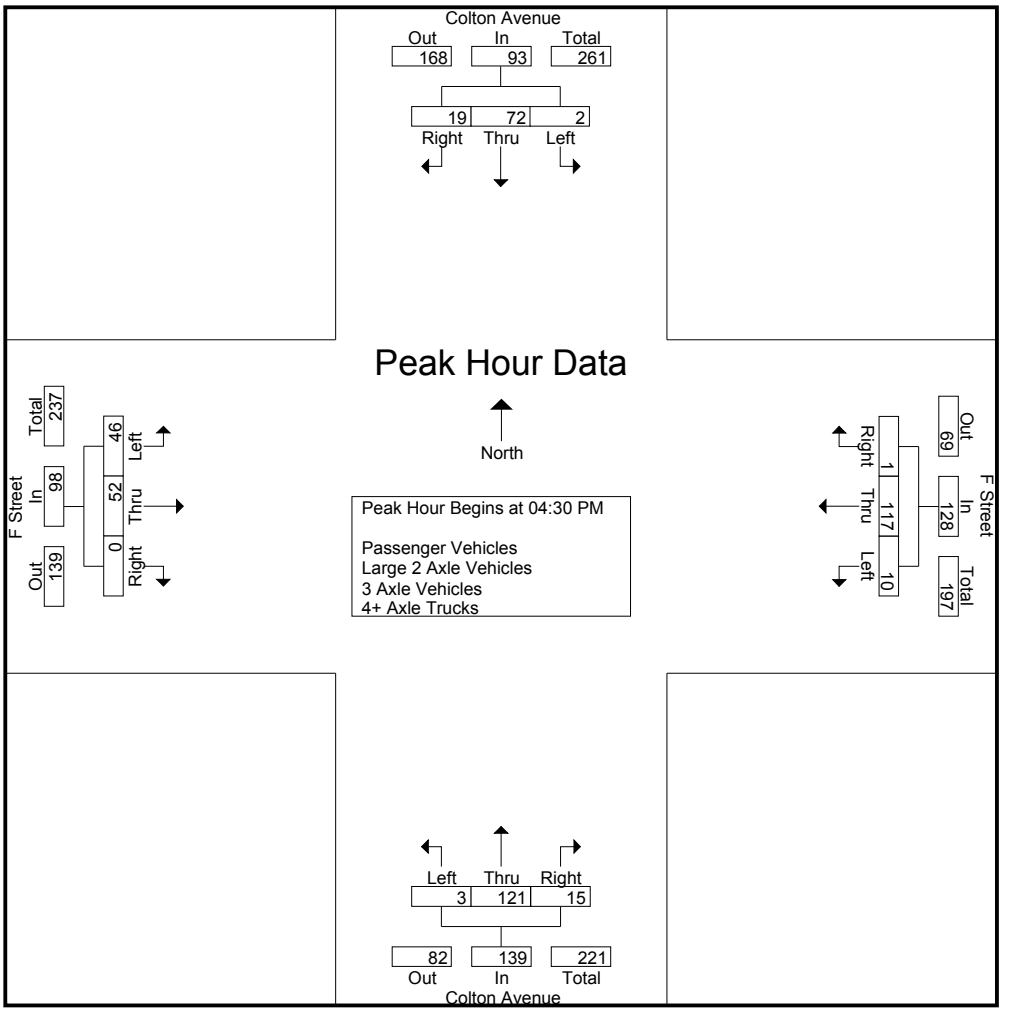

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	20	1	21	1	25	0	26	0	20	3	23	6	10	0	16
+15 mins.	0	**21**	**8**	**29**	1	31	0	32	0	29	4	33	8	15	0	23
+30 mins.	**2**	14	7	23	2	**34**	**1**	**37**	**2**	33	2	37	**18**	**16**	0	**34**
+45 mins.	0	17	3	20	**6**	27	0	33	1	**39**	**6**	**46**	14	11	0	25
Total Volume	2	72	19	93	10	117	1	128	3	121	15	139	46	52	0	98
% App. Total	2.2	77.4	20.4		7.8	91.4	0.8		2.2	87.1	10.8		46.9	53.1	0	
PHF	.250	.857	.594	.802	.417	.860	.250	.865	.375	.776	.625	.755	.639	.813	.000	.721

Counts Unlimited Inc.
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Groups Printed- Passenger Vehicles

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	21	4	25	7	28	0	35	0	26	3	29	6	5	0	11	100
04:15 PM	1	14	2	17	5	28	1	34	1	21	3	25	5	10	0	15	91
04:30 PM	0	20	1	21	1	25	0	26	0	19	3	22	6	10	0	16	85
04:45 PM	0	20	8	28	1	29	0	30	0	29	4	33	7	15	0	22	113
Total	1	75	15	91	14	110	1	125	1	95	13	109	24	40	0	64	389
05:00 PM	2	14	7	23	2	34	1	37	2	33	2	37	18	16	0	34	131
05:15 PM	0	17	3	20	6	27	0	33	1	39	6	46	14	11	0	25	124
05:30 PM	0	19	1	20	3	18	1	22	0	14	3	17	11	15	0	26	85
05:45 PM	0	25	5	30	1	17	3	21	2	18	1	21	8	10	1	19	91
Total	2	75	16	93	12	96	5	113	5	104	12	121	51	52	1	104	431
Grand Total	3	150	31	184	26	206	6	238	6	199	25	230	75	92	1	168	820
Apprch %	1.6	81.5	16.8		10.9	86.6	2.5		2.6	86.5	10.9		44.6	54.8	0.6		
Total %	0.4	18.3	3.8	22.4	3.2	25.1	0.7	29	0.7	24.3	3	28	9.1	11.2	0.1	20.5	

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**20**	1	21	1	25	0	26	0	19	3	22	6	10	0	16	85
04:45 PM	0	20	**8**	**28**	1	29	0	30	0	29	4	33	7	15	0	22	113
05:00 PM	**2**	14	7	23	2	**34**	**1**	**37**	**2**	33	2	37	**18**	**16**	0	**34**	**131**
05:15 PM	0	17	3	20	**6**	27	0	33	1	**39**	**6**	**46**	14	11	0	25	124
Total Volume	2	71	19	92	10	115	1	126	3	120	15	138	45	52	0	97	453
% App. Total	2.2	77.2	20.7		7.9	91.3	0.8		2.2	87	10.9		46.4	53.6	0		
PHF	.250	.888	.594	.821	.417	.846	.250	.851	.375	.769	.625	.750	.625	.813	.000	.713	.865

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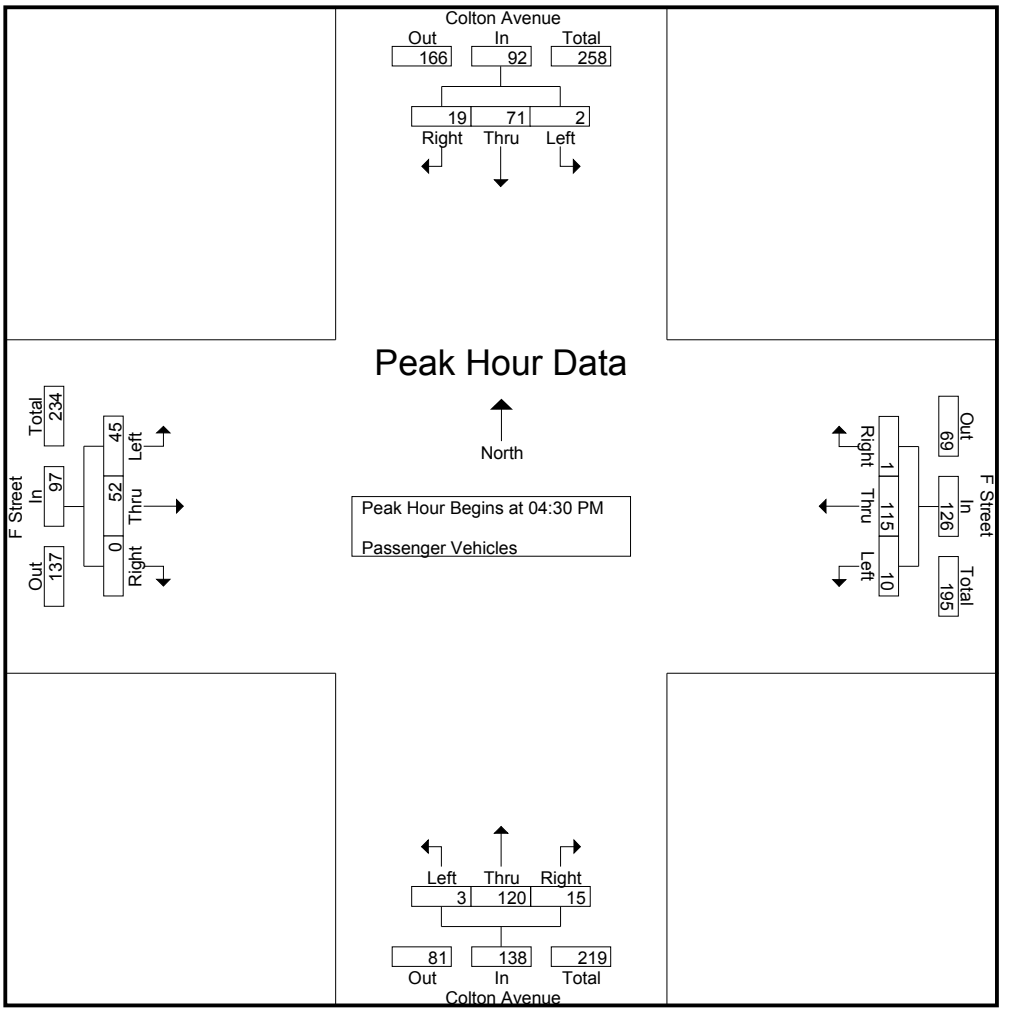


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	**2**	14	**7**	23	**5**	28	**1**	34	0	19	3	22	7	15	0	22
+15 mins.	0	17	3	20	1	25	0	26	0	29	4	33	**18**	**16**	0	**34**
+30 mins.	0	19	1	20	1	29	0	30	**2**	33	2	37	14	11	0	25
+45 mins.	0	**25**	5	**30**	2	**34**	1	**37**	1	**39**	**6**	**46**	11	15	0	26
Total Volume	2	75	16	93	9	116	2	127	3	120	15	138	50	57	0	107
% App. Total	2.2	80.6	17.2		7.1	91.3	1.6		2.2	87	10.9		46.7	53.3	0	
PHF	.250	.750	.571	.775	.450	.853	.500	.858	.375	.769	.625	.750	.694	.891	.000	.787

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFPM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

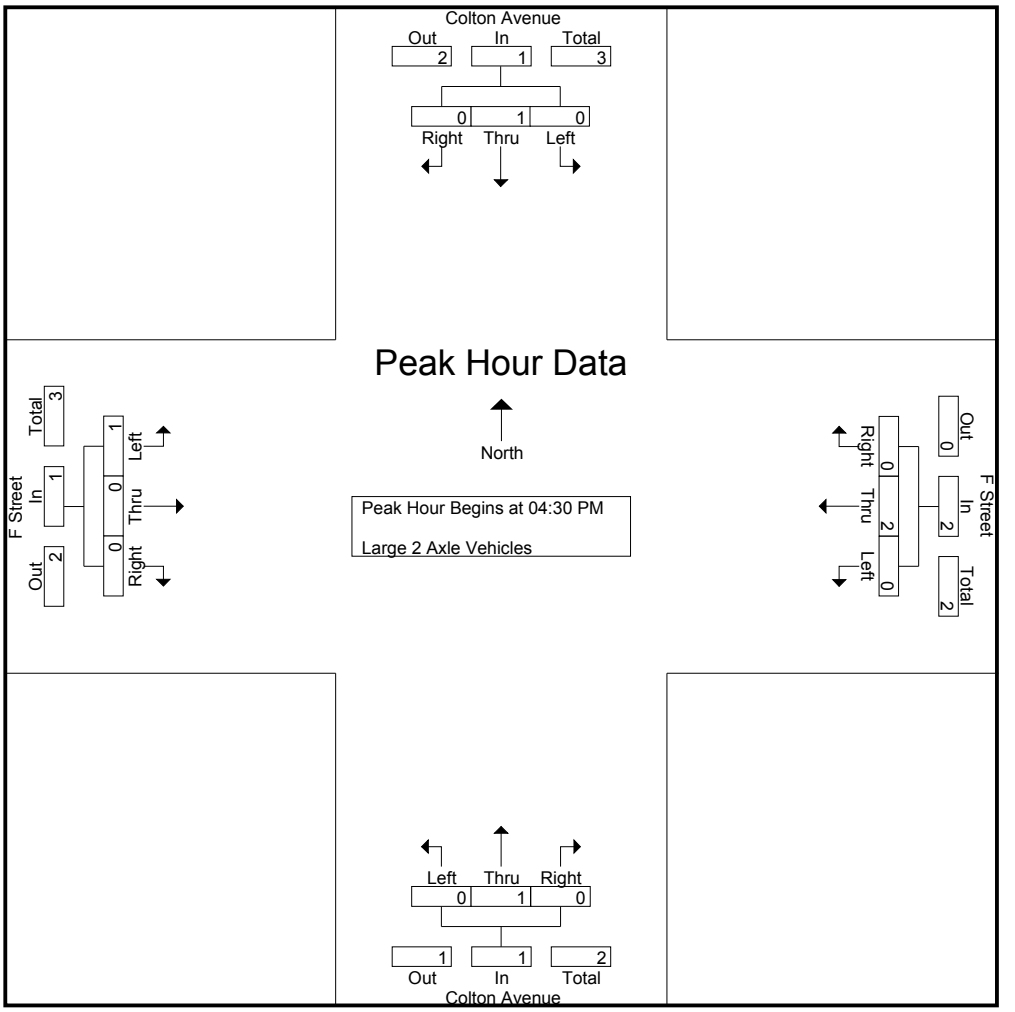
	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	2	0	2	0	0	0	0	1	0	0	1	4
Total	0	2	0	2	0	3	0	3	0	1	0	1	2	0	0	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Grand Total	0	2	0	2	0	3	0	3	1	2	0	3	2	0	0	2	10
Apprch %	0	100	0		0	100	0		33.3	66.7	0		100	0	0		
Total %	0	20	0	20	0	30	0	30	10	20	0	30	20	0	0	20	

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	**1**	0	0	**1**	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	1	0	0	1	5
% App. Total	0	100	0		0	100	0		0	100	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.313

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFPM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFPM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

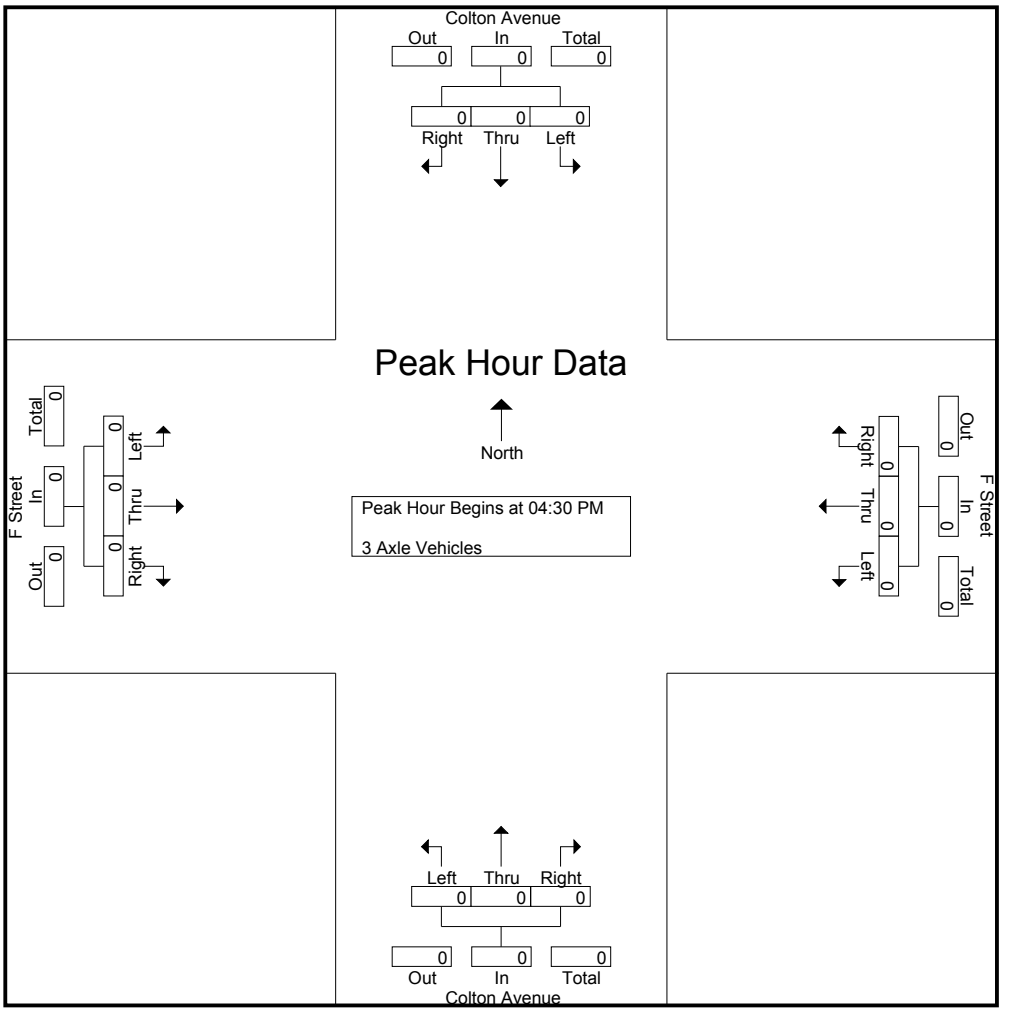
	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFPM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFPM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

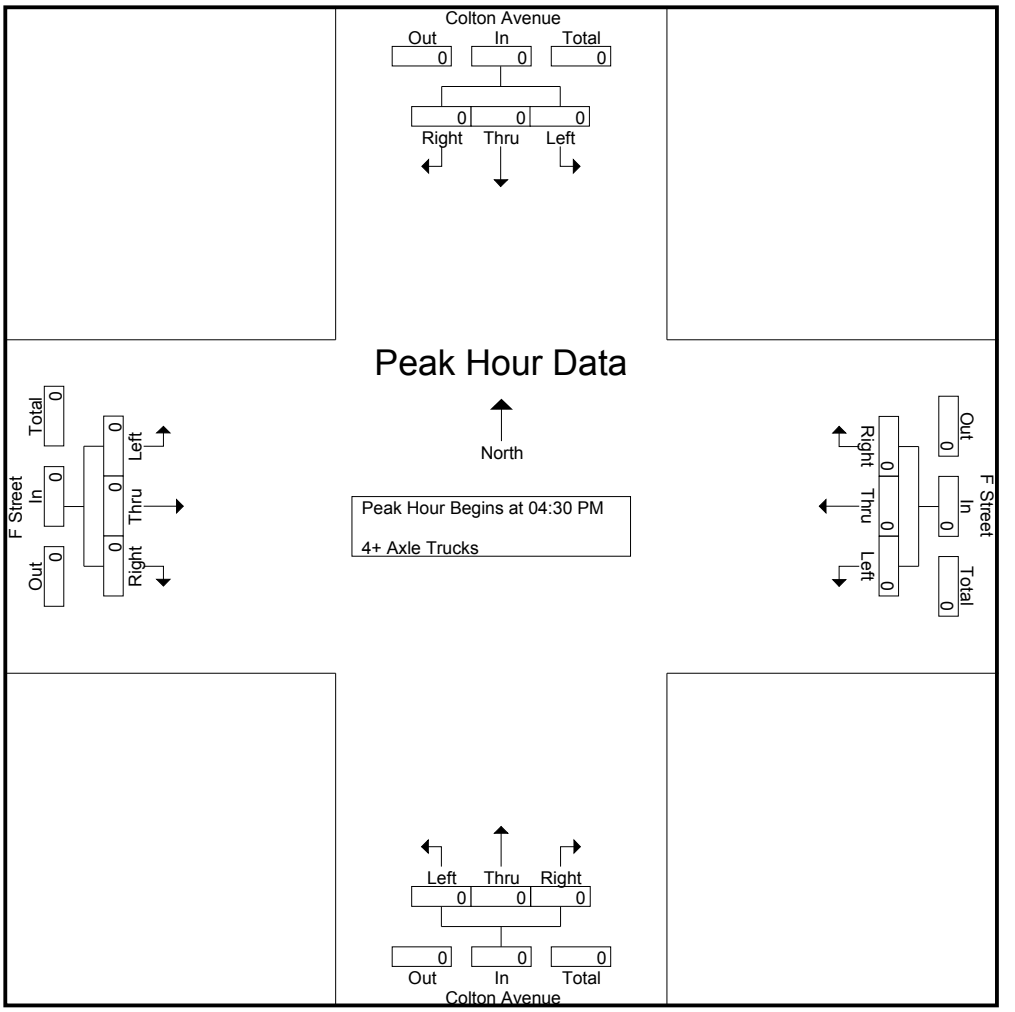
	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Colton Avenue Southbound				F Street Westbound				Colton Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Colton Avenue
E/W: F Street
Weather: Sunny

File Name : CNCOFPM
Site Code : 04113659
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008

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

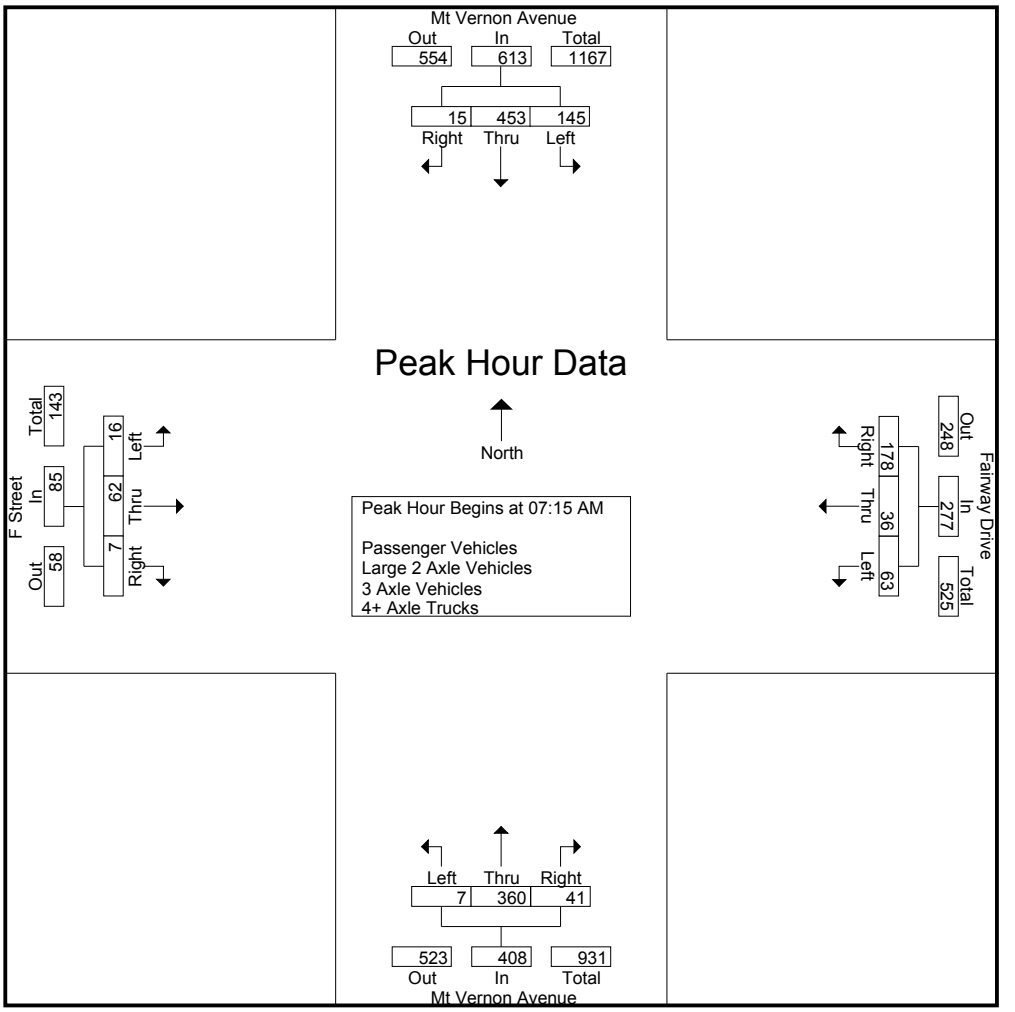
	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	14	64	1	79	22	7	25	54	0	52	6	58	0	4	2	6	197
07:15 AM	22	97	3	122	19	10	42	71	1	71	7	79	4	14	2	20	292
07:30 AM	39	104	4	147	18	9	46	73	3	105	6	114	5	16	2	23	357
07:45 AM	50	132	3	185	12	5	46	63	1	107	22	130	2	17	2	21	399
Total	125	397	11	533	71	31	159	261	5	335	41	381	11	51	8	70	1245
08:00 AM	34	120	5	159	14	12	44	70	2	77	6	85	5	15	1	21	335
08:15 AM	16	81	3	100	18	13	23	54	0	57	4	61	3	9	1	13	228
08:30 AM	10	91	4	105	8	7	28	43	1	56	8	65	1	9	4	14	227
08:45 AM	21	108	1	130	26	11	31	68	0	56	10	66	2	8	3	13	277
Total	81	400	13	494	66	43	126	235	3	246	28	277	11	41	9	61	1067
Grand Total	206	797	24	1027	137	74	285	496	8	581	69	658	22	92	17	131	2312
Apprch %	20.1	77.6	2.3		27.6	14.9	57.5		1.2	88.3	10.5		16.8	70.2	13		
Total %	8.9	34.5	1	44.4	5.9	3.2	12.3	21.5	0.3	25.1	3	28.5	1	4	0.7	5.7	
Passenger Vehicles	202	738	23	963	127	70	275	472	8	531	63	602	20	91	17	128	2165
% Passenger Vehicles	98.1	92.6	95.8	93.8	92.7	94.6	96.5	95.2	100	91.4	91.3	91.5	90.9	98.9	100	97.7	93.6
Large 2 Axle Vehicles	3	28	1	32	3	4	4	11	0	29	4	33	2	1	0	3	79
% Large 2 Axle Vehicles	1.5	3.5	4.2	3.1	2.2	5.4	1.4	2.2	0	5	5.8	5	9.1	1.1	0	2.3	3.4
3 Axle Vehicles	1	17	0	18	6	0	6	12	0	7	1	8	0	0	0	0	38
% 3 Axle Vehicles	0.5	2.1	0	1.8	4.4	0	2.1	2.4	0	1.2	1.4	1.2	0	0	0	0	1.6
4+ Axle Trucks	0	14	0	14	1	0	0	1	0	14	1	15	0	0	0	0	30
% 4+ Axle Trucks	0	1.8	0	1.4	0.7	0	0	0.2	0	2.4	1.4	2.3	0	0	0	0	1.3

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	22	97	3	122	**19**	10	42	71	1	71	7	79	4	14	**2**	20	292
07:30 AM	39	104	4	147	18	9	**46**	**73**	**3**	105	6	114	**5**	16	2	**23**	357
07:45 AM	**50**	**132**	3	**185**	12	5	46	63	1	**107**	**22**	**130**	2	**17**	2	21	**399**
08:00 AM	34	120	**5**	159	14	**12**	44	70	2	77	6	85	5	15	1	21	335
Total Volume	145	453	15	613	63	36	178	277	7	360	41	408	16	62	7	85	1383
% App. Total	23.7	73.9	2.4		22.7	13	64.3		1.7	88.2	10		18.8	72.9	8.2		
PHF	.725	.858	.750	.828	.829	.750	.967	.949	.583	.841	.466	.785	.800	.912	.875	.924	.867

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	22	97	3	122	**19**	10	42	71	1	71	7	79	4	14	**2**	20
+15 mins.	39	104	4	147	18	9	**46**	**73**	**3**	105	6	114	**5**	16	2	**23**
+30 mins.	**50**	**132**	3	**185**	12	5	46	63	1	**107**	**22**	**130**	2	**17**	2	21
+45 mins.	34	120	**5**	159	14	**12**	44	70	2	77	6	85	5	15	1	21
Total Volume	145	453	15	613	63	36	178	277	7	360	41	408	16	62	7	85
% App. Total	23.7	73.9	2.4		22.7	13	64.3		1.7	88.2	10		18.8	72.9	8.2	
PHF	.725	.858	.750	.828	.829	.750	.967	.949	.583	.841	.466	.785	.800	.912	.875	.924

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

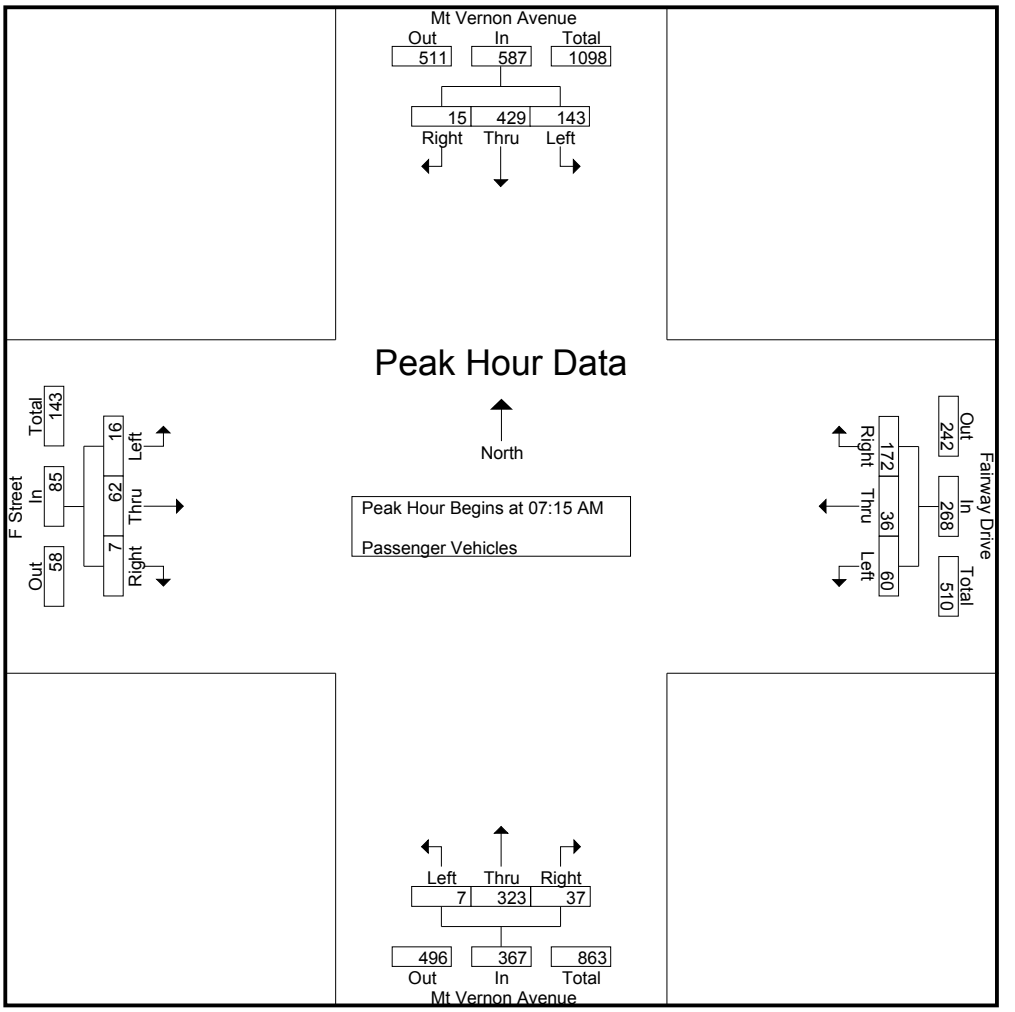
	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	14	53	1	68	20	5	24	49	0	49	6	55	0	4	2	6	178
07:15 AM	20	91	3	114	19	10	40	69	1	64	6	71	4	14	2	20	274
07:30 AM	39	101	4	144	17	9	46	72	3	92	5	100	5	16	2	23	339
07:45 AM	50	123	3	176	11	5	44	60	1	95	20	116	2	17	2	21	373
Total	123	368	11	502	67	29	154	250	5	300	37	342	11	51	8	70	1164
08:00 AM	34	114	5	153	13	12	42	67	2	72	6	80	5	15	1	21	321
08:15 AM	14	77	2	93	17	13	21	51	0	54	4	58	3	9	1	13	215
08:30 AM	10	84	4	98	6	6	28	40	1	52	7	60	1	8	4	13	211
08:45 AM	21	95	1	117	24	10	30	64	0	53	9	62	0	8	3	11	254
Total	79	370	12	461	60	41	121	222	3	231	26	260	9	40	9	58	1001
Grand Total	202	738	23	963	127	70	275	472	8	531	63	602	20	91	17	128	2165
Apprch %	21	76.6	2.4		26.9	14.8	58.3		1.3	88.2	10.5		15.6	71.1	13.3		
Total %	9.3	34.1	1.1	44.5	5.9	3.2	12.7	21.8	0.4	24.5	2.9	27.8	0.9	4.2	0.8	5.9	

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	20	91	3	114	**19**	10	40	69	1	64	6	71	4	14	**2**	20	274
07:30 AM	39	101	4	144	17	9	**46**	**72**	**3**	92	5	100	**5**	16	2	**23**	339
07:45 AM	**50**	**123**	3	**176**	11	5	44	60	1	**95**	**20**	**116**	2	**17**	2	21	**373**
08:00 AM	34	114	**5**	153	13	**12**	42	67	2	72	6	80	5	15	1	21	321
Total Volume	143	429	15	587	60	36	172	268	7	323	37	367	16	62	7	85	1307
% App. Total	24.4	73.1	2.6		22.4	13.4	64.2		1.9	88	10.1		18.8	72.9	8.2		
PHF	.715	.872	.750	.834	.789	.750	.935	.931	.583	.850	.463	.791	.800	.912	.875	.924	.876

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	20	91	3	114	**19**	10	40	69	1	64	6	71	4	14	**2**	20
+15 mins.	39	101	4	144	17	9	**46**	**72**	**3**	92	5	100	**5**	16	2	**23**
+30 mins.	**50**	**123**	3	**176**	11	5	44	60	1	**95**	**20**	**116**	2	**17**	2	21
+45 mins.	34	114	**5**	153	13	**12**	42	67	2	72	6	80	5	15	1	21
Total Volume	143	429	15	587	60	36	172	268	7	323	37	367	16	62	7	85
% App. Total	24.4	73.1	2.6		22.4	13.4	64.2		1.9	88	10.1		18.8	72.9	8.2	
PHF	.715	.872	.750	.834	.789	.750	.935	.931	.583	.850	.463	.791	.800	.912	.875	.924

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	4	0	4	1	2	0	3	0	2	0	2	0	0	0	0	9
07:15 AM	1	2	0	3	0	0	1	1	0	4	0	4	0	0	0	0	8
07:30 AM	0	2	0	2	0	0	0	0	0	7	1	8	0	0	0	0	10
07:45 AM	0	1	0	1	0	0	1	1	0	7	1	8	0	0	0	0	10
Total	1	9	0	10	1	2	2	5	0	20	2	22	0	0	0	0	37
08:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:15 AM	2	3	1	6	1	0	1	2	0	3	0	3	0	0	0	0	11
08:30 AM	0	7	0	7	1	1	0	2	0	2	1	3	0	1	0	1	13
08:45 AM	0	6	0	6	0	1	1	2	0	1	1	2	2	0	0	2	12
Total	2	19	1	22	2	2	2	6	0	9	2	11	2	1	0	3	42
Grand Total	3	28	1	32	3	4	4	11	0	29	4	33	2	1	0	3	79
Apprch %	9.4	87.5	3.1		27.3	36.4	36.4		0	87.9	12.1		66.7	33.3	0		
Total %	3.8	35.4	1.3	40.5	3.8	5.1	5.1	13.9	0	36.7	5.1	41.8	2.5	1.3	0	3.8	

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	2	0	**3**	0	0	**1**	**1**	0	4	0	4	0	0	0	0	8
07:30 AM	0	2	0	2	0	0	0	0	0	**7**	**1**	**8**	0	0	0	0	**10**
07:45 AM	0	1	0	1	0	0	1	1	0	7	1	8	0	0	0	0	10
08:00 AM	0	**3**	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Total Volume	1	8	0	9	0	0	2	2	0	21	2	23	0	0	0	0	34
% App. Total	11.1	88.9	0		0	0	100		0	91.3	8.7		0	0	0		
PHF	.250	.667	.000	.750	.000	.000	.500	.500	.000	.750	.500	.719	.000	.000	.000	.000	.850

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008
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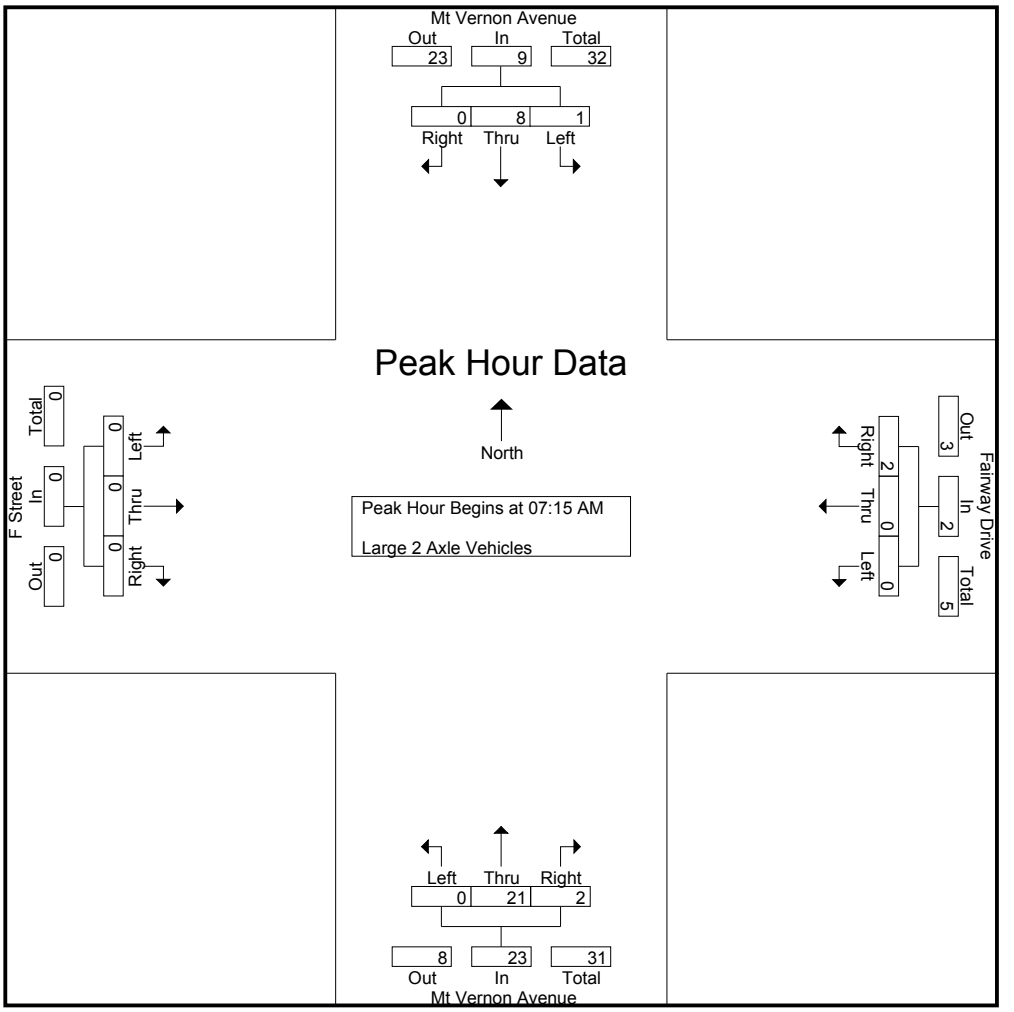

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	2	0	**3**	0	0	**1**	**1**	0	4	0	4	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	**7**	**1**	**8**	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	0	7	1	8	0	0	0	0
+45 mins.	0	**3**	0	3	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	1	8	0	9	0	0	2	2	0	21	2	23	0	0	0	0
% App. Total	11.1	88.9	0		0	0	100		0	91.3	8.7		0	0	0	
PHF	.250	.667	.000	.750	.000	.000	.500	.500	.000	.750	.500	.719	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008

Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	3	0	3	1	0	1	2	0	0	0	0	0	0	0	0	5
07:15 AM	1	1	0	2	0	0	1	1	0	1	1	2	0	0	0	0	5
07:30 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
07:45 AM	0	3	0	3	0	0	1	1	0	3	0	3	0	0	0	0	7
Total	1	8	0	9	2	0	3	5	0	6	1	7	0	0	0	0	21
08:00 AM	0	2	0	2	1	0	2	3	0	0	0	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:45 AM	0	7	0	7	2	0	0	2	0	0	0	0	0	0	0	0	9
Total	0	9	0	9	4	0	3	7	0	1	0	1	0	0	0	0	17
Grand Total	1	17	0	18	6	0	6	12	0	7	1	8	0	0	0	0	38
Apprch %	5.6	94.4	0		50	0	50		0	87.5	12.5		0	0	0		
Total %	2.6	44.7	0	47.4	15.8	0	15.8	31.6	0	18.4	2.6	21.1	0	0	0	0	

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	1	0	2	0	0	1	1	0	1	**1**	2	0	0	0	0	5
07:30 AM	0	1	0	1	**1**	0	0	1	0	2	0	2	0	0	0	0	4
07:45 AM	0	**3**	0	**3**	0	0	1	1	0	**3**	0	**3**	0	0	0	0	**7**
08:00 AM	0	2	0	2	1	0	**2**	**3**	0	0	0	0	0	0	0	0	5
Total Volume	1	7	0	8	2	0	4	6	0	6	1	7	0	0	0	0	21
% App. Total	12.5	87.5	0		33.3	0	66.7		0	85.7	14.3		0	0	0		
PHF	.250	.583	.000	.667	.500	.000	.500	.500	.000	.500	.250	.583	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008
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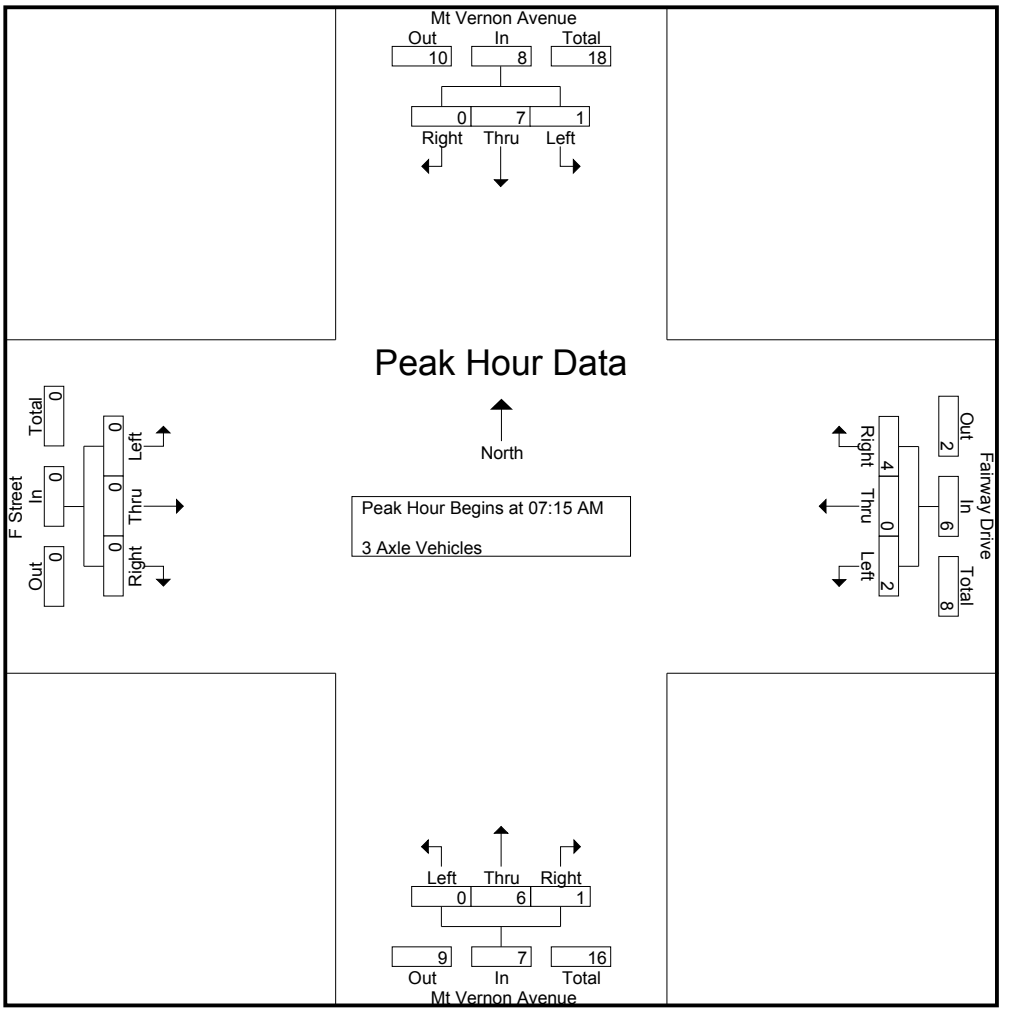

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	1	0	2	0	0	1	1	0	1	**1**	2	0	0	0	0
+15 mins.	0	1	0	1	**1**	0	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	**3**	0	**3**	0	0	1	1	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	2	0	2	1	0	**2**	**3**	0	0	0	0	0	0	0	0
Total Volume	1	7	0	8	2	0	4	6	0	6	1	7	0	0	0	0
% App. Total	12.5	87.5	0		33.3	0	66.7		0	85.7	14.3		0	0	0	
PHF	.250	.583	.000	.667	.500	.000	.500	.500	.000	.500	.250	.583	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008

Groups Printed- 4+ Axle Trucks

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
07:45 AM	0	5	0	5	1	0	0	1	0	2	1	3	0	0	0	0	9
Total	0	12	0	12	1	0	0	1	0	9	1	10	0	0	0	0	23
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
Grand Total	0	14	0	14	1	0	0	1	0	14	1	15	0	0	0	0	30
Apprch %	0	100	0		100	0	0		0	93.3	6.7		0	0	0		
Total %	0	46.7	0	46.7	3.3	0	0	3.3	0	46.7	3.3	50	0	0	0	0	

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	4
07:45 AM	0	**5**	0	**5**	**1**	0	0	**1**	0	2	**1**	3	0	0	0	0	**9**
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	9	0	9	1	0	0	1	0	10	1	11	0	0	0	0	21
% App. Total	0	100	0		100	0	0		0	90.9	9.1		0	0	0		
PHF	.000	.450	.000	.450	.250	.000	.000	.250	.000	.625	.250	.688	.000	.000	.000	.000	.583

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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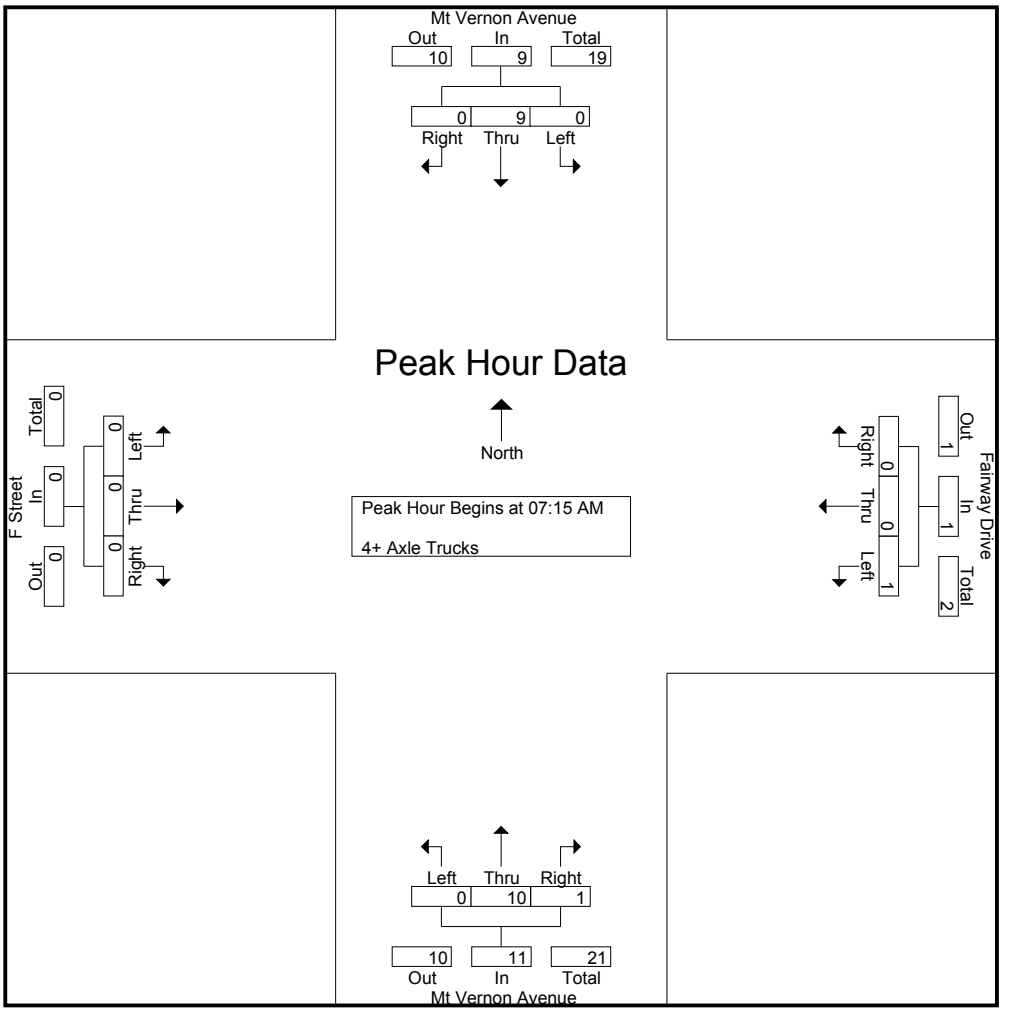
File Name : CNMVFAM
Site Code : 04113649
Start Date : 3/26/2008



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0
+30 mins.	0	**5**	0	**5**	**1**	0	0	**1**	0	2	**1**	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	9	0	9	1	0	0	1	0	10	1	11	0	0	0	0
% App. Total	0	100	0		100	0	0		0	90.9	9.1		0	0	0	
PHF	.000	.450	.000	.450	.250	.000	.000	.250	.000	.625	.250	.688	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFPM
Site Code : 04113649
Start Date : 3/26/2008
Page No : 1

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

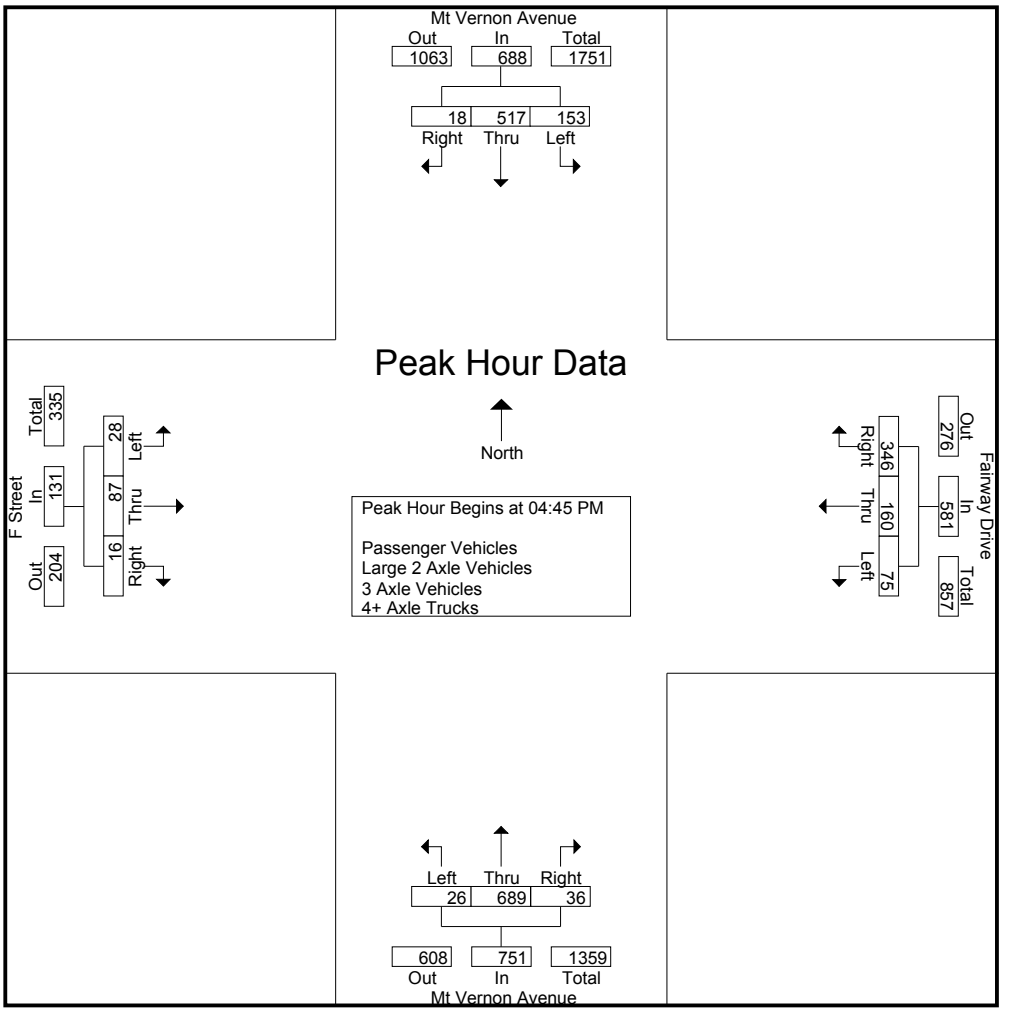
	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	23	151	8	182	15	23	68	106	1	143	7	151	12	21	4	37	476
04:15 PM	34	124	1	159	20	28	61	109	3	144	13	160	12	22	2	36	464
04:30 PM	41	142	4	187	23	32	57	112	3	147	10	160	1	28	12	41	500
04:45 PM	41	123	9	173	15	51	73	139	10	164	11	185	4	22	3	29	526
Total	139	540	22	701	73	134	259	466	17	598	41	656	29	93	21	143	1966
05:00 PM	34	124	0	158	12	45	93	150	4	167	10	181	8	20	3	31	520
05:15 PM	43	143	3	189	22	27	83	132	4	194	8	206	9	29	4	42	569
05:30 PM	35	127	6	168	26	37	97	160	8	164	7	179	7	16	6	29	536
05:45 PM	39	121	5	165	15	30	87	132	2	162	8	172	3	24	0	27	496
Total	151	515	14	680	75	139	360	574	18	687	33	738	27	89	13	129	2121
Grand Total	290	1055	36	1381	148	273	619	1040	35	1285	74	1394	56	182	34	272	4087
Apprch %	21	76.4	2.6		14.2	26.2	59.5		2.5	92.2	5.3		20.6	66.9	12.5		
Total %	7.1	25.8	0.9	33.8	3.6	6.7	15.1	25.4	0.9	31.4	1.8	34.1	1.4	4.5	0.8	6.7	
Passenger Vehicles	285	1006	35	1326	147	267	603	1017	33	1235	70	1338	56	179	32	267	3948
% Passenger Vehicles	98.3	95.4	97.2	96	99.3	97.8	97.4	97.8	94.3	96.1	94.6	96	100	98.4	94.1	98.2	96.6
Large 2 Axle Vehicles	3	31	1	35	1	6	12	19	2	31	0	33	0	3	2	5	92
% Large 2 Axle Vehicles	1	2.9	2.8	2.5	0.7	2.2	1.9	1.8	5.7	2.4	0	2.4	0	1.6	5.9	1.8	2.3
3 Axle Vehicles	2	8	0	10	0	0	3	3	0	9	3	12	0	0	0	0	25
% 3 Axle Vehicles	0.7	0.8	0	0.7	0	0	0.5	0.3	0	0.7	4.1	0.9	0	0	0	0	0.6
4+ Axle Trucks	0	10	0	10	0	0	1	1	0	10	1	11	0	0	0	0	22
% 4+ Axle Trucks	0	0.9	0	0.7	0	0	0.2	0.1	0	0.8	1.4	0.8	0	0	0	0	0.5

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	41	123	**9**	173	15	**51**	73	139	**10**	164	**11**	185	4	22	3	29	526
05:00 PM	34	124	0	158	12	45	93	150	4	167	10	181	8	20	3	31	520
05:15 PM	**43**	**143**	3	**189**	22	27	83	132	4	**194**	8	**206**	**9**	**29**	4	**42**	**569**
05:30 PM	35	127	6	168	**26**	37	**97**	**160**	8	164	7	179	7	16	**6**	29	536
Total Volume	153	517	18	688	75	160	346	581	26	689	36	751	28	87	16	131	2151
% App. Total	22.2	75.1	2.6		12.9	27.5	59.6		3.5	91.7	4.8		21.4	66.4	12.2		
PHF	.890	.904	.500	.910	.721	.784	.892	.908	.650	.888	.818	.911	.778	.750	.667	.780	.945

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFPM
Site Code : 04113649
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	41	142	4	187	15	**51**	73	139	**10**	164	**11**	185	**12**	21	4	37
+15 mins.	41	123	**9**	173	12	45	93	150	4	167	10	181	12	22	2	36
+30 mins.	34	124	0	158	22	27	83	132	4	**194**	8	**206**	1	**28**	**12**	**41**
+45 mins.	**43**	**143**	3	**189**	**26**	37	**97**	**160**	8	164	7	179	4	22	3	29
Total Volume	159	532	16	707	75	160	346	581	26	689	36	751	29	93	21	143
% App. Total	22.5	75.2	2.3		12.9	27.5	59.6		3.5	91.7	4.8		20.3	65	14.7	
PHF	.924	.930	.444	.935	.721	.784	.892	.908	.650	.888	.818	.911	.604	.830	.438	.872

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFPM
Site Code : 04113649
Start Date : 3/26/2008
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Groups Printed- Passenger Vehicles

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	22	148	8	178	15	23	68	106	1	134	7	142	12	21	4	37	463
04:15 PM	33	116	0	149	20	26	60	106	3	135	10	148	12	22	2	36	439
04:30 PM	39	133	4	176	22	32	52	106	1	135	10	146	1	27	10	38	466
04:45 PM	41	117	9	167	15	48	68	131	10	157	11	178	4	21	3	28	504
Total	135	514	21	670	72	129	248	449	15	561	38	614	29	91	19	139	1872
05:00 PM	34	122	0	156	12	45	93	150	4	161	10	175	8	20	3	31	512
05:15 PM	43	138	3	184	22	27	80	129	4	192	7	203	9	29	4	42	558
05:30 PM	34	120	6	160	26	36	95	157	8	161	7	176	7	15	6	28	521
05:45 PM	39	112	5	156	15	30	87	132	2	160	8	170	3	24	0	27	485
Total	150	492	14	656	75	138	355	568	18	674	32	724	27	88	13	128	2076
Grand Total	285	1006	35	1326	147	267	603	1017	33	1235	70	1338	56	179	32	267	3948
Apprch %	21.5	75.9	2.6		14.5	26.3	59.3		2.5	92.3	5.2		21	67	12		
Total %	7.2	25.5	0.9	33.6	3.7	6.8	15.3	25.8	0.8	31.3	1.8	33.9	1.4	4.5	0.8	6.8	

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	41	117	**9**	167	15	**48**	68	131	**10**	157	**11**	178	4	21	3	28	504
05:00 PM	34	122	0	156	12	45	93	150	4	161	10	175	8	20	3	31	512
05:15 PM	**43**	**138**	3	**184**	22	27	80	129	4	**192**	7	**203**	**9**	**29**	4	**42**	**558**
05:30 PM	34	120	6	160	**26**	36	**95**	**157**	8	161	7	176	7	15	**6**	28	521
Total Volume	152	497	18	667	75	156	336	567	26	671	35	732	28	85	16	129	2095
% App. Total	22.8	74.5	2.7		13.2	27.5	59.3		3.6	91.7	4.8		21.7	65.9	12.4		
PHF	.884	.900	.500	.906	.721	.813	.884	.903	.650	.874	.795	.901	.778	.733	.667	.768	.939

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFPM
Site Code : 04113649
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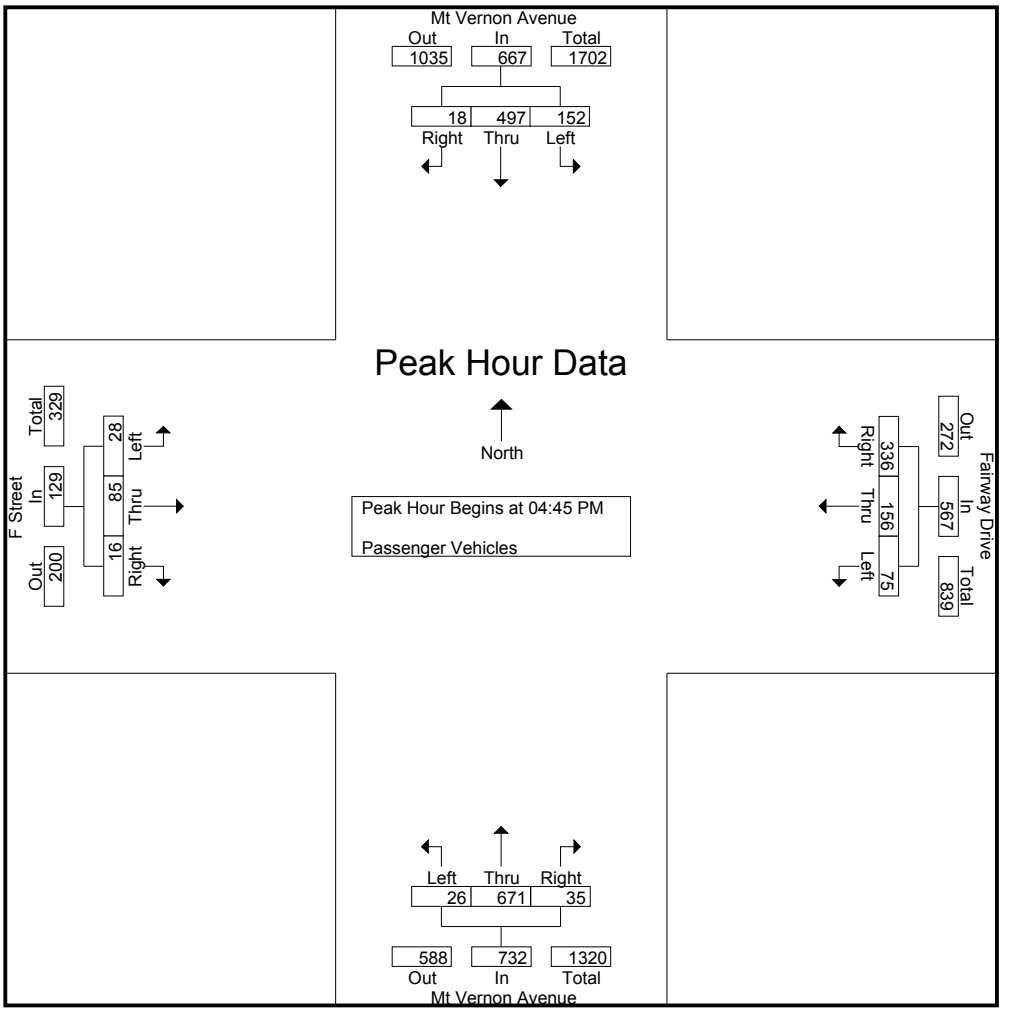

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	39	133	4	176	12	**45**	93	150	**10**	157	**11**	178	**12**	21	4	37
+15 mins.	41	117	**9**	167	22	27	80	129	4	161	10	175	12	22	2	36
+30 mins.	34	122	0	156	**26**	36	**95**	**157**	4	**192**	7	**203**	1	**27**	**10**	**38**
+45 mins.	**43**	**138**	3	**184**	15	30	87	132	8	161	7	176	4	21	3	28
Total Volume	157	510	16	683	75	138	355	568	26	671	35	732	29	91	19	139
% App. Total	23	74.7	2.3		13.2	24.3	62.5		3.6	91.7	4.8		20.9	65.5	13.7	
PHF	.913	.924	.444	.928	.721	.767	.934	.904	.650	.874	.795	.901	.604	.843	.475	.914

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFPM
Site Code : 04113649
Start Date : 3/26/2008

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
04:15 PM	1	5	1	7	0	2	1	3	0	7	0	7	0	0	0	0	17
04:30 PM	2	8	0	10	1	0	2	3	2	6	0	8	0	1	2	3	24
04:45 PM	0	2	0	2	0	3	5	8	0	5	0	5	0	1	0	1	16
Total	3	16	1	20	1	5	8	14	2	22	0	24	0	2	2	4	62
05:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:15 PM	0	4	0	4	0	0	3	3	0	2	0	2	0	0	0	0	9
05:30 PM	0	3	0	3	0	1	1	2	0	2	0	2	0	1	0	1	8
05:45 PM	0	7	0	7	0	0	0	0	0	2	0	2	0	0	0	0	9
Total	0	15	0	15	0	1	4	5	0	9	0	9	0	1	0	1	30
Grand Total	3	31	1	35	1	6	12	19	2	31	0	33	0	3	2	5	92
Apprch %	8.6	88.6	2.9		5.3	31.6	63.2		6.1	93.9	0		0	60	40		
Total %	3.3	33.7	1.1	38	1.1	6.5	13	20.7	2.2	33.7	0	35.9	0	3.3	2.2	5.4	

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	0	2	0	**3**	**5**	**8**	0	**5**	0	**5**	0	**1**	0	**1**	**16**
05:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:15 PM	0	**4**	0	**4**	0	0	3	3	0	2	0	2	0	0	0	0	9
05:30 PM	0	3	0	3	0	1	1	2	0	2	0	2	0	1	0	1	8
Total Volume	0	10	0	10	0	4	9	13	0	12	0	12	0	2	0	2	37
% App. Total	0	100	0		0	30.8	69.2		0	100	0		0	100	0		
PHF	.000	.625	.000	.625	.000	.333	.450	.406	.000	.600	.000	.600	.000	.500	.000	.500	.578

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFPM
Site Code : 04113649
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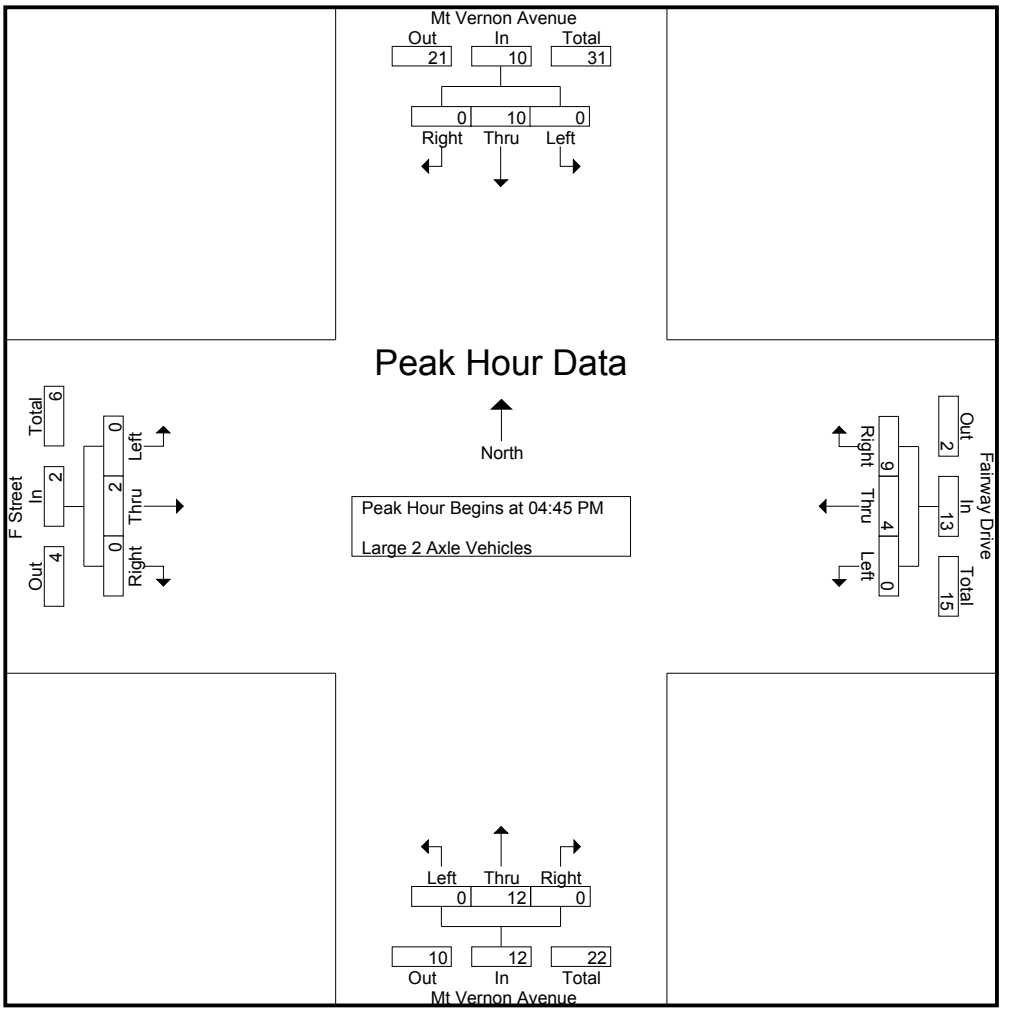

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	2	0	2	0	**3**	**5**	**8**	0	**5**	0	**5**	0	**1**	0	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	**4**	0	**4**	0	0	3	3	0	2	0	2	0	0	0	0
+45 mins.	0	3	0	3	0	1	1	2	0	2	0	2	0	1	0	1
Total Volume	0	10	0	10	0	4	9	13	0	12	0	12	0	2	0	2
% App. Total	0	100	0		0	30.8	69.2		0	100	0		0	100	0	
PHF	.000	.625	.000	.625	.000	.333	.450	.406	.000	.600	.000	.600	.000	.500	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFPM
Site Code : 04113649
Start Date : 3/26/2008
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Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:15 PM	0	2	0	2	0	0	0	0	0	2	3	5	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0	5
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	1	6	0	7	0	0	2	2	0	8	3	11	0	0	0	0	20
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	2	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
Grand Total	2	8	0	10	0	0	3	3	0	9	3	12	0	0	0	0	25
Apprch %	20	80	0		0	0	100		0	75	25		0	0	0		
Total %	8	32	0	40	0	0	12	12	0	36	12	48	0	0	0	0	

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	**1**	2	0	**3**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**4**
Total Volume	1	4	0	5	0	0	1	1	0	2	0	2	0	0	0	0	8
% App. Total	20	80	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.500	.000	.417	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
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File Name : CNMVFPM
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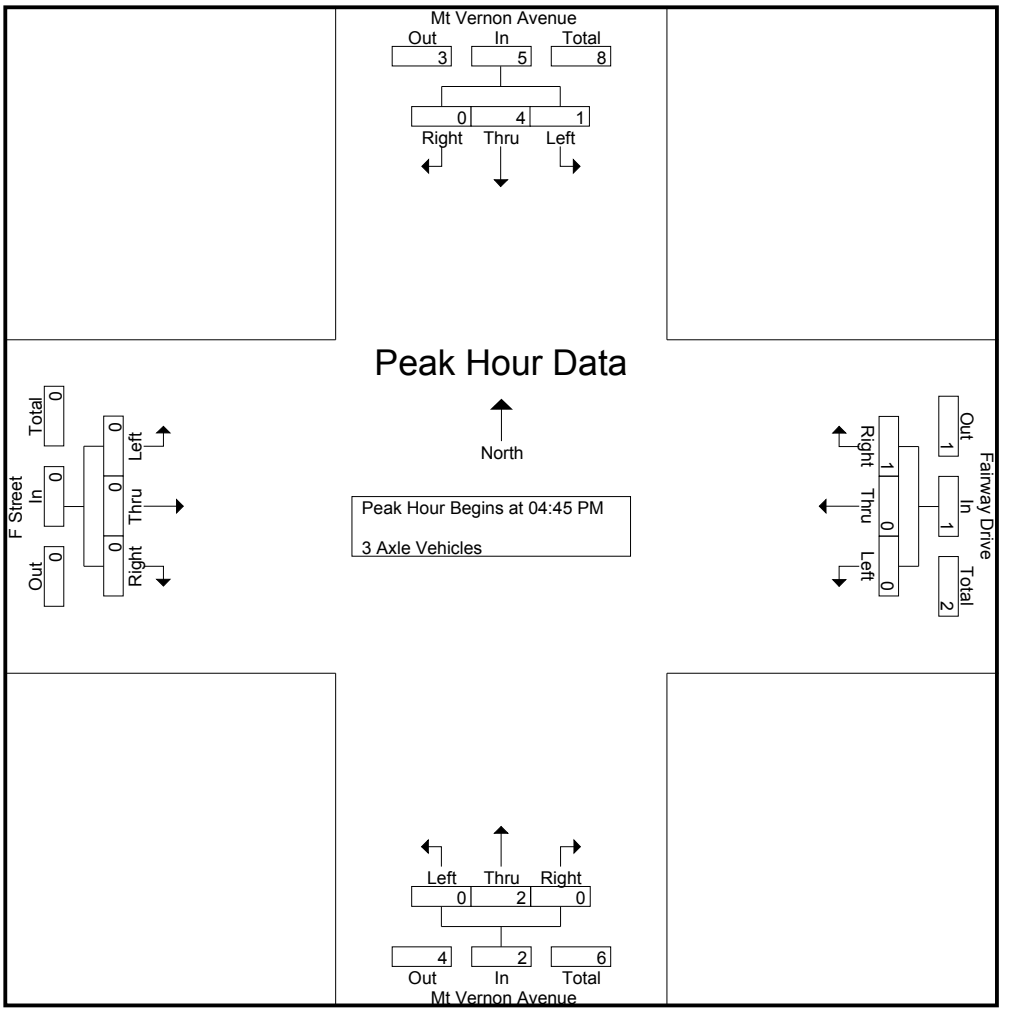

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**2**	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	2	0	**3**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
Total Volume	1	4	0	5	0	0	1	1	0	2	0	2	0	0	0	0
% App. Total	20	80	0		0	0	100		0	100	0		0	0	0	
PHF	.250	.500	.000	.417	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
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File Name : CNMVFPM
Site Code : 04113649
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Groups Printed- 4+ Axle Trucks

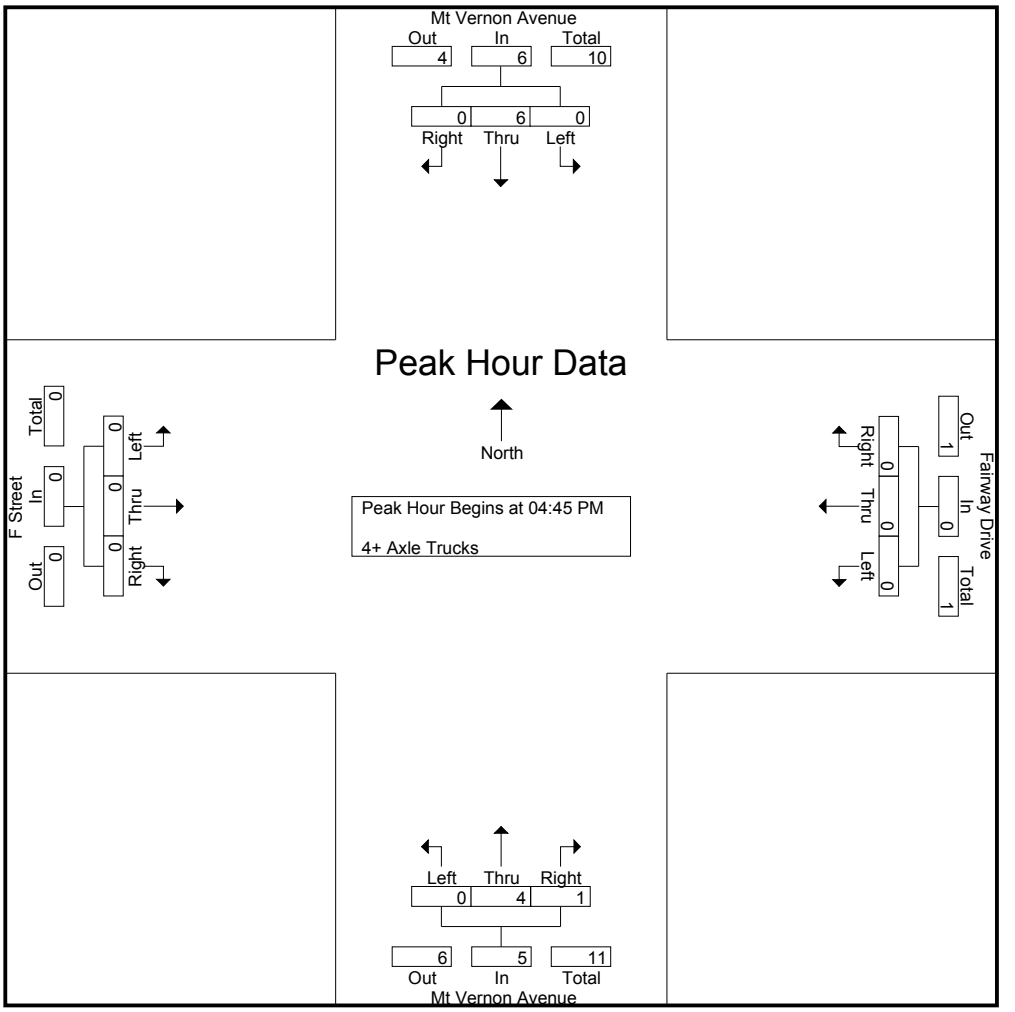
	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	1	1	0	3	0	3	0	0	0	0	5
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	4	0	4	0	0	1	1	0	7	0	7	0	0	0	0	12
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	6	0	0	0	0	0	3	1	4	0	0	0	0	10
Grand Total	0	10	0	10	0	0	1	1	0	10	1	11	0	0	0	0	22
Apprch %	0	100	0		0	0	100		0	90.9	9.1		0	0	0		
Total %	0	45.5	0	45.5	0	0	4.5	4.5	0	45.5	4.5	50	0	0	0	0	

	Mt Vernon Avenue Southbound				Fairway Drive Westbound				Mt Vernon Avenue Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	**3**
05:00 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	6	0	6	0	0	0	0	0	4	1	5	0	0	0	0	11
% App. Total	0	100	0		0	0	0		0	80	20		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.250	.625	.000	.000	.000	.000	.917

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: F Street/Fairway Drive
Weather: Sunny

File Name : CNMVFPM
Site Code : 04113649
Start Date : 3/26/2008



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	0	4	1	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	80	20		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.250	.625	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street/Colton Avenue
E/W: G Street
Weather: Sunny

File Name : COL10COGAM
Site Code : 9041009
Start Date : 2/11/2009
Page No : 1

Groups Printed- Total Volume

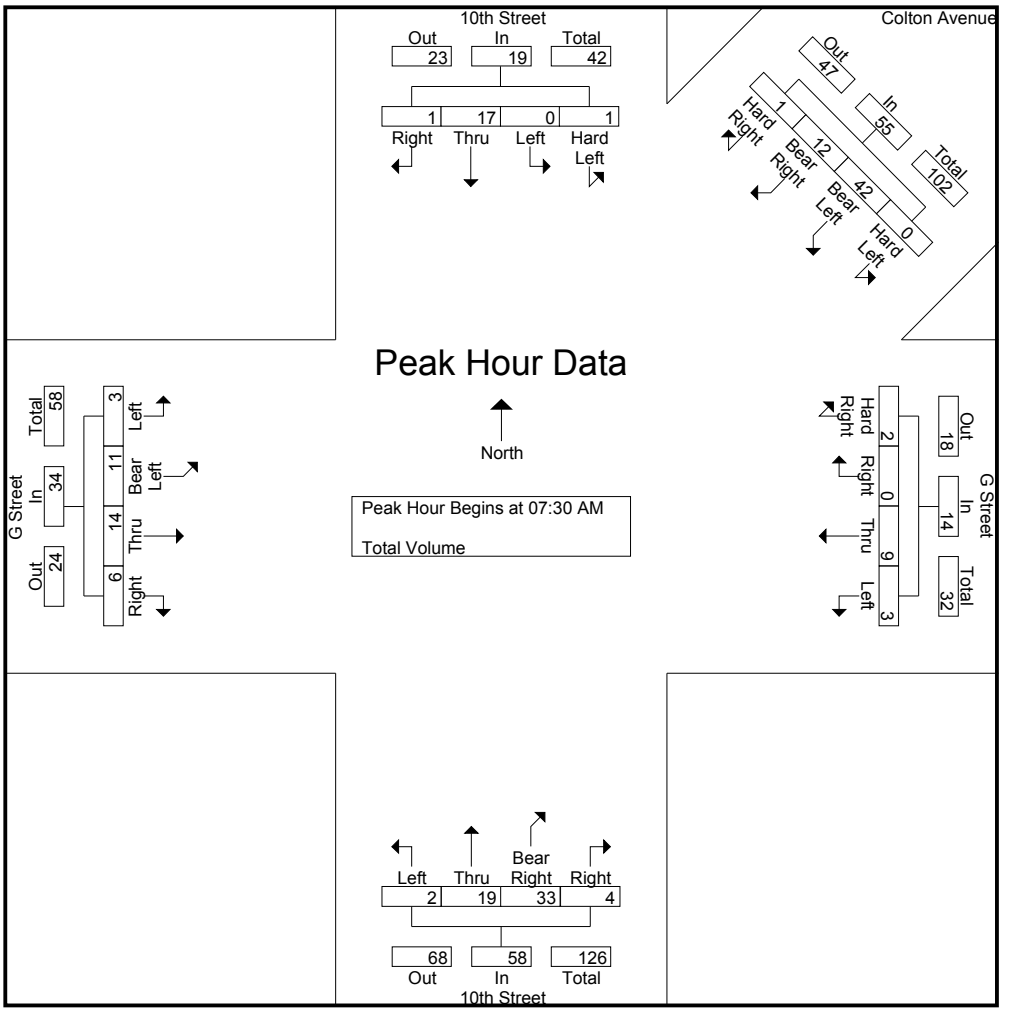
	10th Street Southbound					Colton Avenue Southwestbound					G Street Westbound					10th Street Northbound					G Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	2	1	6	3	1	0	0	4	0	1	4	1	6	0	0	0	1	1	17
07:15 AM	0	0	5	1	6	0	8	3	0	11	1	2	0	1	4	1	3	6	1	11	0	1	7	1	9	41
07:30 AM	1	0	5	0	6	0	9	0	0	9	3	1	0	1	5	0	3	14	0	17	1	2	4	2	9	46
07:45 AM	0	0	3	0	3	0	8	5	1	14	0	3	0	1	4	1	4	8	1	14	1	3	3	1	8	43
Total	1	0	13	1	15	0	28	10	2	40	7	7	0	3	17	2	11	32	3	48	2	6	14	5	27	147
08:00 AM	0	0	4	0	4	0	16	4	0	20	0	2	0	0	2	1	7	3	2	13	0	3	3	1	7	46
08:15 AM	0	0	5	1	6	0	9	3	0	12	0	3	0	0	3	0	5	8	1	14	1	3	4	2	10	45
08:30 AM	0	0	5	0	5	0	8	4	1	13	1	2	0	0	3	0	3	12	0	15	0	2	1	1	4	40
08:45 AM	0	0	2	0	2	0	6	2	0	8	0	1	0	0	1	0	1	5	1	7	0	3	1	0	4	22
Total	0	0	16	1	17	0	39	13	1	53	1	8	0	0	9	1	16	28	4	49	1	11	9	4	25	153
Grand Total	1	0	29	2	32	0	67	23	3	93	8	15	0	3	26	3	27	60	7	97	3	17	23	9	52	300
Apprch %	3.1	0	90.6	6.2		0	72	24.7	3.2		30.8	57.7	0	11.5		3.1	27.8	61.9	7.2		5.8	32.7	44.2	17.3		
Total %	0.3	0	9.7	0.7	10.7	0	22.3	7.7	1	31	2.7	5	0	1	8.7	1	9	20	2.3	32.3	1	5.7	7.7	3	17.3	

	10th Street Southbound					Colton Avenue Southwestbound					G Street Westbound					10th Street Northbound					G Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	**1**	0	**5**	0	**6**	0	9	0	0	9	**3**	1	0	**1**	**5**	0	3	**14**	0	**17**	**1**	2	**4**	**2**	9	**46**
07:45 AM	0	0	3	0	3	0	8	**5**	**1**	14	0	**3**	0	1	4	**1**	4	8	1	14	1	**3**	3	1	8	43
08:00 AM	0	0	4	0	4	0	**16**	4	0	**20**	0	2	0	0	2	1	**7**	3	**2**	13	0	3	3	1	7	46
08:15 AM	0	0	5	**1**	6	0	9	3	0	12	0	3	0	0	3	0	5	8	1	14	1	3	4	2	**10**	45
Total Volume	1	0	17	1	19	0	42	12	1	55	3	9	0	2	14	2	19	33	4	58	3	11	14	6	34	180
% App. Total	5.3	0	89.5	5.3		0	76.4	21.8	1.8		21.4	64.3	0	14.3		3.4	32.8	56.9	6.9		8.8	32.4	41.2	17.6		
PHF	.250	.000	.850	.250	.792	.000	.656	.600	.250	.688	.250	.750	.000	.500	.700	.500	.679	.589	.500	.853	.750	.917	.875	.750	.850	.978

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street/Colton Avenue
E/W: G Street
Weather: Sunny

File Name : COL10COGAM
Site Code : 9041009
Start Date : 2/11/2009
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					07:00 AM					07:30 AM					07:30 AM				
+0 mins.	0	0	**5**	**1**	**6**	0	8	**5**	**1**	14	**3**	1	0	0	4	0	3	**14**	0	**17**	**1**	2	**4**	**2**	9
+15 mins.	**1**	0	5	0	6	0	**16**	4	0	**20**	1	2	0	**1**	4	**1**	4	8	1	14	1	**3**	3	1	8
+30 mins.	0	0	3	0	3	0	9	3	0	12	3	1	0	1	**5**	1	**7**	3	**2**	13	0	3	3	1	7
+45 mins.	0	0	4	0	4	0	8	4	1	13	0	**3**	0	1	4	0	5	8	1	14	1	3	4	2	**10**
Total Volume	1	0	17	1	19	0	41	16	2	59	7	7	0	3	17	2	19	33	4	58	3	11	14	6	34
% App. Total	5.3	0	89.5	5.3		0	69.5	27.1	3.4		41.2	41.2	0	17.6		3.4	32.8	56.9	6.9		8.8	32.4	41.2	17.6	
PHF	.250	.000	.850	.250	.792	.000	.641	.800	.500	.738	.583	.583	.000	.750	.850	.500	.679	.589	.500	.853	.750	.917	.875	.750	.850

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street/Colton Avenue
E/W: G Street
Weather: Sunny

File Name : COL10COGPM
Site Code : 904109
Start Date : 2/11/2009
Page No : 1

Groups Printed- Total Volume

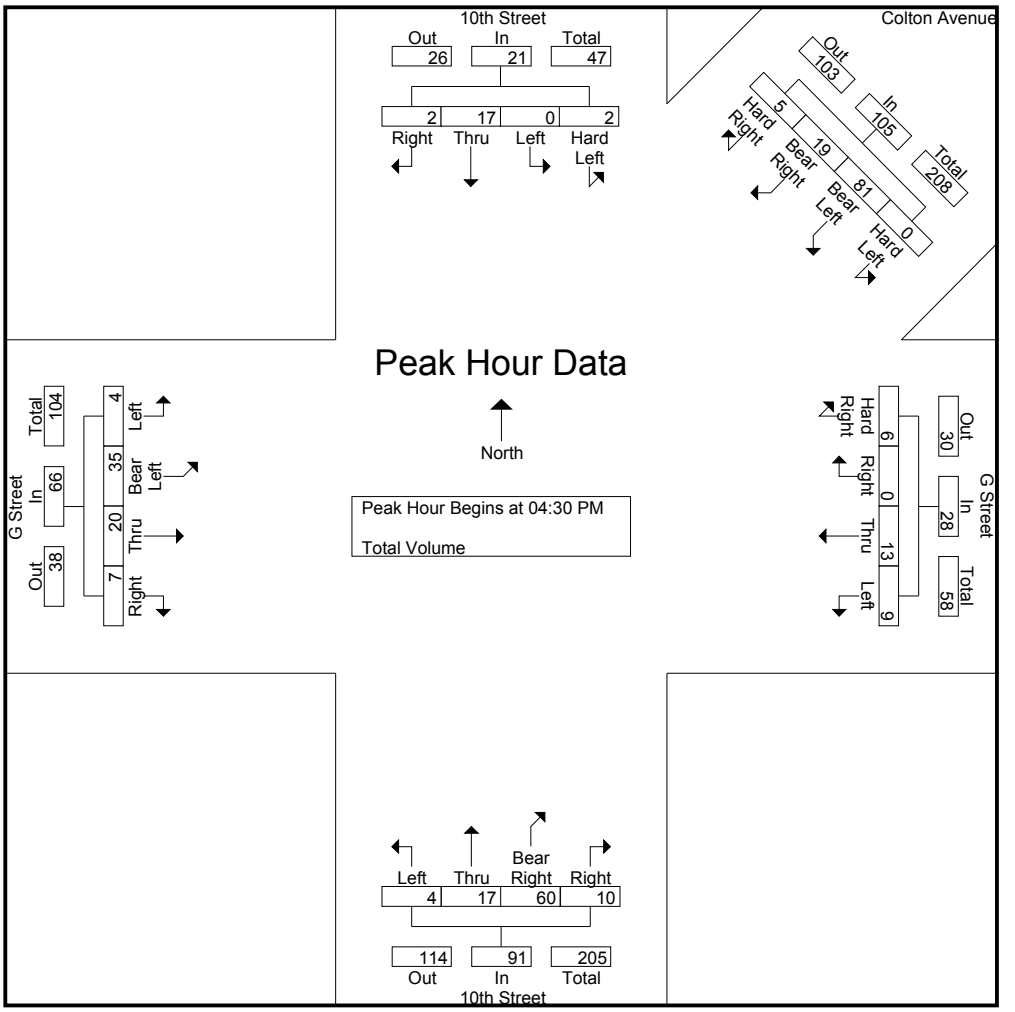
	10th Street Southbound					Colton Avenue Southwestbound					G Street Westbound					10th Street Northbound					G Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	5	3	8	0	15	7	0	22	7	5	0	0	12	0	3	15	6	24	1	3	5	2	11	77
04:15 PM	4	0	1	0	5	0	17	3	0	20	2	3	0	0	5	0	4	7	2	13	1	10	4	0	15	58
04:30 PM	1	0	5	0	6	0	17	6	2	25	4	3	0	1	8	0	5	17	4	26	2	11	4	3	20	85
04:45 PM	1	0	6	1	8	0	10	2	0	12	0	6	0	2	8	1	6	17	2	26	1	6	6	1	14	68
Total	6	0	17	4	27	0	59	18	2	79	13	17	0	3	33	1	18	56	14	89	5	30	19	6	60	288
05:00 PM	0	0	3	1	4	0	29	6	0	35	5	0	0	1	6	1	2	17	2	22	1	6	7	3	17	84
05:15 PM	0	0	3	0	3	0	25	5	3	33	0	4	0	2	6	2	4	9	2	17	0	12	3	0	15	74
05:30 PM	0	0	5	0	5	0	26	6	0	32	0	1	0	0	1	2	9	18	3	32	0	7	6	1	14	84
05:45 PM	0	0	6	0	6	0	19	6	0	25	1	5	0	0	6	0	3	12	0	15	0	5	8	1	14	66
Total	0	0	17	1	18	0	99	23	3	125	6	10	0	3	19	5	18	56	7	86	1	30	24	5	60	308
Grand Total	6	0	34	5	45	0	158	41	5	204	19	27	0	6	52	6	36	112	21	175	6	60	43	11	120	596
Apprch %	13.3	0	75.6	11.1		0	77.5	20.1	2.5		36.5	51.9	0	11.5		3.4	20.6	64	12		5	50	35.8	9.2		
Total %	1	0	5.7	0.8	7.6	0	26.5	6.9	0.8	34.2	3.2	4.5	0	1	8.7	1	6	18.8	3.5	29.4	1	10.1	7.2	1.8	20.1	

	10th Street Southbound					Colton Avenue Southwestbound					G Street Westbound					10th Street Northbound					G Street Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	**1**	0	5	0	6	0	17	**6**	2	25	4	3	0	1	**8**	0	5	**17**	**4**	**26**	**2**	11	4	**3**	**20**	**85**
04:45 PM	1	0	**6**	**1**	**8**	0	10	2	0	12	0	**6**	0	**2**	8	1	**6**	17	2	26	1	6	6	1	14	68
05:00 PM	0	0	3	1	4	0	**29**	6	0	**35**	**5**	0	0	1	6	1	2	17	2	22	1	6	**7**	3	17	84
05:15 PM	0	0	3	0	3	0	25	5	**3**	33	0	4	0	2	6	**2**	4	9	2	17	0	**12**	3	0	15	74
Total Volume	2	0	17	2	21	0	81	19	5	105	9	13	0	6	28	4	17	60	10	91	4	35	20	7	66	311
% App. Total	9.5	0	81	9.5		0	77.1	18.1	4.8		32.1	46.4	0	21.4		4.4	18.7	65.9	11		6.1	53	30.3	10.6		
PHF	.500	.000	.708	.500	.656	.000	.698	.792	.417	.750	.450	.542	.000	.750	.875	.500	.708	.882	.625	.875	.500	.729	.714	.583	.825	.915

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street/Colton Avenue
E/W: G Street
Weather: Sunny

File Name : COL10COGPM
Site Code : 904109
Start Date : 2/11/2009
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:00 PM					04:45 PM					04:15 PM				
+0 mins.	0	0	5	**3**	**8**	0	**29**	**6**	0	**35**	**7**	5	0	0	**12**	1	6	17	2	26	1	10	4	0	15
+15 mins.	**4**	0	1	0	5	0	25	5	**3**	33	2	3	0	0	5	1	2	17	2	22	**2**	**11**	4	**3**	**20**
+30 mins.	1	0	5	0	6	0	26	6	0	32	4	3	0	1	8	**2**	4	9	2	17	1	6	6	1	14
+45 mins.	1	0	**6**	1	8	0	19	6	0	25	0	**6**	0	**2**	8	2	**9**	**18**	**3**	**32**	1	6	**7**	3	17
Total Volume	6	0	17	4	27	0	99	23	3	125	13	17	0	3	33	6	21	61	9	97	5	33	21	7	66
% App. Total	22.2	0	63	14.8		0	79.2	18.4	2.4		39.4	51.5	0	9.1		6.2	21.6	62.9	9.3		7.6	50	31.8	10.6	
PHF	.375	.000	.708	.333	.844	.000	.853	.958	.250	.893	.464	.708	.000	.375	.688	.750	.583	.847	.750	.758	.625	.750	.750	.583	.825

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
Start Date : 3/27/2008
Page No : 1

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

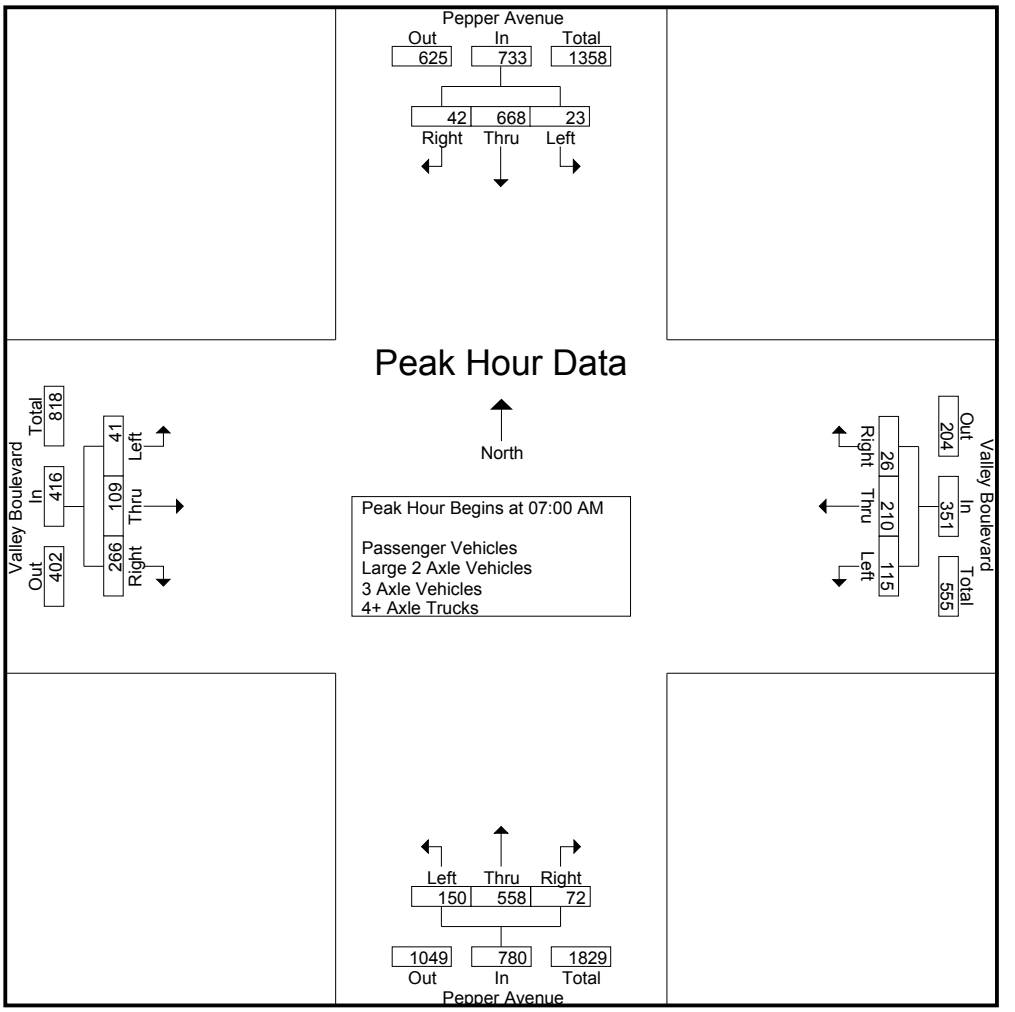
	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	139	8	151	30	37	8	75	35	137	21	193	3	16	36	55	474
07:15 AM	3	147	11	161	35	52	5	92	30	148	23	201	10	35	67	112	566
07:30 AM	8	218	7	233	27	62	9	98	43	139	18	200	12	30	82	124	655
07:45 AM	8	164	16	188	23	59	4	86	42	134	10	186	16	28	81	125	585
Total	23	668	42	733	115	210	26	351	150	558	72	780	41	109	266	416	2280
08:00 AM	2	108	15	125	24	29	6	59	33	126	8	167	9	14	49	72	423
08:15 AM	6	115	17	138	24	37	4	65	27	119	12	158	12	26	48	86	447
08:30 AM	4	129	11	144	16	22	6	44	28	97	19	144	16	24	33	73	405
08:45 AM	3	124	11	138	7	23	7	37	23	135	10	168	7	21	36	64	407
Total	15	476	54	545	71	111	23	205	111	477	49	637	44	85	166	295	1682
Grand Total	38	1144	96	1278	186	321	49	556	261	1035	121	1417	85	194	432	711	3962
Apprch %	3	89.5	7.5		33.5	57.7	8.8		18.4	73	8.5		12	27.3	60.8		
Total %	1	28.9	2.4	32.3	4.7	8.1	1.2	14	6.6	26.1	3.1	35.8	2.1	4.9	10.9	17.9	
Passenger Vehicles	36	1050	88	1174	179	306	38	523	245	941	118	1304	74	178	402	654	3655
% Passenger Vehicles	94.7	91.8	91.7	91.9	96.2	95.3	77.6	94.1	93.9	90.9	97.5	92	87.1	91.8	93.1	92	92.3
Large 2 Axle Vehicles	0	13	1	14	6	12	10	28	9	21	1	31	9	11	10	30	103
% Large 2 Axle Vehicles	0	1.1	1	1.1	3.2	3.7	20.4	5	3.4	2	0.8	2.2	10.6	5.7	2.3	4.2	2.6
3 Axle Vehicles	0	20	2	22	0	1	0	1	2	16	1	19	0	4	4	8	50
% 3 Axle Vehicles	0	1.7	2.1	1.7	0	0.3	0	0.2	0.8	1.5	0.8	1.3	0	2.1	0.9	1.1	1.3
4+ Axle Trucks	2	61	5	68	1	2	1	4	5	57	1	63	2	1	16	19	154
% 4+ Axle Trucks	5.3	5.3	5.2	5.3	0.5	0.6	2	0.7	1.9	5.5	0.8	4.4	2.4	0.5	3.7	2.7	3.9

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	139	8	151	30	37	8	75	35	137	21	193	3	16	36	55	474
07:15 AM	3	147	11	161	**35**	52	5	92	30	**148**	**23**	**201**	10	**35**	67	112	566
07:30 AM	**8**	**218**	7	**233**	27	**62**	**9**	**98**	**43**	139	18	200	12	30	**82**	124	**655**
07:45 AM	8	164	**16**	188	23	59	4	86	42	134	10	186	**16**	28	81	**125**	585
Total Volume	23	668	42	733	115	210	26	351	150	558	72	780	41	109	266	416	2280
% App. Total	3.1	91.1	5.7		32.8	59.8	7.4		19.2	71.5	9.2		9.9	26.2	63.9		
PHF	.719	.766	.656	.786	.821	.847	.722	.895	.872	.943	.783	.970	.641	.779	.811	.832	.870

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	4	139	8	151	30	37	8	75	35	137	21	193	10	**35**	67	112
+15 mins.	3	147	11	161	**35**	52	5	92	30	**148**	**23**	**201**	12	30	**82**	124
+30 mins.	**8**	**218**	7	**233**	27	**62**	**9**	**98**	**43**	139	18	200	**16**	28	81	**125**
+45 mins.	8	164	**16**	188	23	59	4	86	42	134	10	186	9	14	49	72
Total Volume	23	668	42	733	115	210	26	351	150	558	72	780	47	107	279	433
% App. Total	3.1	91.1	5.7		32.8	59.8	7.4		19.2	71.5	9.2		10.9	24.7	64.4	
PHF	.719	.766	.656	.786	.821	.847	.722	.895	.872	.943	.783	.970	.734	.764	.851	.866

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

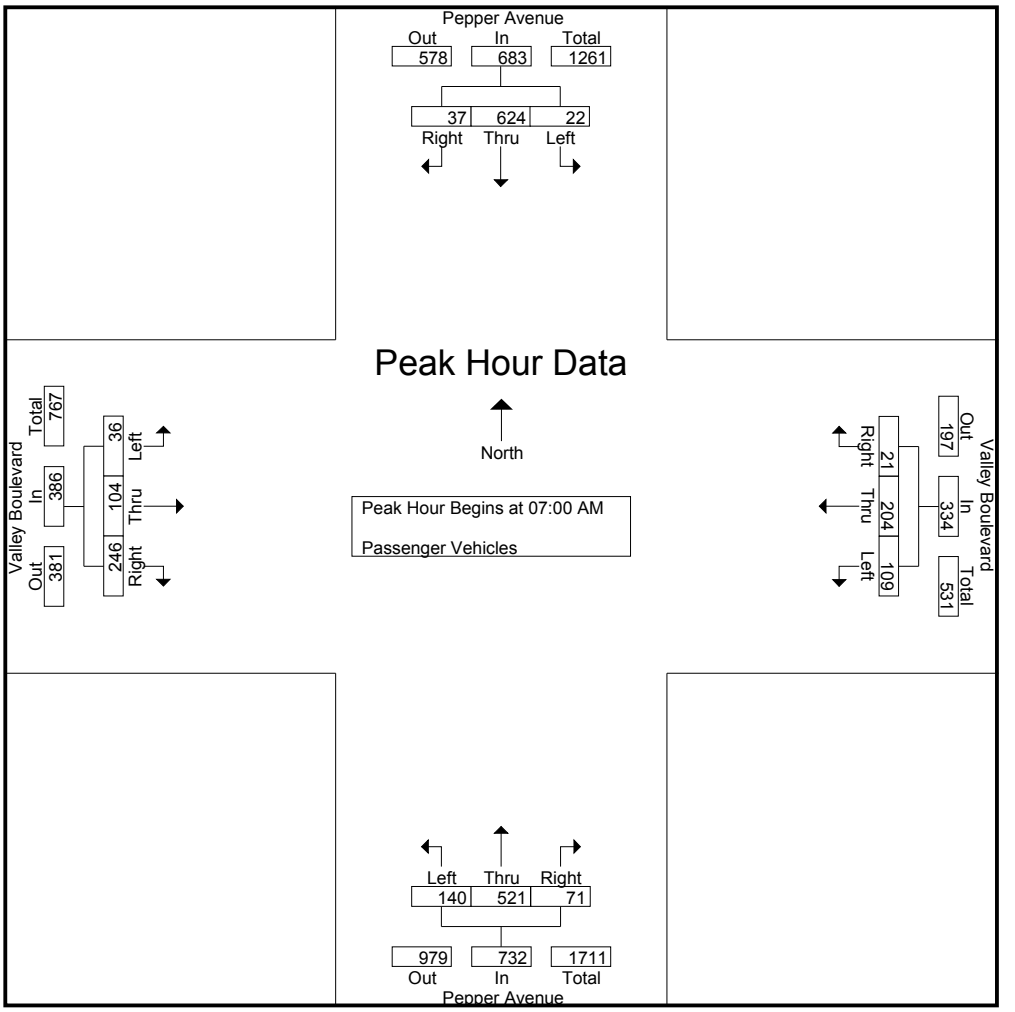
	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	126	6	135	29	37	6	72	32	131	21	184	1	16	33	50	441
07:15 AM	3	139	9	151	33	51	4	88	28	137	22	187	9	31	58	98	524
07:30 AM	8	212	6	226	26	59	8	93	40	129	18	187	11	29	80	120	626
07:45 AM	8	147	16	171	21	57	3	81	40	124	10	174	15	28	75	118	544
Total	22	624	37	683	109	204	21	334	140	521	71	732	36	104	246	386	2135
08:00 AM	2	97	15	114	23	26	5	54	31	110	7	148	7	10	48	65	381
08:15 AM	5	99	16	120	24	35	3	62	27	103	12	142	11	22	43	76	400
08:30 AM	4	116	10	130	16	20	4	40	24	89	19	132	14	23	31	68	370
08:45 AM	3	114	10	127	7	21	5	33	23	118	9	150	6	19	34	59	369
Total	14	426	51	491	70	102	17	189	105	420	47	572	38	74	156	268	1520
Grand Total	36	1050	88	1174	179	306	38	523	245	941	118	1304	74	178	402	654	3655
Apprch %	3.1	89.4	7.5		34.2	58.5	7.3		18.8	72.2	9		11.3	27.2	61.5		
Total %	1	28.7	2.4	32.1	4.9	8.4	1	14.3	6.7	25.7	3.2	35.7	2	4.9	11	17.9	

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	126	6	135	29	37	6	72	32	131	21	184	1	16	33	50	441
07:15 AM	3	139	9	151	**33**	51	4	88	28	**137**	**22**	**187**	9	**31**	58	98	524
07:30 AM	**8**	**212**	6	**226**	26	**59**	**8**	**93**	**40**	129	18	187	11	29	**80**	**120**	**626**
07:45 AM	8	147	**16**	171	21	57	3	81	40	124	10	174	**15**	28	75	118	544
Total Volume	22	624	37	683	109	204	21	334	140	521	71	732	36	104	246	386	2135
% App. Total	3.2	91.4	5.4		32.6	61.1	6.3		19.1	71.2	9.7		9.3	26.9	63.7		
PHF	.688	.736	.578	.756	.826	.864	.656	.898	.875	.951	.807	.979	.600	.839	.769	.804	.853

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	3	126	6	135	29	37	6	72	32	131	21	184	9	**31**	58	98
+15 mins.	3	139	9	151	**33**	51	4	88	28	**137**	**22**	**187**	11	29	**80**	**120**
+30 mins.	**8**	**212**	6	**226**	26	**59**	**8**	**93**	**40**	129	18	187	**15**	28	75	118
+45 mins.	8	147	**16**	171	21	57	3	81	40	124	10	174	7	10	48	65
Total Volume	22	624	37	683	109	204	21	334	140	521	71	732	42	98	261	401
% App. Total	3.2	91.4	5.4		32.6	61.1	6.3		19.1	71.2	9.7		10.5	24.4	65.1	
PHF	.688	.736	.578	.756	.826	.864	.656	.898	.875	.951	.807	.979	.700	.790	.816	.835

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
Start Date : 3/27/2008
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Groups Printed- Large 2 Axle Vehicles

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	1	2	3	1	0	4	2	0	1	3	9
07:15 AM	0	2	1	3	2	1	1	4	2	3	1	6	1	2	2	5	18
07:30 AM	0	1	0	1	1	3	1	5	0	6	0	6	1	0	1	2	14
07:45 AM	0	1	0	1	1	2	1	4	0	0	0	0	1	0	2	3	8
Total	0	4	1	5	5	6	4	15	5	10	1	16	5	2	6	13	49
08:00 AM	0	1	0	1	1	1	1	3	2	3	0	5	2	3	0	5	14
08:15 AM	0	3	0	3	0	1	1	2	0	3	0	3	1	3	2	6	14
08:30 AM	0	3	0	3	0	2	2	4	2	2	0	4	1	1	1	3	14
08:45 AM	0	2	0	2	0	2	2	4	0	3	0	3	0	2	1	3	12
Total	0	9	0	9	1	6	6	13	4	11	0	15	4	9	4	17	54
Grand Total	0	13	1	14	6	12	10	28	9	21	1	31	9	11	10	30	103
Apprch %	0	92.9	7.1		21.4	42.9	35.7		29	67.7	3.2		30	36.7	33.3		
Total %	0	12.6	1	13.6	5.8	11.7	9.7	27.2	8.7	20.4	1	30.1	8.7	10.7	9.7	29.1	

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	1	0	**1**	2	**3**	1	0	4	**2**	0	1	3	9
07:15 AM	0	**2**	**1**	**3**	**2**	1	1	4	2	3	**1**	**6**	1	**2**	**2**	**5**	**18**
07:30 AM	0	1	0	1	1	**3**	1	**5**	0	**6**	0	6	1	0	1	2	14
07:45 AM	0	1	0	1	1	2	1	4	0	0	0	0	1	0	2	3	8
Total Volume	0	4	1	5	5	6	4	15	5	10	1	16	5	2	6	13	49
% App. Total	0	80	20		33.3	40	26.7		31.2	62.5	6.2		38.5	15.4	46.2		
PHF	.000	.500	.250	.417	.625	.500	1.000	.750	.417	.417	.250	.667	.625	.250	.750	.650	.681

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
Start Date : 3/27/2008
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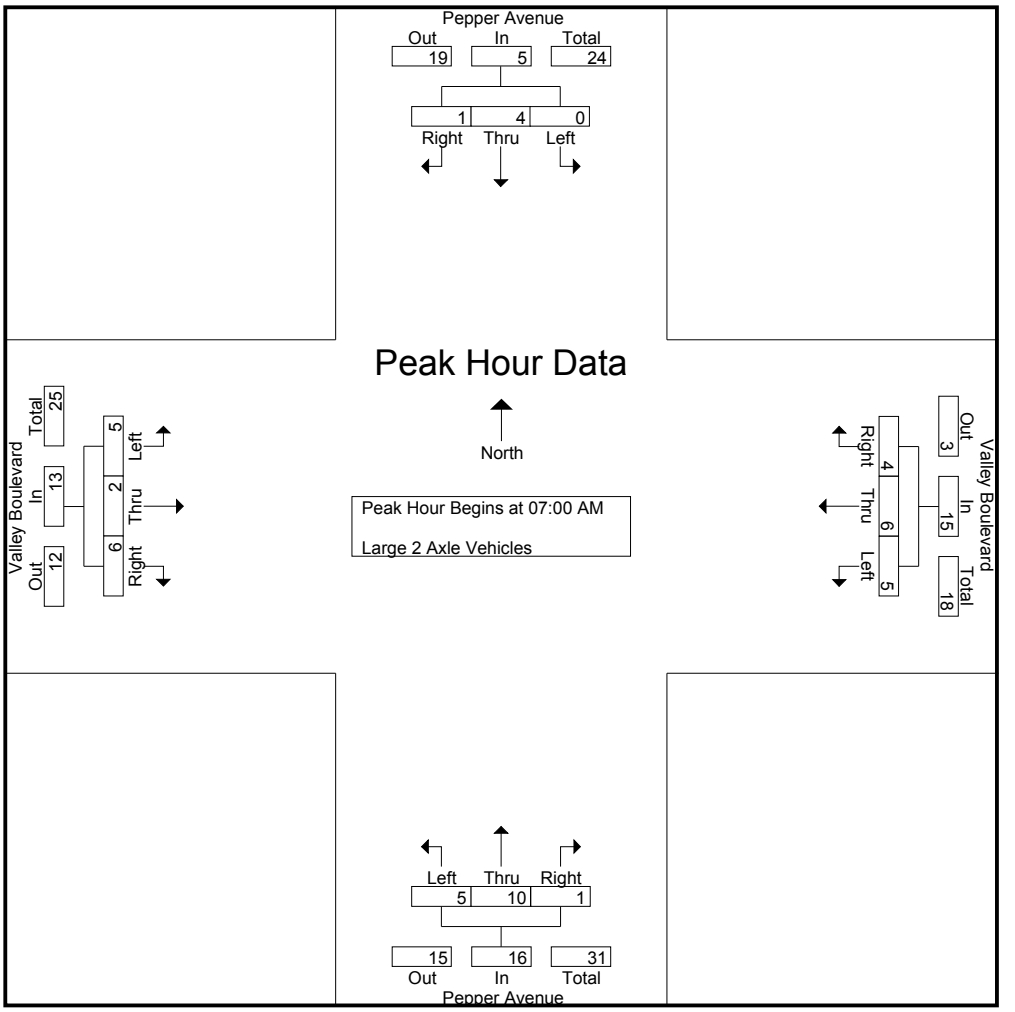

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	**1**	2	**3**	1	0	4	**2**	0	1	3
+15 mins.	0	**2**	**1**	**3**	**2**	1	1	4	2	3	**1**	**6**	1	**2**	**2**	**5**
+30 mins.	0	1	0	1	1	**3**	1	**5**	0	**6**	0	6	1	0	1	2
+45 mins.	0	1	0	1	1	2	1	4	0	0	0	0	1	0	2	3
Total Volume	0	4	1	5	5	6	4	15	5	10	1	16	5	2	6	13
% App. Total	0	80	20		33.3	40	26.7		31.2	62.5	6.2		38.5	15.4	46.2	
PHF	.000	.500	.250	.417	.625	.500	1.000	.750	.417	.417	.250	.667	.625	.250	.750	.650

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
Start Date : 3/27/2008
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Groups Printed- 3 Axle Vehicles

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	2	4	5
07:30 AM	0	2	1	3	0	0	0	0	2	1	0	3	0	0	0	0	6
07:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	2	2	6
Total	0	9	1	10	0	0	0	0	2	4	0	6	0	2	4	6	22
08:00 AM	0	4	0	4	0	1	0	1	0	3	1	4	0	1	0	1	10
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	1	0	1	6
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:45 AM	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0	8
Total	0	11	1	12	0	1	0	1	0	12	1	13	0	2	0	2	28
Grand Total	0	20	2	22	0	1	0	1	2	16	1	19	0	4	4	8	50
Apprch %	0	90.9	9.1		0	100	0		10.5	84.2	5.3		0	50	50		
Total %	0	40	4	44	0	2	0	2	4	32	2	38	0	8	8	16	

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	**2**	**4**	5
07:30 AM	0	2	**1**	3	0	0	0	0	**2**	1	0	**3**	0	0	0	0	**6**
07:45 AM	0	1	0	1	0	0	0	0	0	**3**	0	3	0	0	2	2	6
Total Volume	0	9	1	10	0	0	0	0	2	4	0	6	0	2	4	6	22
% App. Total	0	90	10		0	0	0		33.3	66.7	0		0	33.3	66.7		
PHF	.000	.450	.250	.500	.000	.000	.000	.000	.250	.333	.000	.500	.000	.250	.500	.375	.917

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
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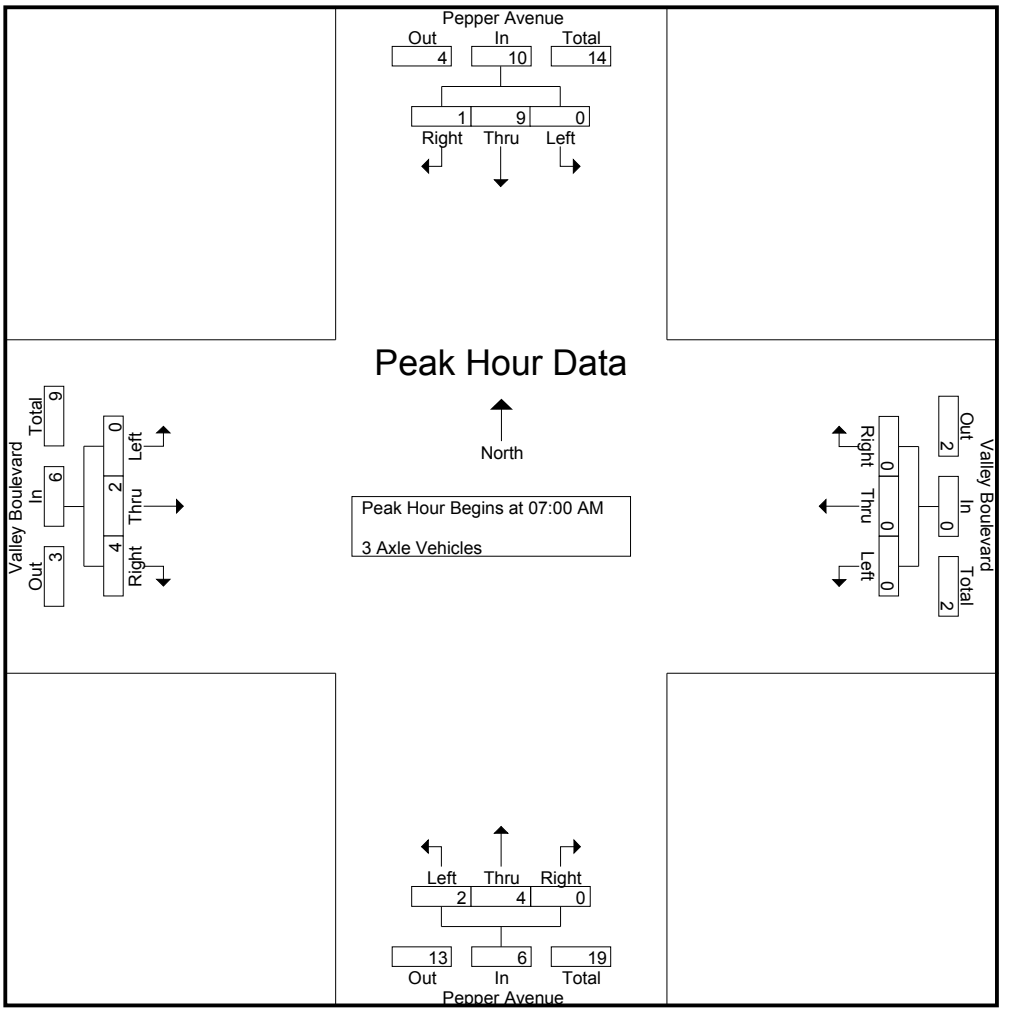

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	**2**	**4**
+30 mins.	0	2	**1**	3	0	0	0	0	**2**	1	0	**3**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**3**	0	3	0	0	2	2
Total Volume	0	9	1	10	0	0	0	0	2	4	0	6	0	2	4	6
% App. Total	0	90	10		0	0	0		33.3	66.7	0		0	33.3	66.7	
PHF	.000	.450	.250	.500	.000	.000	.000	.000	.250	.333	.000	.500	.000	.250	.500	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAAM
Site Code : 04113643
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Groups Printed- 4+ Axle Trucks

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	8	2	11	0	0	1	1	0	5	0	5	0	0	2	2	19
07:15 AM	0	5	1	6	0	0	0	0	0	8	0	8	0	0	5	5	19
07:30 AM	0	3	0	3	0	0	0	0	1	3	0	4	0	1	1	2	9
07:45 AM	0	15	0	15	1	0	0	1	2	7	0	9	0	0	2	2	27
Total	1	31	3	35	1	0	1	2	3	23	0	26	0	1	10	11	74
08:00 AM	0	6	0	6	0	1	0	1	0	10	0	10	0	0	1	1	18
08:15 AM	1	11	1	13	0	1	0	1	0	10	0	10	0	0	3	3	27
08:30 AM	0	7	1	8	0	0	0	0	2	5	0	7	1	0	1	2	17
08:45 AM	0	6	0	6	0	0	0	0	0	9	1	10	1	0	1	2	18
Total	1	30	2	33	0	2	0	2	2	34	1	37	2	0	6	8	80
Grand Total	2	61	5	68	1	2	1	4	5	57	1	63	2	1	16	19	154
Apprch %	2.9	89.7	7.4		25	50	25		7.9	90.5	1.6		10.5	5.3	84.2		
Total %	1.3	39.6	3.2	44.2	0.6	1.3	0.6	2.6	3.2	37	0.6	40.9	1.3	0.6	10.4	12.3	

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	8	**2**	11	0	0	**1**	**1**	0	5	0	5	0	0	2	2	19
07:15 AM	0	5	1	6	0	0	0	0	0	**8**	0	8	0	0	**5**	**5**	19
07:30 AM	0	3	0	3	0	0	0	0	1	3	0	4	0	**1**	1	2	9
07:45 AM	0	**15**	0	**15**	**1**	0	0	1	**2**	7	0	**9**	0	0	2	2	**27**
Total Volume	1	31	3	35	1	0	1	2	3	23	0	26	0	1	10	11	74
% App. Total	2.9	88.6	8.6		50	0	50		11.5	88.5	0		0	9.1	90.9		
PHF	.250	.517	.375	.583	.250	.000	.250	.500	.375	.719	.000	.722	.000	.250	.500	.550	.685

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

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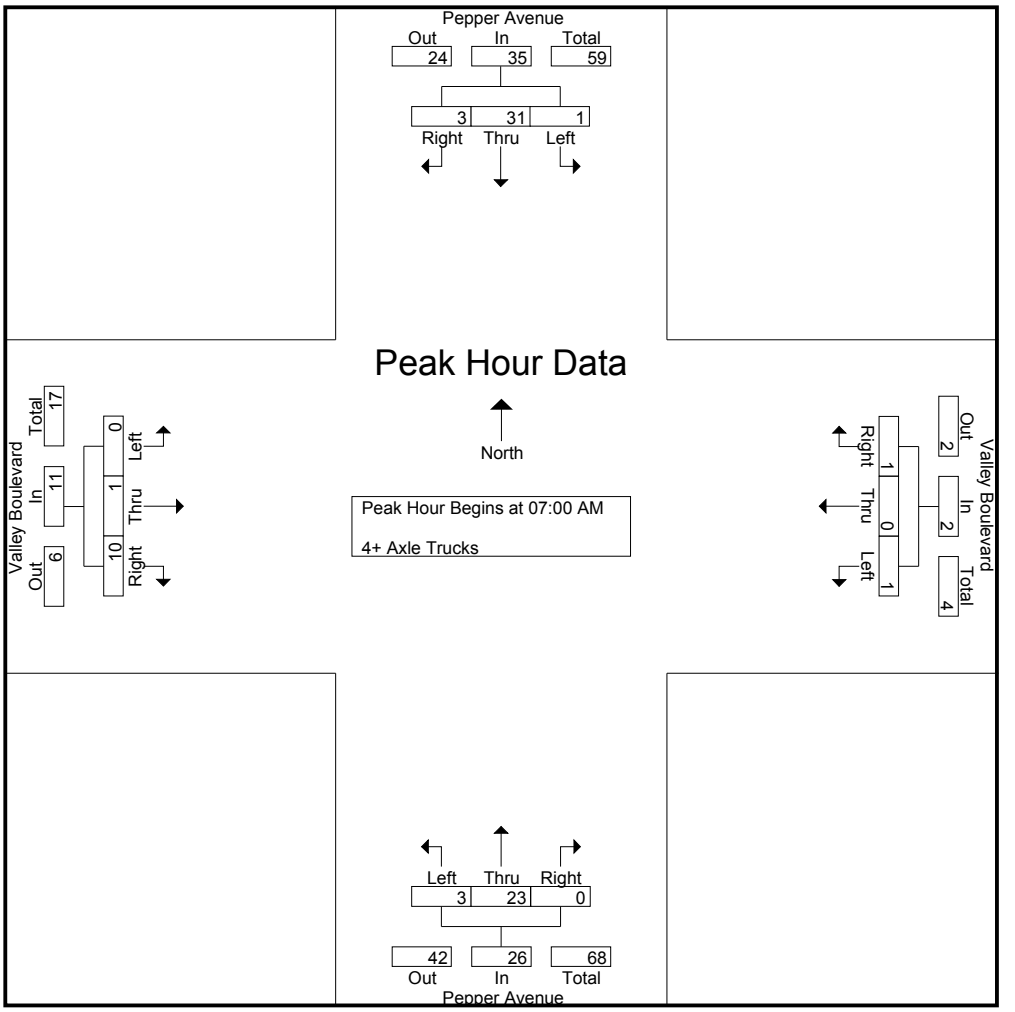

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	8	**2**	11	0	0	**1**	**1**	0	5	0	5	0	0	2	2
+15 mins.	0	5	1	6	0	0	0	0	0	**8**	0	8	0	0	**5**	**5**
+30 mins.	0	3	0	3	0	0	0	0	1	3	0	4	0	**1**	1	2
+45 mins.	0	**15**	0	**15**	**1**	0	0	1	**2**	7	0	**9**	0	0	2	2
Total Volume	1	31	3	35	1	0	1	2	3	23	0	26	0	1	10	11
% App. Total	2.9	88.6	8.6		50	0	50		11.5	88.5	0		0	9.1	90.9	
PHF	.250	.517	.375	.583	.250	.000	.250	.500	.375	.719	.000	.722	.000	.250	.500	.550

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAPM
Site Code : 04113643
Start Date : 3/27/2008
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

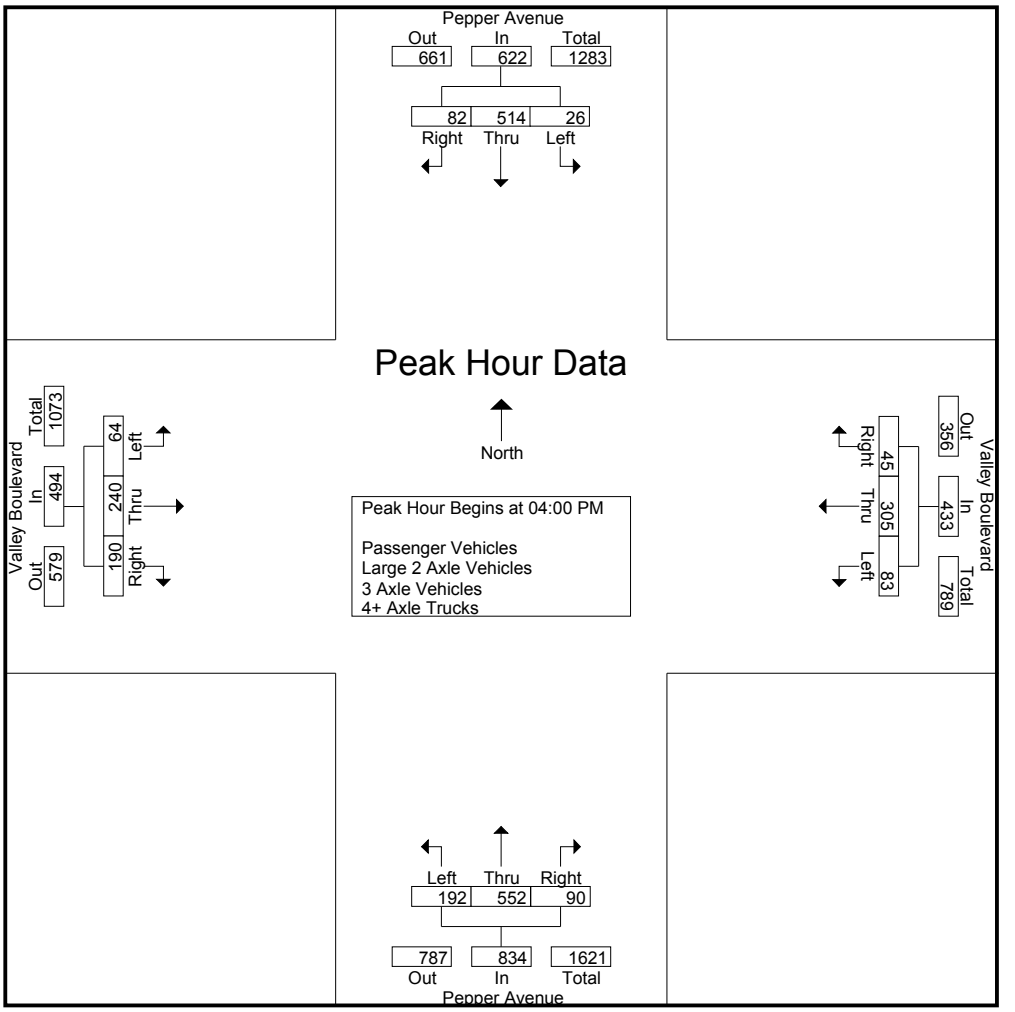
	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	140	20	163	21	94	13	128	53	151	24	228	12	49	48	109	628
04:15 PM	7	102	23	132	23	100	16	139	49	136	21	206	17	60	42	119	596
04:30 PM	9	145	17	171	20	58	6	84	51	136	19	206	20	79	49	148	609
04:45 PM	7	127	22	156	19	53	10	82	39	129	26	194	15	52	51	118	550
Total	26	514	82	622	83	305	45	433	192	552	90	834	64	240	190	494	2383
05:00 PM	5	111	19	135	12	52	13	77	40	159	29	228	20	71	55	146	586
05:15 PM	11	117	18	146	11	52	6	69	60	145	40	245	17	60	37	114	574
05:30 PM	11	119	10	140	13	57	13	83	44	124	21	189	18	56	46	120	532
05:45 PM	3	120	20	143	11	37	11	59	41	141	39	221	13	36	46	95	518
Total	30	467	67	564	47	198	43	288	185	569	129	883	68	223	184	475	2210
Grand Total	56	981	149	1186	130	503	88	721	377	1121	219	1717	132	463	374	969	4593
Apprch %	4.7	82.7	12.6		18	69.8	12.2		22	65.3	12.8		13.6	47.8	38.6		
Total %	1.2	21.4	3.2	25.8	2.8	11	1.9	15.7	8.2	24.4	4.8	37.4	2.9	10.1	8.1	21.1	
Passenger Vehicles	56	927	144	1127	123	488	78	689	352	1035	219	1606	124	454	361	939	4361
% Passenger Vehicles	100	94.5	96.6	95	94.6	97	88.6	95.6	93.4	92.3	100	93.5	93.9	98.1	96.5	96.9	94.9
Large 2 Axle Vehicles	0	3	2	5	2	7	9	18	17	7	0	24	6	8	9	23	70
% Large 2 Axle Vehicles	0	0.3	1.3	0.4	1.5	1.4	10.2	2.5	4.5	0.6	0	1.4	4.5	1.7	2.4	2.4	1.5
3 Axle Vehicles	0	26	3	29	2	3	1	6	0	13	0	13	1	0	0	1	49
% 3 Axle Vehicles	0	2.7	2	2.4	1.5	0.6	1.1	0.8	0	1.2	0	0.8	0.8	0	0	0.1	1.1
4+ Axle Trucks	0	25	0	25	3	5	0	8	8	66	0	74	1	1	4	6	113
% 4+ Axle Trucks	0	2.5	0	2.1	2.3	1	0	1.1	2.1	5.9	0	4.3	0.8	0.2	1.1	0.6	2.5

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	140	20	163	21	94	13	128	**53**	**151**	24	**228**	12	49	48	109	**628**
04:15 PM	7	102	**23**	132	**23**	**100**	**16**	**139**	49	136	21	206	17	60	42	119	596
04:30 PM	**9**	**145**	17	**171**	20	58	6	84	51	136	19	206	**20**	**79**	49	**148**	609
04:45 PM	7	127	22	156	19	53	10	82	39	129	**26**	194	15	52	**51**	118	550
Total Volume	26	514	82	622	83	305	45	433	192	552	90	834	64	240	190	494	2383
% App. Total	4.2	82.6	13.2		19.2	70.4	10.4		23	66.2	10.8		13	48.6	38.5		
PHF	.722	.886	.891	.909	.902	.763	.703	.779	.906	.914	.865	.914	.800	.759	.931	.834	.949

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAPM
Site Code : 04113643
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	3	140	20	163	21	94	13	128	40	**159**	29	228	17	60	42	119
+15 mins.	7	102	**23**	132	**23**	**100**	**16**	**139**	**60**	145	**40**	**245**	**20**	**79**	49	**148**
+30 mins.	**9**	**145**	17	**171**	20	58	6	84	44	124	21	189	15	52	51	118
+45 mins.	7	127	22	156	19	53	10	82	41	141	39	221	20	71	**55**	146
Total Volume	26	514	82	622	83	305	45	433	185	569	129	883	72	262	197	531
% App. Total	4.2	82.6	13.2		19.2	70.4	10.4		21	64.4	14.6		13.6	49.3	37.1	
PHF	.722	.886	.891	.909	.902	.763	.703	.779	.771	.895	.806	.901	.900	.829	.895	.897

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAPM
Site Code : 04113643
Start Date : 3/27/2008

Groups Printed- Passenger Vehicles

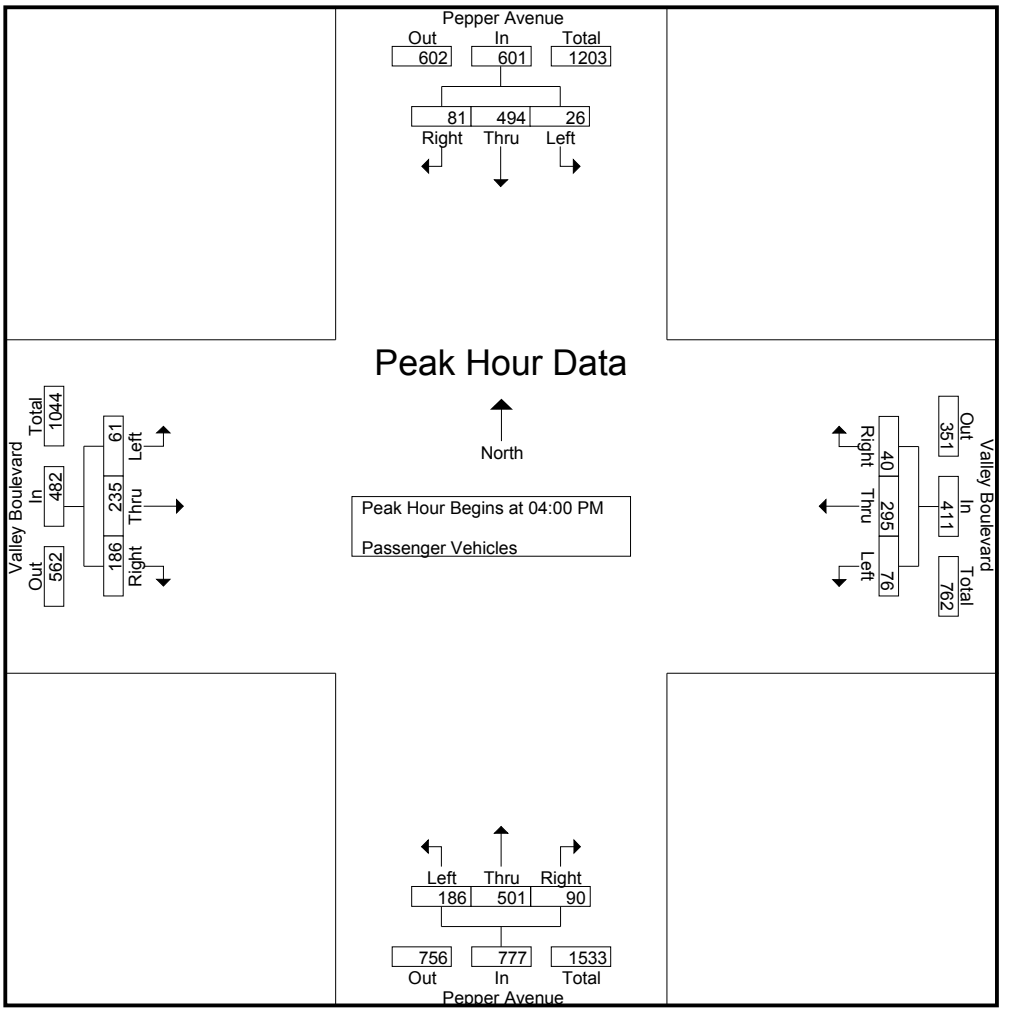
	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	134	20	157	18	91	13	122	52	135	24	211	11	47	46	104	594
04:15 PM	7	99	23	129	19	95	14	128	45	122	21	188	16	59	42	117	562
04:30 PM	9	138	16	163	20	57	5	82	51	127	19	197	19	78	47	144	586
04:45 PM	7	123	22	152	19	52	8	79	38	117	26	181	15	51	51	117	529
Total	26	494	81	601	76	295	40	411	186	501	90	777	61	235	186	482	2271
05:00 PM	5	105	16	126	12	50	11	73	38	152	29	219	19	71	53	143	561
05:15 PM	11	103	18	132	11	51	5	67	57	139	40	236	15	57	37	109	544
05:30 PM	11	110	9	130	13	55	12	80	36	113	21	170	16	56	42	114	494
05:45 PM	3	115	20	138	11	37	10	58	35	130	39	204	13	35	43	91	491
Total	30	433	63	526	47	193	38	278	166	534	129	829	63	219	175	457	2090
Grand Total	56	927	144	1127	123	488	78	689	352	1035	219	1606	124	454	361	939	4361
Apprch %	5	82.3	12.8		17.9	70.8	11.3		21.9	64.4	13.6		13.2	48.3	38.4		
Total %	1.3	21.3	3.3	25.8	2.8	11.2	1.8	15.8	8.1	23.7	5	36.8	2.8	10.4	8.3	21.5	

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	134	20	157	18	91	13	122	**52**	**135**	24	**211**	11	47	46	104	**594**
04:15 PM	7	99	**23**	129	19	**95**	**14**	**128**	45	122	21	188	16	59	42	117	562
04:30 PM	**9**	**138**	16	**163**	**20**	57	5	82	51	127	19	197	**19**	**78**	47	**144**	586
04:45 PM	7	123	22	152	19	52	8	79	38	117	**26**	181	15	51	**51**	117	529
Total Volume	26	494	81	601	76	295	40	411	186	501	90	777	61	235	186	482	2271
% App. Total	4.3	82.2	13.5		18.5	71.8	9.7		23.9	64.5	11.6		12.7	48.8	38.6		
PHF	.722	.895	.880	.922	.950	.776	.714	.803	.894	.928	.865	.921	.803	.753	.912	.837	.956

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAPM
Site Code : 04113643
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	3	134	20	157	18	91	13	122	51	127	19	197	16	59	42	117
+15 mins.	7	99	**23**	129	19	**95**	**14**	**128**	38	117	26	181	**19**	**78**	47	**144**
+30 mins.	**9**	**138**	16	**163**	**20**	57	5	82	38	**152**	29	219	15	51	51	117
+45 mins.	7	123	22	152	19	52	8	79	**57**	139	**40**	**236**	19	71	**53**	143
Total Volume	26	494	81	601	76	295	40	411	184	535	114	833	69	259	193	521
% App. Total	4.3	82.2	13.5		18.5	71.8	9.7		22.1	64.2	13.7		13.2	49.7	37	
PHF	.722	.895	.880	.922	.950	.776	.714	.803	.807	.880	.713	.882	.908	.830	.910	.905

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAPM
Site Code : 04113643
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Groups Printed- Large 2 Axle Vehicles

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	2	0	3	0	1	0	1	1	1	2	4	8
04:15 PM	0	1	0	1	1	2	2	5	1	1	0	2	1	1	0	2	10
04:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	1	1	2	4	6
04:45 PM	0	0	0	0	0	1	2	3	0	1	0	1	0	1	0	1	5
Total	0	1	0	1	2	5	5	12	1	4	0	5	3	4	4	11	29
05:00 PM	0	1	2	3	0	1	1	2	2	0	0	2	1	0	1	2	9
05:15 PM	0	0	0	0	0	0	1	1	3	0	0	3	1	3	0	4	8
05:30 PM	0	1	0	1	0	1	1	2	6	2	0	8	1	0	3	4	15
05:45 PM	0	0	0	0	0	0	1	1	5	1	0	6	0	1	1	2	9
Total	0	2	2	4	0	2	4	6	16	3	0	19	3	4	5	12	41
Grand Total	0	3	2	5	2	7	9	18	17	7	0	24	6	8	9	23	70
Apprch %	0	60	40		11.1	38.9	50		70.8	29.2	0		26.1	34.8	39.1		
Total %	0	4.3	2.9	7.1	2.9	10	12.9	25.7	24.3	10	0	34.3	8.6	11.4	12.9	32.9	

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	**2**	0	3	0	**1**	0	1	**1**	**1**	**2**	**4**	8
04:15 PM	0	**1**	0	**1**	1	2	**2**	**5**	**1**	1	0	**2**	1	1	0	2	**10**
04:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	1	1	2	4	6
04:45 PM	0	0	0	0	0	1	2	3	0	1	0	1	0	1	0	1	5
Total Volume	0	1	0	1	2	5	5	12	1	4	0	5	3	4	4	11	29
% App. Total	0	100	0		16.7	41.7	41.7		20	80	0		27.3	36.4	36.4		
PHF	.000	.250	.000	.250	.500	.625	.625	.600	.250	1.000	.000	.625	.750	1.000	.500	.688	.725

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAPM
Site Code : 04113643
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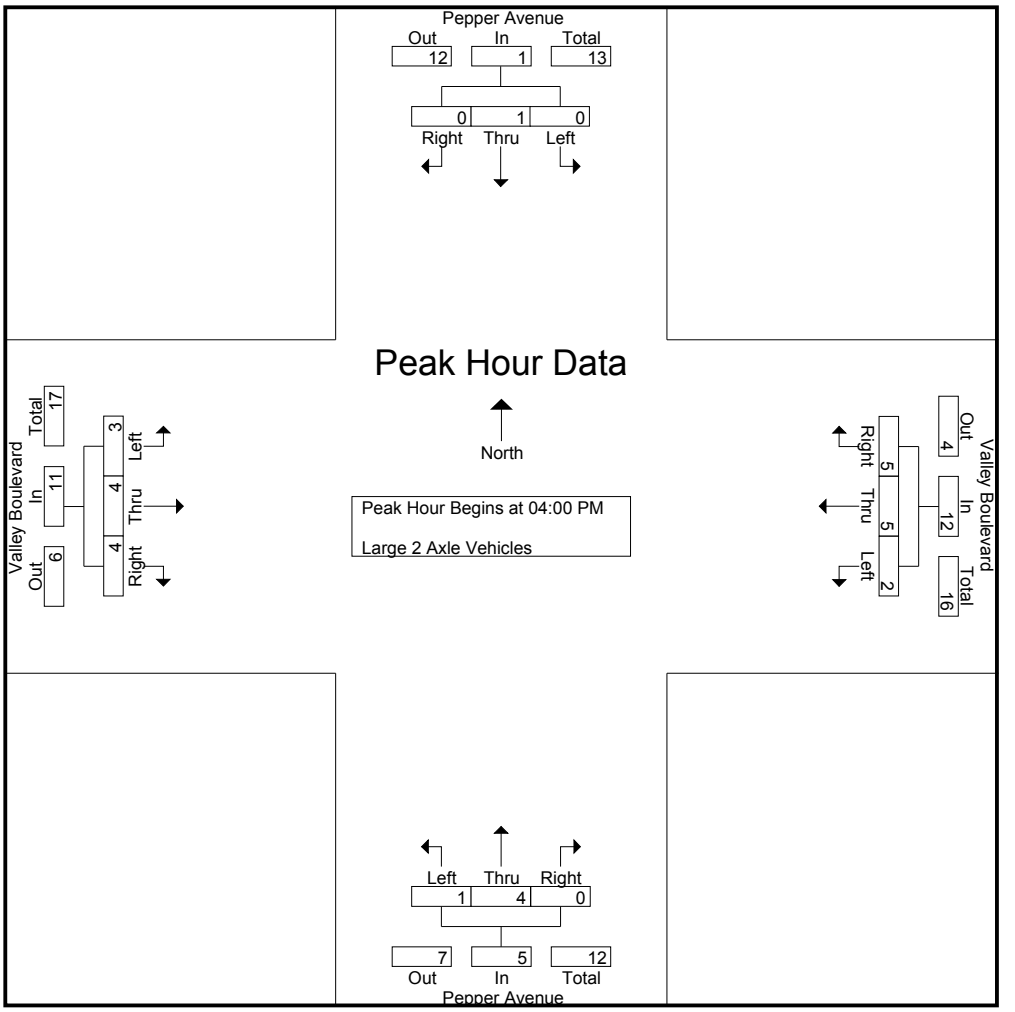

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	**2**	0	3	0	**1**	0	1	**1**	**1**	**2**	**4**
+15 mins.	0	**1**	0	**1**	1	2	**2**	**5**	**1**	1	0	**2**	1	1	0	2
+30 mins.	0	0	0	0	0	0	1	1	0	1	0	1	1	1	2	4
+45 mins.	0	0	0	0	0	1	2	3	0	1	0	1	0	1	0	1
Total Volume	0	1	0	1	2	5	5	12	1	4	0	5	3	4	4	11
% App. Total	0	100	0		16.7	41.7	41.7		20	80	0		27.3	36.4	36.4	
PHF	.000	.250	.000	.250	.500	.625	.625	.600	.250	1.000	.000	.625	.750	1.000	.500	.688

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAPM
Site Code : 04113643
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Groups Printed- 3 Axle Vehicles

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	1	0	1	0	4	0	4	0	0	0	0	7
04:15 PM	0	2	0	2	2	1	0	3	0	3	0	3	0	0	0	0	8
04:30 PM	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
04:45 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	9	1	10	2	3	0	5	0	9	0	9	0	0	0	0	24
05:00 PM	0	3	1	4	0	0	1	1	0	2	0	2	0	0	0	0	7
05:15 PM	0	7	0	7	0	0	0	0	0	0	0	0	1	0	0	1	8
05:30 PM	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	17	2	19	0	0	1	1	0	4	0	4	1	0	0	1	25
Grand Total	0	26	3	29	2	3	1	6	0	13	0	13	1	0	0	1	49
Apprch %	0	89.7	10.3		33.3	50	16.7		0	100	0		100	0	0		
Total %	0	53.1	6.1	59.2	4.1	6.1	2	12.2	0	26.5	0	26.5	2	0	0	2	

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	0	**1**	0	1	0	**4**	0	**4**	0	0	0	0	7
04:15 PM	0	2	0	2	**2**	1	0	**3**	0	3	0	3	0	0	0	0	**8**
04:30 PM	0	1	**1**	2	0	1	0	1	0	1	0	1	0	0	0	0	4
04:45 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	9	1	10	2	3	0	5	0	9	0	9	0	0	0	0	24
% App. Total	0	90	10		40	60	0		0	100	0		0	0	0		
PHF	.000	.563	.250	.625	.250	.750	.000	.417	.000	.563	.000	.563	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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File Name : CNPEVAPM
Site Code : 04113643
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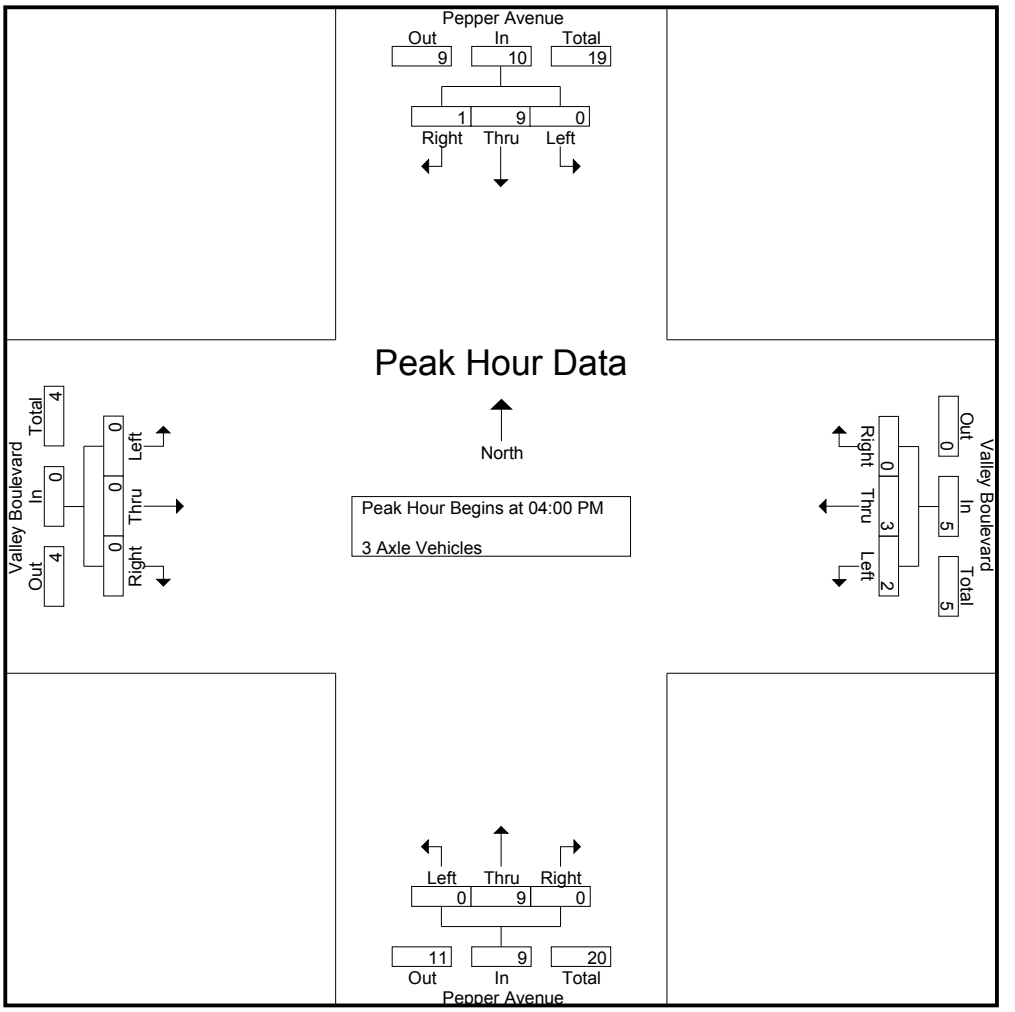

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	0	**1**	0	1	0	**4**	0	**4**	0	0	0	0
+15 mins.	0	2	0	2	**2**	1	0	**3**	0	3	0	3	0	0	0	0
+30 mins.	0	1	**1**	2	0	1	0	1	0	1	0	1	0	0	0	0
+45 mins.	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	9	1	10	2	3	0	5	0	9	0	9	0	0	0	0
% App. Total	0	90	10		40	60	0		0	100	0		0	0	0	
PHF	.000	.563	.250	.625	.250	.750	.000	.417	.000	.563	.000	.563	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNPEVAPM
Site Code : 04113643
Start Date : 3/27/2008
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Groups Printed- 4+ Axle Trucks

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	2	0	0	2	1	11	0	12	0	1	0	1	19
04:15 PM	0	0	0	0	1	2	0	3	3	10	0	13	0	0	0	0	16
04:30 PM	0	6	0	6	0	0	0	0	0	7	0	7	0	0	0	0	13
04:45 PM	0	0	0	0	0	0	0	0	1	10	0	11	0	0	0	0	11
Total	0	10	0	10	3	2	0	5	5	38	0	43	0	1	0	1	59
05:00 PM	0	2	0	2	0	1	0	1	0	5	0	5	0	0	1	1	9
05:15 PM	0	7	0	7	0	1	0	1	0	6	0	6	0	0	0	0	14
05:30 PM	0	2	0	2	0	1	0	1	2	9	0	11	1	0	1	2	16
05:45 PM	0	4	0	4	0	0	0	0	1	8	0	9	0	0	2	2	15
Total	0	15	0	15	0	3	0	3	3	28	0	31	1	0	4	5	54
Grand Total	0	25	0	25	3	5	0	8	8	66	0	74	1	1	4	6	113
Apprch %	0	100	0		37.5	62.5	0		10.8	89.2	0		16.7	16.7	66.7		
Total %	0	22.1	0	22.1	2.7	4.4	0	7.1	7.1	58.4	0	65.5	0.9	0.9	3.5	5.3	

	Pepper Avenue Southbound				Valley Boulevard Westbound				Pepper Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	0	4	**2**	0	0	2	1	**11**	0	12	0	**1**	0	**1**	**19**
04:15 PM	0	0	0	0	1	**2**	0	**3**	**3**	10	0	**13**	0	0	0	0	16
04:30 PM	0	**6**	0	**6**	0	0	0	0	0	7	0	7	0	0	0	0	13
04:45 PM	0	0	0	0	0	0	0	0	1	10	0	11	0	0	0	0	11
Total Volume	0	10	0	10	3	2	0	5	5	38	0	43	0	1	0	1	59
% App. Total	0	100	0		60	40	0		11.6	88.4	0		0	100	0		
PHF	.000	.417	.000	.417	.375	.250	.000	.417	.417	.864	.000	.827	.000	.250	.000	.250	.776

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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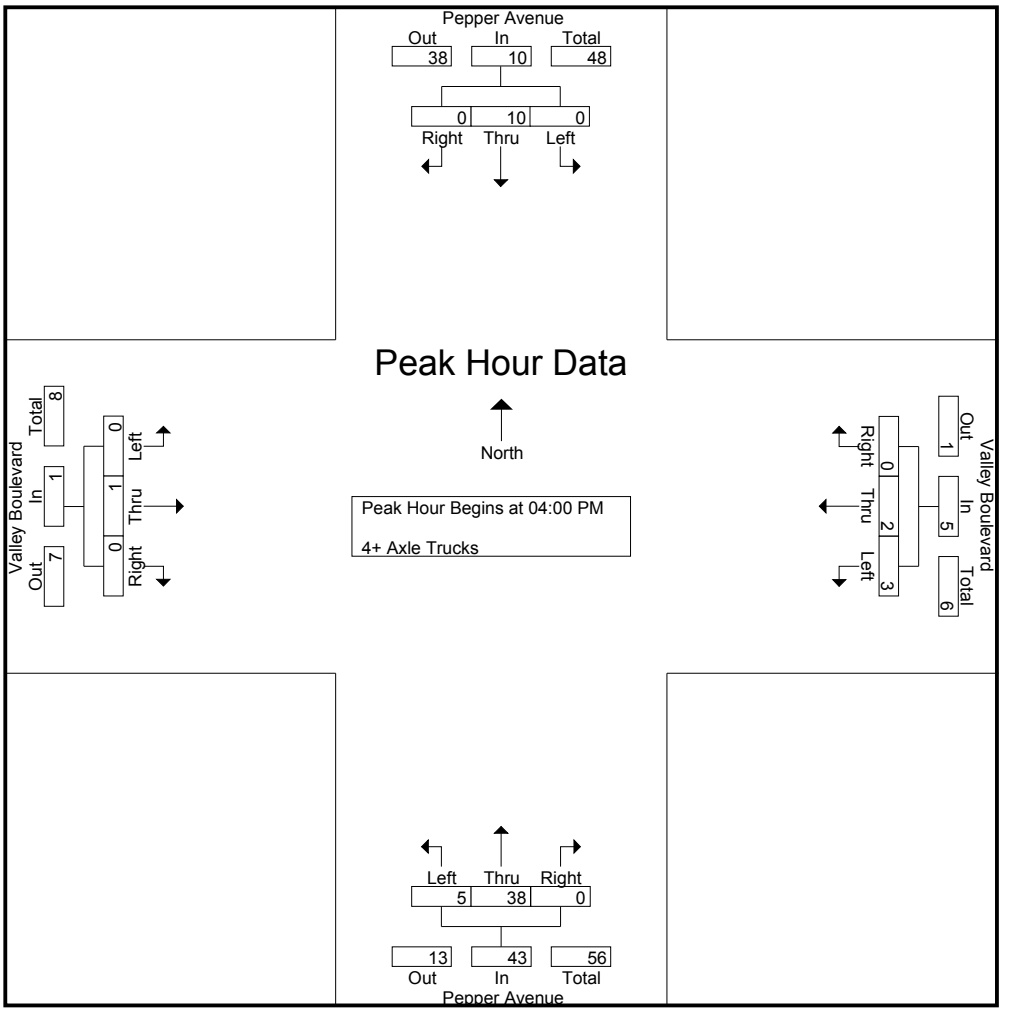

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	**2**	0	0	2	1	**11**	0	12	0	**1**	0	**1**
+15 mins.	0	0	0	0	1	**2**	0	**3**	**3**	10	0	**13**	0	0	0	0
+30 mins.	0	**6**	0	**6**	0	0	0	0	0	7	0	7	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	10	0	11	0	0	0	0
Total Volume	0	10	0	10	3	2	0	5	5	38	0	43	0	1	0	1
% App. Total	0	100	0		60	40	0		11.6	88.4	0		0	100	0	
PHF	.000	.417	.000	.417	.375	.250	.000	.417	.417	.864	.000	.827	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAAM
Site Code : 04113622
Start Date : 3/27/2008
Page No : 1

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

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	3	2	5	110	8	118	2	53	55	178
07:15 AM	8	8	16	101	18	119	9	76	85	220
07:30 AM	15	7	22	107	14	121	16	110	126	269
07:45 AM	6	7	13	120	13	133	3	93	96	242
Total	32	24	56	438	53	491	30	332	362	909
08:00 AM	1	5	6	72	4	76	3	53	56	138
08:15 AM	2	5	7	57	5	62	5	54	59	128
08:30 AM	3	2	5	55	3	58	3	61	64	127
08:45 AM	1	5	6	53	4	57	5	65	70	133
Total	7	17	24	237	16	253	16	233	249	526
Grand Total	39	41	80	675	69	744	46	565	611	1435
Apprch %	48.8	51.2		90.7	9.3		7.5	92.5		
Total %	2.7	2.9	5.6	47	4.8	51.8	3.2	39.4	42.6	
Passenger Vehicles	36	38	74	649	67	716	44	535	579	1369
% Passenger Vehicles	92.3	92.7	92.5	96.1	97.1	96.2	95.7	94.7	94.8	95.4
Large 2 Axle Vehicles	1	3	4	20	2	22	1	21	22	48
% Large 2 Axle Vehicles	2.6	7.3	5	3	2.9	3	2.2	3.7	3.6	3.3
3 Axle Vehicles	2	0	2	2	0	2	1	5	6	10
% 3 Axle Vehicles	5.1	0	2.5	0.3	0	0.3	2.2	0.9	1	0.7
4+ Axle Trucks	0	0	0	4	0	4	0	4	4	8
% 4+ Axle Trucks	0	0	0	0.6	0	0.5	0	0.7	0.7	0.6

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	2	5	110	8	118	2	53	55	178
07:15 AM	8	**8**	16	101	**18**	119	9	76	85	220
07:30 AM	**15**	7	**22**	107	14	121	**16**	**110**	**126**	**269**
07:45 AM	6	7	13	**120**	13	**133**	3	93	96	242
Total Volume	32	24	56	438	53	491	30	332	362	909
% App. Total	57.1	42.9		89.2	10.8		8.3	91.7		
PHF	.533	.750	.636	.913	.736	.923	.469	.755	.718	.845

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAAM
Site Code : 04113622
Start Date : 3/27/2008
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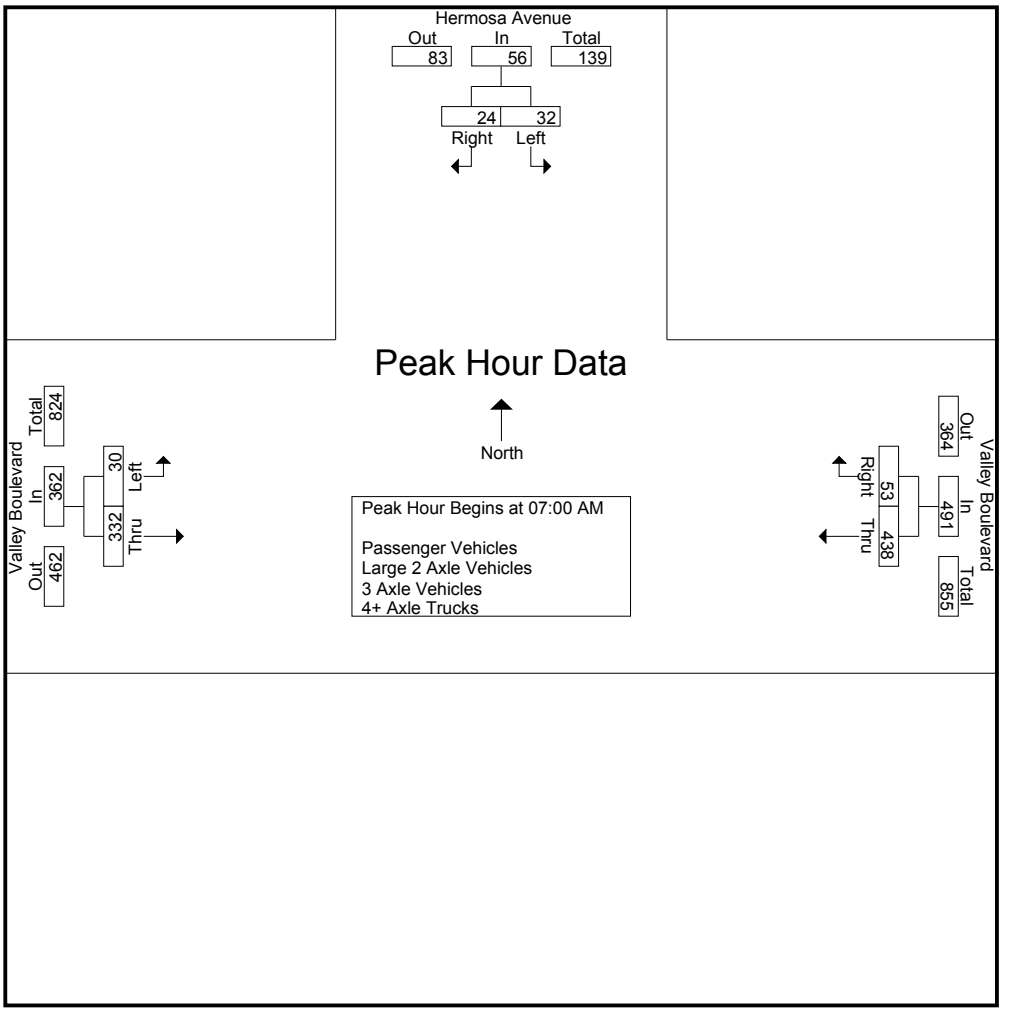

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	8	**8**	16	110	8	118	9	76	85
+15 mins.	**15**	7	**22**	101	**18**	119	**16**	**110**	**126**
+30 mins.	6	7	13	107	14	121	3	93	96
+45 mins.	1	5	6	**120**	13	**133**	3	53	56
Total Volume	30	27	57	438	53	491	31	332	363
% App. Total	52.6	47.4		89.2	10.8		8.5	91.5	
PHF	.500	.844	.648	.913	.736	.923	.484	.755	.720

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAAM
Site Code : 04113622
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	3	2	5	108	8	116	2	49	51	172
07:15 AM	6	7	13	97	18	115	8	72	80	208
07:30 AM	14	7	21	104	14	118	15	106	121	260
07:45 AM	6	7	13	117	12	129	3	92	95	237
Total	29	23	52	426	52	478	28	319	347	877
08:00 AM	1	5	6	69	4	73	3	50	53	132
08:15 AM	2	5	7	54	5	59	5	47	52	118
08:30 AM	3	1	4	49	3	52	3	58	61	117
08:45 AM	1	4	5	51	3	54	5	61	66	125
Total	7	15	22	223	15	238	16	216	232	492
Grand Total	36	38	74	649	67	716	44	535	579	1369
Apprch %	48.6	51.4		90.6	9.4		7.6	92.4		
Total %	2.6	2.8	5.4	47.4	4.9	52.3	3.2	39.1	42.3	

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	2	5	108	8	116	2	49	51	172
07:15 AM	6	**7**	13	97	**18**	115	8	72	80	208
07:30 AM	**14**	7	**21**	104	14	118	**15**	**106**	**121**	**260**
07:45 AM	6	7	13	**117**	12	**129**	3	92	95	237
Total Volume	29	23	52	426	52	478	28	319	347	877
% App. Total	55.8	44.2		89.1	10.9		8.1	91.9		
PHF	.518	.821	.619	.910	.722	.926	.467	.752	.717	.843

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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Weather: Sunny

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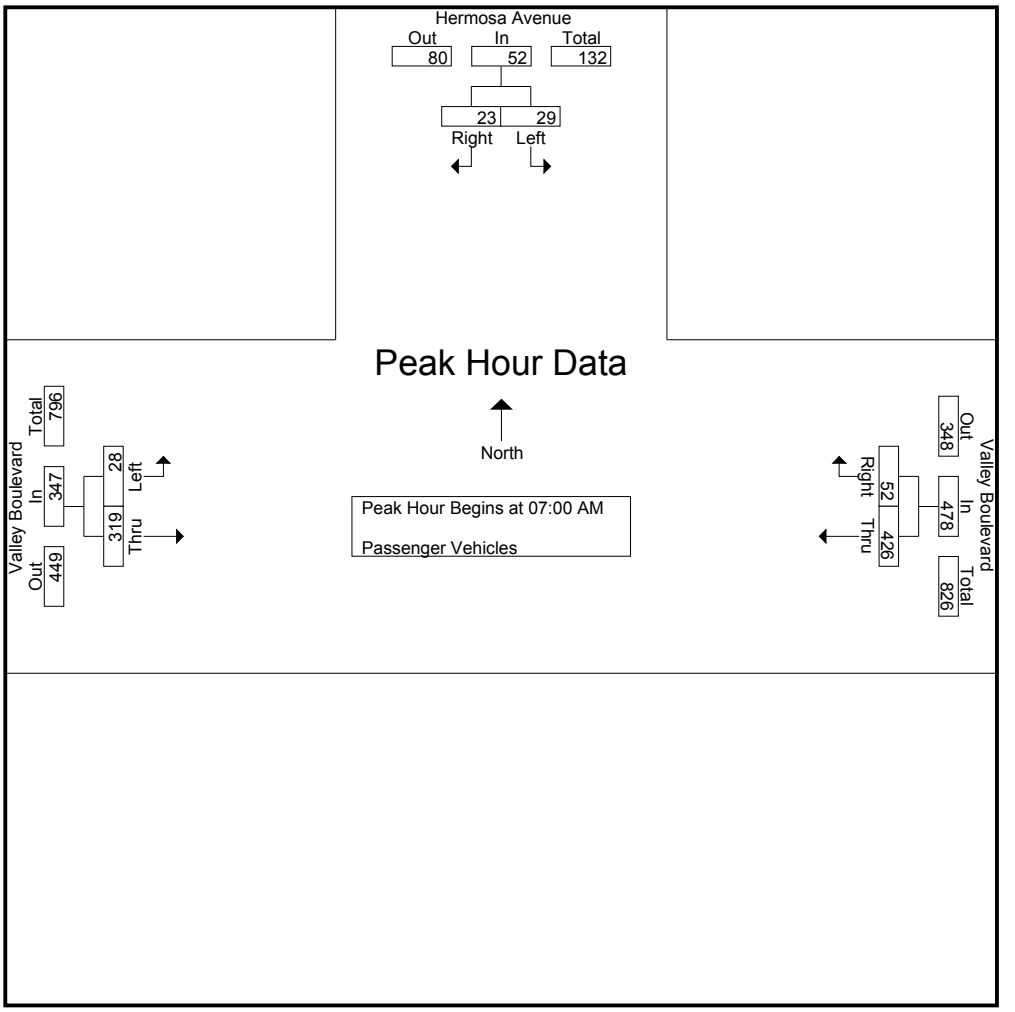

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	6	**7**	13	108	8	116	8	72	80
+15 mins.	**14**	7	**21**	97	**18**	115	**15**	**106**	**121**
+30 mins.	6	7	13	104	14	118	3	92	95
+45 mins.	1	5	6	**117**	12	**129**	3	50	53
Total Volume	27	26	53	426	52	478	29	320	349
% App. Total	50.9	49.1		89.1	10.9		8.3	91.7	
PHF	.482	.929	.631	.910	.722	.926	.483	.755	.721

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

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Site Code : 04113622
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Groups Printed- Large 2 Axle Vehicles

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	0	0	1	0	1	0	2	2	3
07:15 AM	1	1	2	3	0	3	1	3	4	9
07:30 AM	0	0	0	3	0	3	0	3	3	6
07:45 AM	0	0	0	2	1	3	0	1	1	4
Total	1	1	2	9	1	10	1	9	10	22
08:00 AM	0	0	0	1	0	1	0	2	2	3
08:15 AM	0	0	0	2	0	2	0	4	4	6
08:30 AM	0	1	1	6	0	6	0	3	3	10
08:45 AM	0	1	1	2	1	3	0	3	3	7
Total	0	2	2	11	1	12	0	12	12	26
Grand Total	1	3	4	20	2	22	1	21	22	48
Apprch %	25	75		90.9	9.1		4.5	95.5		
Total %	2.1	6.2	8.3	41.7	4.2	45.8	2.1	43.8	45.8	

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	1	0	1	0	2	2	3
07:15 AM	**1**	**1**	**2**	**3**	0	**3**	**1**	**3**	**4**	**9**
07:30 AM	0	0	0	3	0	3	0	3	3	6
07:45 AM	0	0	0	2	**1**	3	0	1	1	4
Total Volume	1	1	2	9	1	10	1	9	10	22
% App. Total	50	50		90	10		10	90		
PHF	.250	.250	.250	.750	.250	.833	.250	.750	.625	.611

Counts Unlimited Inc.
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Moreno Valley, CA 92557
951-485-7934

City of Colton
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Weather: Sunny

File Name : CNHEVAAM
Site Code : 04113622
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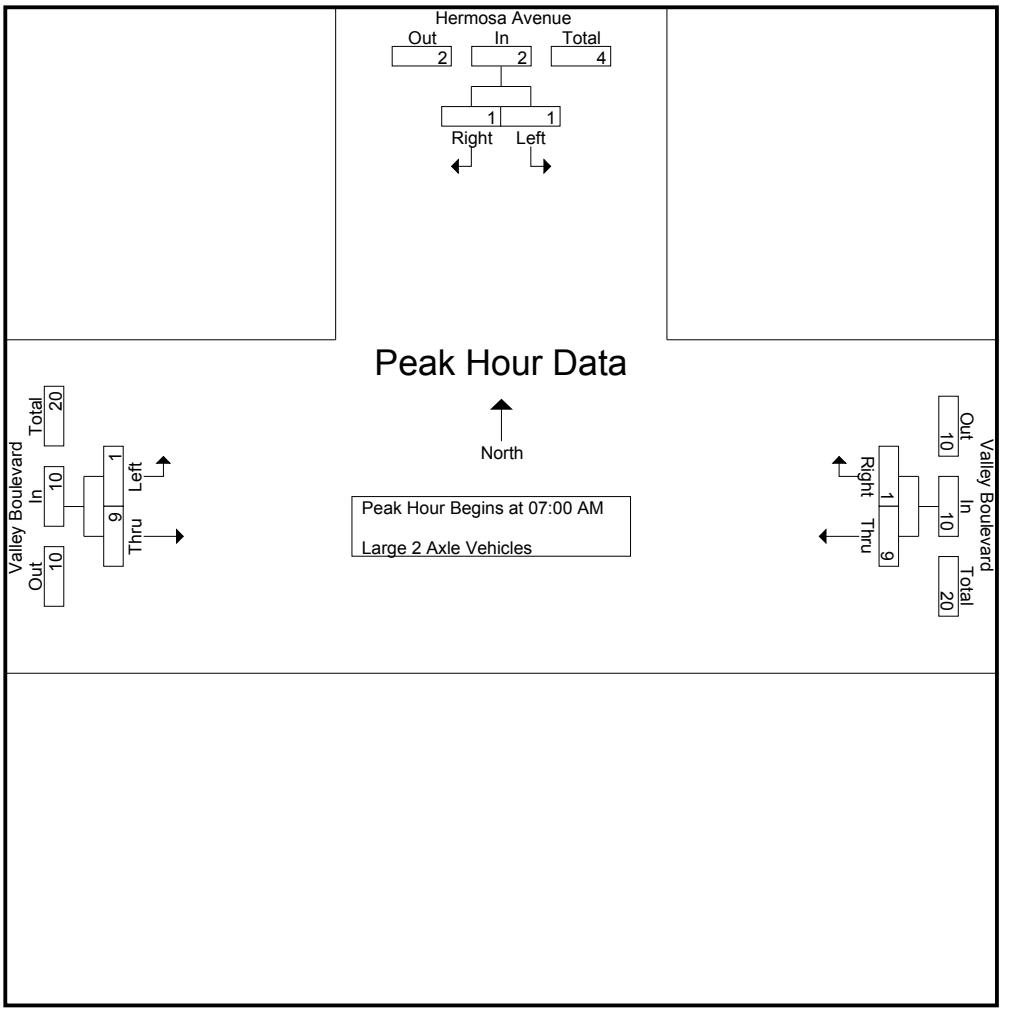

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	0	1	0	2	2
+15 mins.	**1**	**1**	**2**	**3**	0	**3**	**1**	**3**	**4**
+30 mins.	0	0	0	3	0	3	0	3	3
+45 mins.	0	0	0	2	**1**	3	0	1	1
Total Volume	1	1	2	9	1	10	1	9	10
% App. Total	50	50		90	10		10	90	
PHF	.250	.250	.250	.750	.250	.833	.250	.750	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAAM
Site Code : 04113622
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	1	0	1	0	1	1	3
07:30 AM	1	0	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	1	0	1	1	1	2	5
08:00 AM	0	0	0	1	0	1	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	2	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	4	4	5
Grand Total	2	0	2	2	0	2	1	5	6	10
Apprch %	100	0		100	0		16.7	83.3		
Total %	20	0	20	20	0	20	10	50	60	

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	**1**	0	**1**	**1**	0	**1**	0	**1**	**1**	**3**
07:30 AM	1	0	1	0	0	0	**1**	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	2	1	0	1	1	1	2	5
% App. Total	100	0		100	0		50	50		
PHF	.500	.000	.500	.250	.000	.250	.250	.250	.500	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAAM
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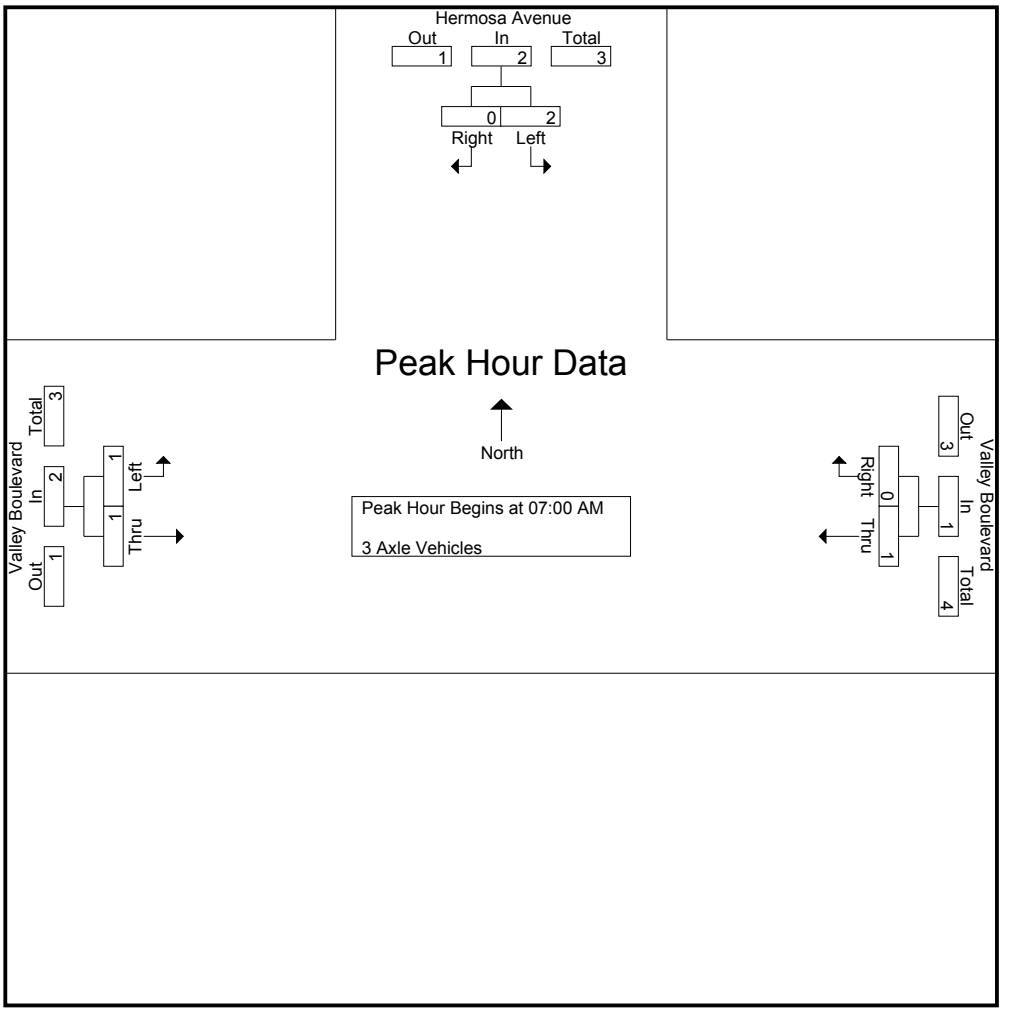

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	**1**	0	**1**	0	**1**	**1**
+30 mins.	1	0	1	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	2	0	2	1	0	1	1	1	2
% App. Total	100	0		100	0		50	50	
PHF	.500	.000	.500	.250	.000	.250	.250	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAAM
Site Code : 04113622
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Groups Printed- 4+ Axle Trucks

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	0	0	1	0	1	0	2	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	2	0	2	0	3	3	5
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	1	0	1	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	1	1	3
Grand Total	0	0	0	4	0	4	0	4	4	8
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

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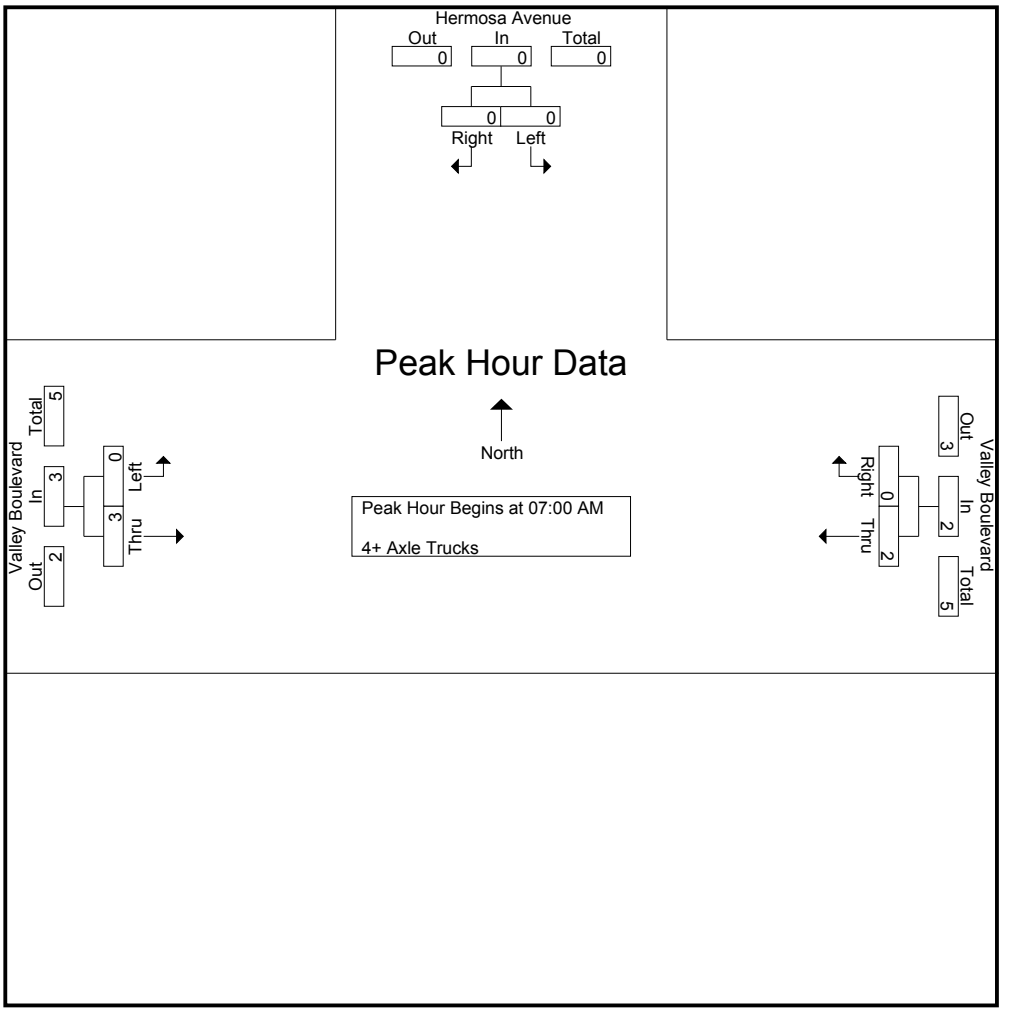

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	**1**	0	**1**	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	2	0	2	0	3	3
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.375	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

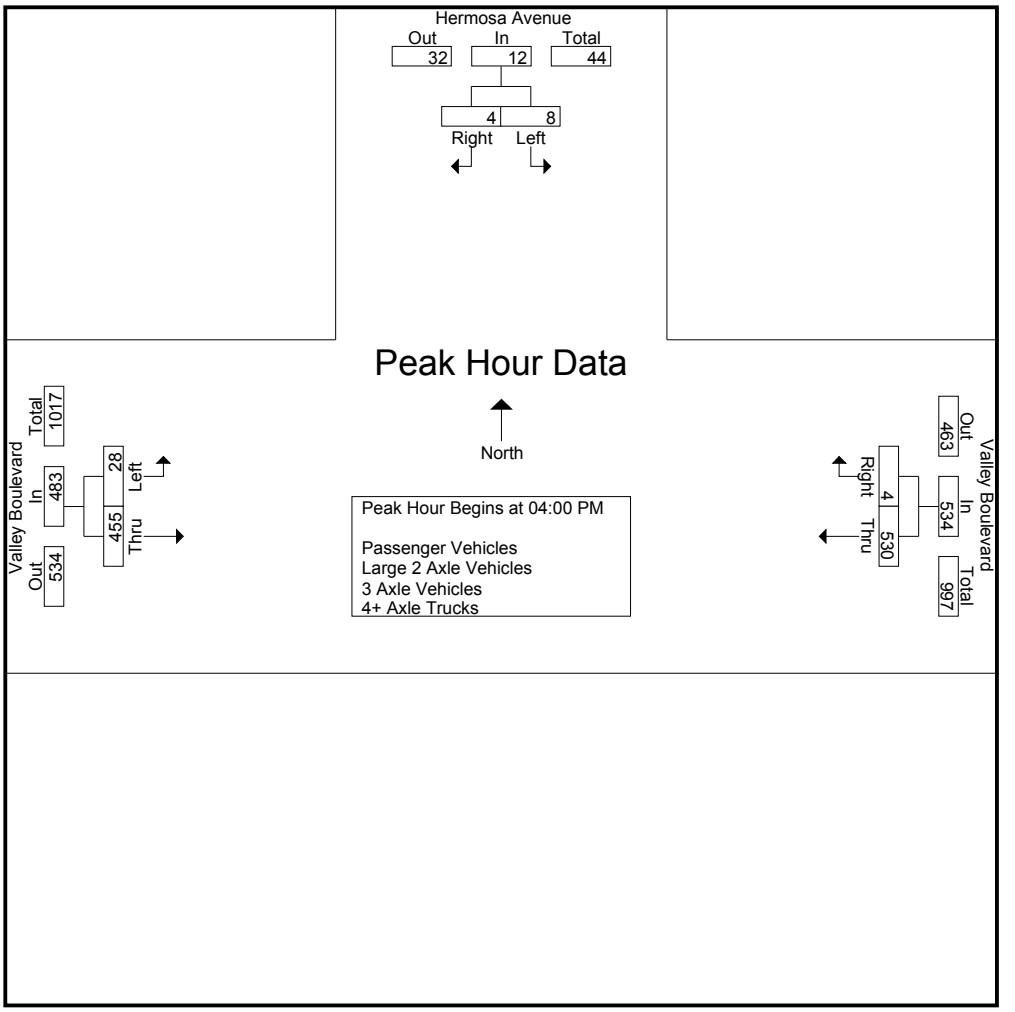
	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	2	2	197	0	197	7	112	119	318
04:15 PM	4	0	4	137	1	138	7	114	121	263
04:30 PM	1	1	2	97	1	98	13	122	135	235
04:45 PM	3	1	4	99	2	101	1	107	108	213
Total	8	4	12	530	4	534	28	455	483	1029
05:00 PM	9	2	11	101	4	105	0	133	133	249
05:15 PM	0	5	5	96	3	99	2	103	105	209
05:30 PM	0	3	3	108	1	109	2	103	105	217
05:45 PM	1	1	2	101	0	101	0	84	84	187
Total	10	11	21	406	8	414	4	423	427	862
Grand Total	18	15	33	936	12	948	32	878	910	1891
Apprch %	54.5	45.5		98.7	1.3		3.5	96.5		
Total %	1	0.8	1.7	49.5	0.6	50.1	1.7	46.4	48.1	
Passenger Vehicles	16	15	31	896	12	908	31	862	893	1832
% Passenger Vehicles	88.9	100	93.9	95.7	100	95.8	96.9	98.2	98.1	96.9
Large 2 Axle Vehicles	2	0	2	27	0	27	1	15	16	45
% Large 2 Axle Vehicles	11.1	0	6.1	2.9	0	2.8	3.1	1.7	1.8	2.4
3 Axle Vehicles	0	0	0	6	0	6	0	0	0	6
% 3 Axle Vehicles	0	0	0	0.6	0	0.6	0	0	0	0.3
4+ Axle Trucks	0	0	0	7	0	7	0	1	1	8
% 4+ Axle Trucks	0	0	0	0.7	0	0.7	0	0.1	0.1	0.4

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**2**	2	**197**	0	**197**	7	112	119	**318**
04:15 PM	**4**	0	**4**	137	1	138	7	114	121	263
04:30 PM	1	1	2	97	1	98	**13**	**122**	**135**	235
04:45 PM	3	1	4	99	**2**	101	1	107	108	213
Total Volume	8	4	12	530	4	534	28	455	483	1029
% App. Total	66.7	33.3		99.3	0.7		5.8	94.2		
PHF	.500	.500	.750	.673	.500	.678	.538	.932	.894	.809

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:15 PM		
+0 mins.	3	1	4	**197**	0	**197**	7	114	121
+15 mins.	**9**	2	**11**	137	1	138	**13**	122	**135**
+30 mins.	0	**5**	5	97	1	98	1	107	108
+45 mins.	0	3	3	99	**2**	101	0	**133**	133
Total Volume	12	11	23	530	4	534	21	476	497
% App. Total	52.2	47.8		99.3	0.7		4.2	95.8	
PHF	.333	.550	.523	.673	.500	.678	.404	.895	.920

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	2	2	186	0	186	6	110	116	304
04:15 PM	3	0	3	127	1	128	7	111	118	249
04:30 PM	1	1	2	93	1	94	13	120	133	229
04:45 PM	2	1	3	96	2	98	1	105	106	207
Total	6	4	10	502	4	506	27	446	473	989
05:00 PM	9	2	11	97	4	101	0	131	131	243
05:15 PM	0	5	5	94	3	97	2	100	102	204
05:30 PM	0	3	3	103	1	104	2	102	104	211
05:45 PM	1	1	2	100	0	100	0	83	83	185
Total	10	11	21	394	8	402	4	416	420	843
Grand Total	16	15	31	896	12	908	31	862	893	1832
Apprch %	51.6	48.4		98.7	1.3		3.5	96.5		
Total %	0.9	0.8	1.7	48.9	0.7	49.6	1.7	47.1	48.7	

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**2**	2	**186**	0	**186**	6	110	116	**304**
04:15 PM	**3**	0	**3**	127	1	128	7	111	118	249
04:30 PM	1	1	2	93	1	94	**13**	**120**	**133**	229
04:45 PM	2	1	3	96	**2**	98	1	105	106	207
Total Volume	6	4	10	502	4	506	27	446	473	989
% App. Total	60	40		99.2	0.8		5.7	94.3		
PHF	.500	.500	.833	.675	.500	.680	.519	.929	.889	.813

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
Start Date : 3/27/2008
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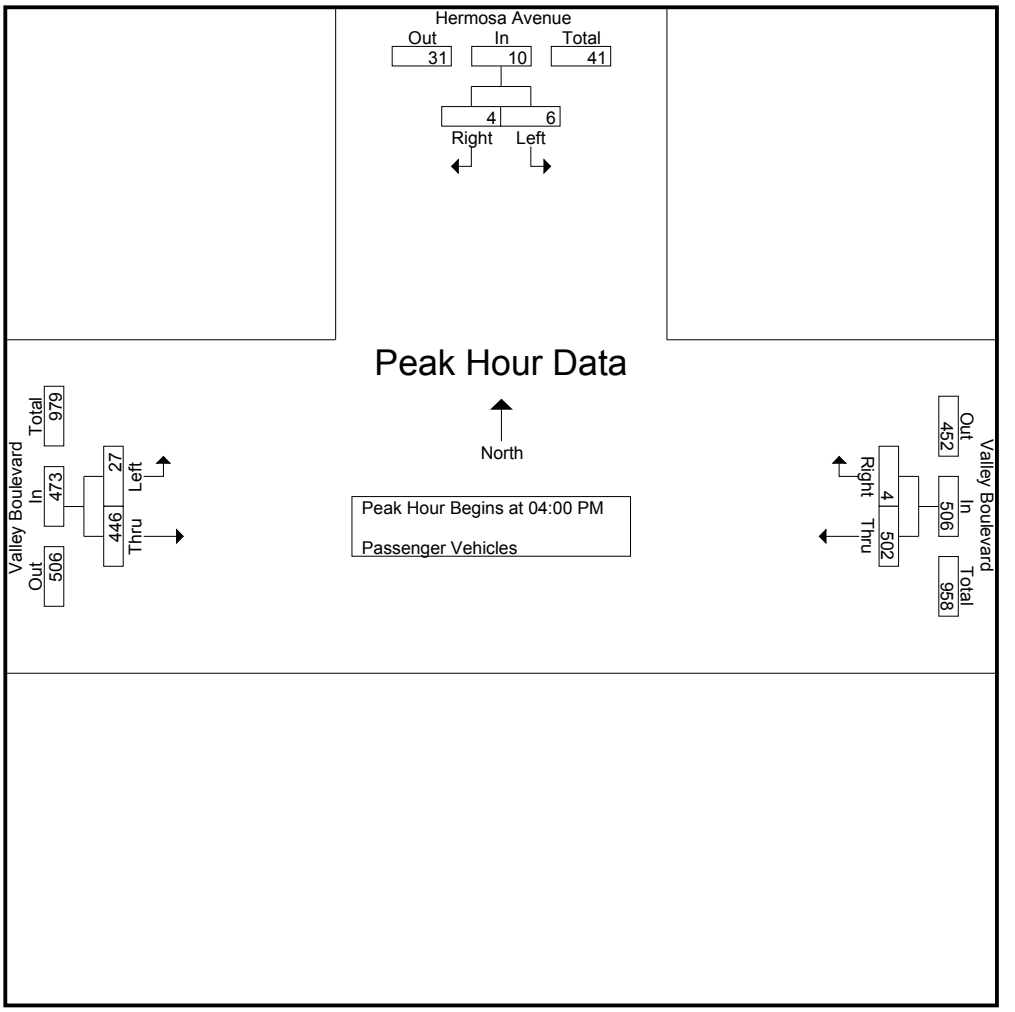

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:15 PM		
+0 mins.	2	1	3	**186**	0	**186**	7	111	118
+15 mins.	**9**	2	**11**	127	1	128	**13**	120	**133**
+30 mins.	0	**5**	5	93	1	94	1	105	106
+45 mins.	0	3	3	96	**2**	98	0	**131**	131
Total Volume	11	11	22	502	4	506	21	467	488
% App. Total	50	50		99.2	0.8		4.3	95.7	
PHF	.306	.550	.500	.675	.500	.680	.404	.891	.917

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	0	0	6	0	6	1	2	3	9
04:15 PM	1	0	1	5	0	5	0	2	2	8
04:30 PM	0	0	0	4	0	4	0	2	2	6
04:45 PM	1	0	1	3	0	3	0	2	2	6
Total	2	0	2	18	0	18	1	8	9	29
05:00 PM	0	0	0	3	0	3	0	2	2	5
05:15 PM	0	0	0	1	0	1	0	3	3	4
05:30 PM	0	0	0	4	0	4	0	1	1	5
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	9	0	9	0	7	7	16
Grand Total	2	0	2	27	0	27	1	15	16	45
Apprch %	100	0		100	0		6.2	93.8		
Total %	4.4	0	4.4	60	0	60	2.2	33.3	35.6	

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**6**	0	**6**	**1**	**2**	**3**	**9**
04:15 PM	**1**	0	**1**	5	0	5	0	2	2	8
04:30 PM	0	0	0	4	0	4	0	2	2	6
04:45 PM	1	0	1	3	0	3	0	2	2	6
Total Volume	2	0	2	18	0	18	1	8	9	29
% App. Total	100	0		100	0		11.1	88.9		
PHF	.500	.000	.500	.750	.000	.750	.250	1.000	.750	.806

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
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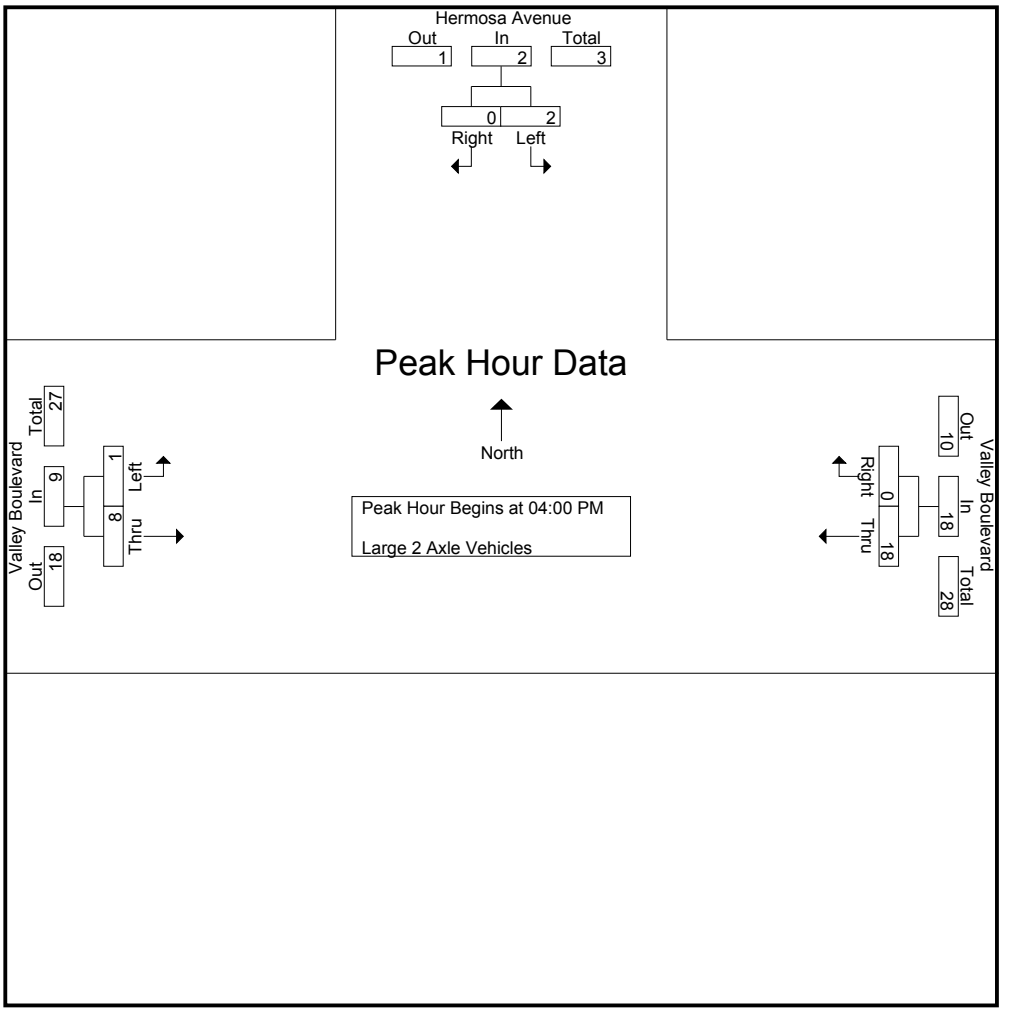

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**6**	0	**6**	**1**	**2**	**3**
+15 mins.	**1**	0	**1**	5	0	5	0	2	2
+30 mins.	0	0	0	4	0	4	0	2	2
+45 mins.	1	0	1	3	0	3	0	2	2
Total Volume	2	0	2	18	0	18	1	8	9
% App. Total	100	0		100	0		11.1	88.9	
PHF	.500	.000	.500	.750	.000	.750	.250	1.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	4	0	4	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	5	0	0	0	5
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	6	0	6	0	0	0	6
Apprch %	0	0		100	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	**4**	0	**4**	0	0	0	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	5	0	5	0	0	0	5
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.313	.000	.313	.000	.000	.000	.313

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
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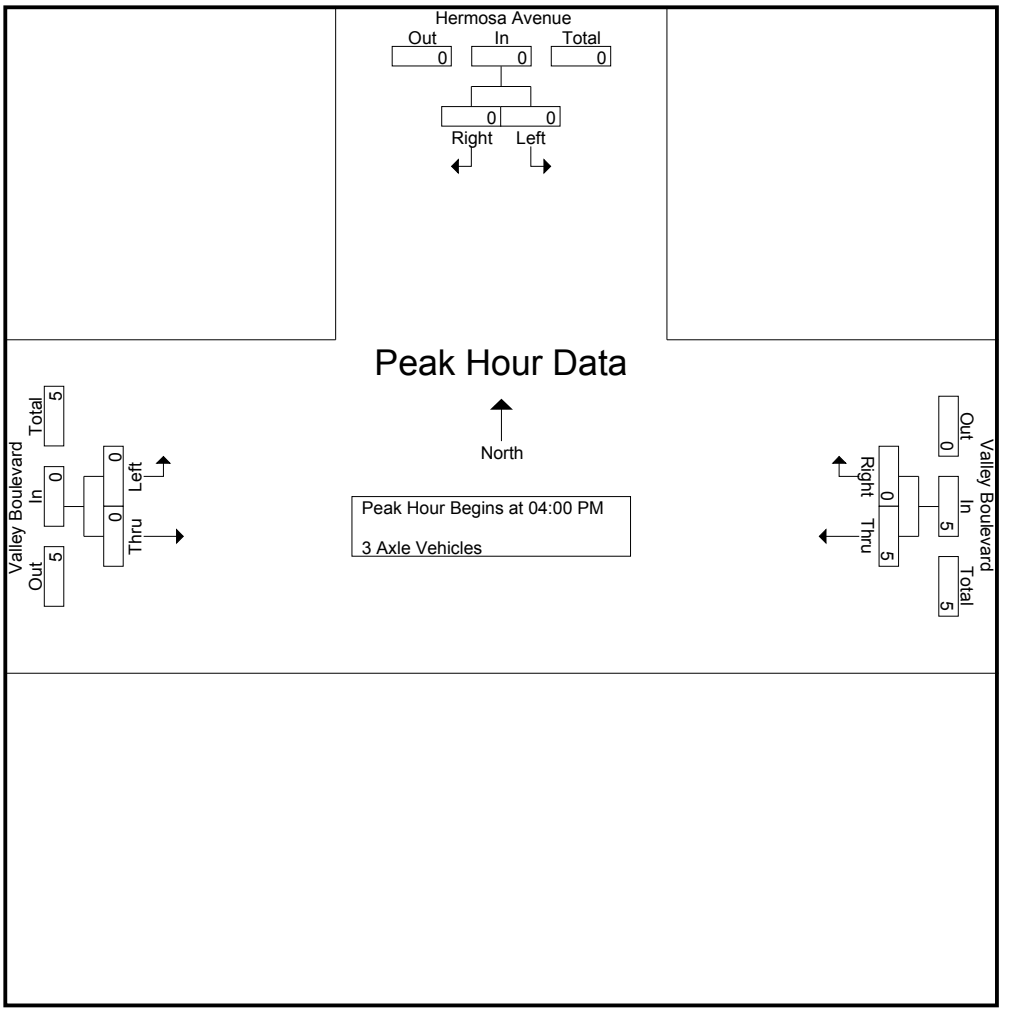

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	0	0	**4**	0	**4**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	5	0	5	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.313	.000	.313	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNHEVAPM
Site Code : 04113622
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	0	0	4	0	4	0	0	0	4
04:15 PM	0	0	0	1	0	1	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	5	0	1	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	0	0	2
Grand Total	0	0	0	7	0	7	0	1	1	8
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	87.5	0	87.5	0	12.5	12.5	

	Hermosa Avenue Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**4**	0	**4**	0	0	0	**4**
04:15 PM	0	0	0	1	0	1	0	**1**	**1**	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	5	0	5	0	1	1	6
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.313	.000	.313	.000	.250	.250	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Hermosa Avenue
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File Name : CNHEVAPM
Site Code : 04113622
Start Date : 3/27/2008
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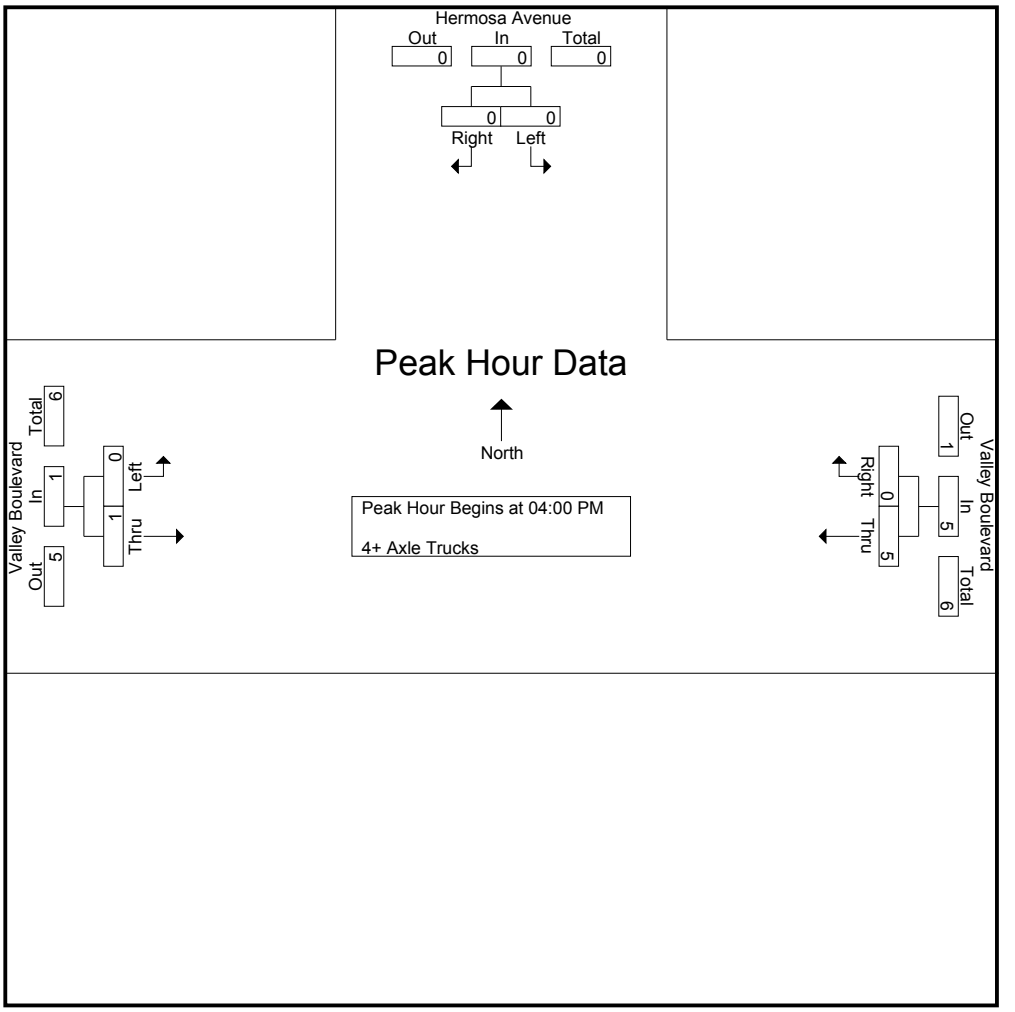

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**4**	0	**4**	0	0	0
+15 mins.	0	0	0	1	0	1	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	5	0	5	0	1	1
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.313	.000	.313	.000	.250	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
Start Date : 4/8/2008
Page No : 1

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

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	109	0	114	21	30	19	70	85	134	25	244	4	19	83	106	534
07:15 AM	10	130	3	143	22	57	48	127	67	114	50	231	5	51	106	162	663
07:30 AM	13	123	6	142	17	40	42	99	83	94	13	190	5	54	123	182	613
07:45 AM	11	163	2	176	19	29	12	60	60	96	13	169	3	58	105	166	571
Total	39	525	11	575	79	156	121	356	295	438	101	834	17	182	417	616	2381
08:00 AM	11	135	7	153	19	27	19	65	65	96	15	176	4	27	75	106	500
08:15 AM	13	128	8	149	19	16	19	54	42	80	17	139	5	28	60	93	435
08:30 AM	7	119	4	130	28	18	7	53	33	69	14	116	7	30	71	108	407
08:45 AM	10	96	6	112	20	26	8	54	40	75	27	142	3	24	76	103	411
Total	41	478	25	544	86	87	53	226	180	320	73	573	19	109	282	410	1753
Grand Total	80	1003	36	1119	165	243	174	582	475	758	174	1407	36	291	699	1026	4134
Apprch %	7.1	89.6	3.2		28.4	41.8	29.9		33.8	53.9	12.4		3.5	28.4	68.1		
Total %	1.9	24.3	0.9	27.1	4	5.9	4.2	14.1	11.5	18.3	4.2	34	0.9	7	16.9	24.8	
Passenger Vehicles	77	953	33	1063	141	210	163	514	447	720	142	1309	31	262	678	971	3857
% Passenger Vehicles	96.2	95	91.7	95	85.5	86.4	93.7	88.3	94.1	95	81.6	93	86.1	90	97	94.6	93.3
Large 2 Axle Vehicles	2	37	2	41	18	25	7	50	14	32	24	70	5	26	13	44	205
% Large 2 Axle Vehicles	2.5	3.7	5.6	3.7	10.9	10.3	4	8.6	2.9	4.2	13.8	5	13.9	8.9	1.9	4.3	5
3 Axle Vehicles	1	7	0	8	1	3	2	6	4	0	1	5	0	0	5	5	24
% 3 Axle Vehicles	1.2	0.7	0	0.7	0.6	1.2	1.1	1	0.8	0	0.6	0.4	0	0	0.7	0.5	0.6
4+ Axle Trucks	0	6	1	7	5	5	2	12	10	6	7	23	0	3	3	6	48
% 4+ Axle Trucks	0	0.6	2.8	0.6	3	2.1	1.1	2.1	2.1	0.8	4	1.6	0	1	0.4	0.6	1.2

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	109	0	114	21	30	19	70	**85**	**134**	25	**244**	4	19	83	106	534
07:15 AM	10	130	3	143	**22**	**57**	**48**	**127**	67	114	**50**	231	**5**	51	106	162	**663**
07:30 AM	**13**	123	**6**	142	17	40	42	99	83	94	13	190	5	54	**123**	**182**	613
07:45 AM	11	**163**	2	**176**	19	29	12	60	60	96	13	169	3	**58**	105	166	571
Total Volume	39	525	11	575	79	156	121	356	295	438	101	834	17	182	417	616	2381
% App. Total	6.8	91.3	1.9		22.2	43.8	34		35.4	52.5	12.1		2.8	29.5	67.7		
PHF	.750	.805	.458	.817	.898	.684	.630	.701	.868	.817	.505	.855	.850	.784	.848	.846	.898

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
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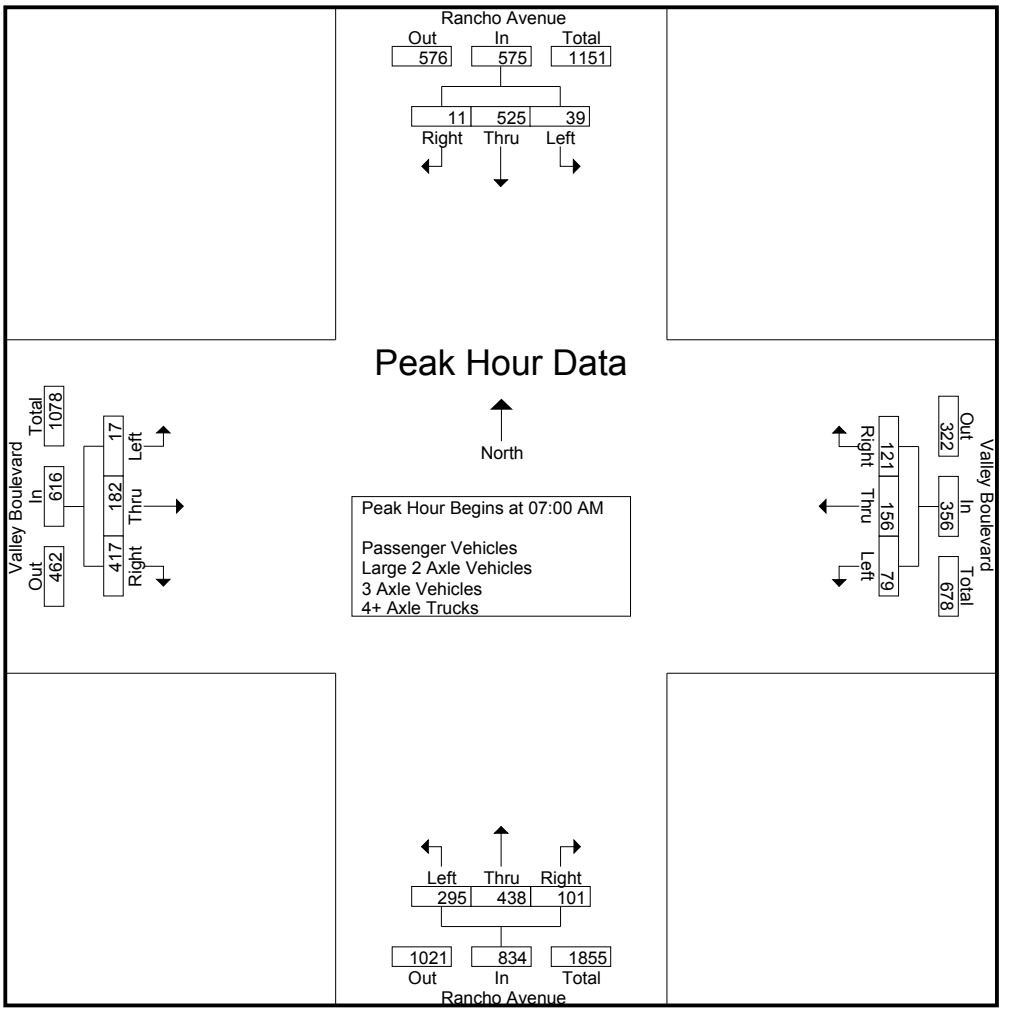


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**13**	123	6	142	21	30	19	70	**85**	**134**	25	**244**	4	19	83	106
+15 mins.	11	**163**	2	**176**	**22**	**57**	**48**	**127**	67	114	**50**	231	**5**	51	106	162
+30 mins.	11	135	7	153	17	40	42	99	83	94	13	190	5	54	**123**	**182**
+45 mins.	13	128	**8**	149	19	29	12	60	60	96	13	169	3	**58**	105	166
Total Volume	48	549	23	620	79	156	121	356	295	438	101	834	17	182	417	616
% App. Total	7.7	88.5	3.7		22.2	43.8	34		35.4	52.5	12.1		2.8	29.5	67.7	
PHF	.923	.842	.719	.881	.898	.684	.630	.701	.868	.817	.505	.855	.850	.784	.848	.846

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
Start Date : 4/8/2008
Page No : 1

Groups Printed- Passenger Vehicles

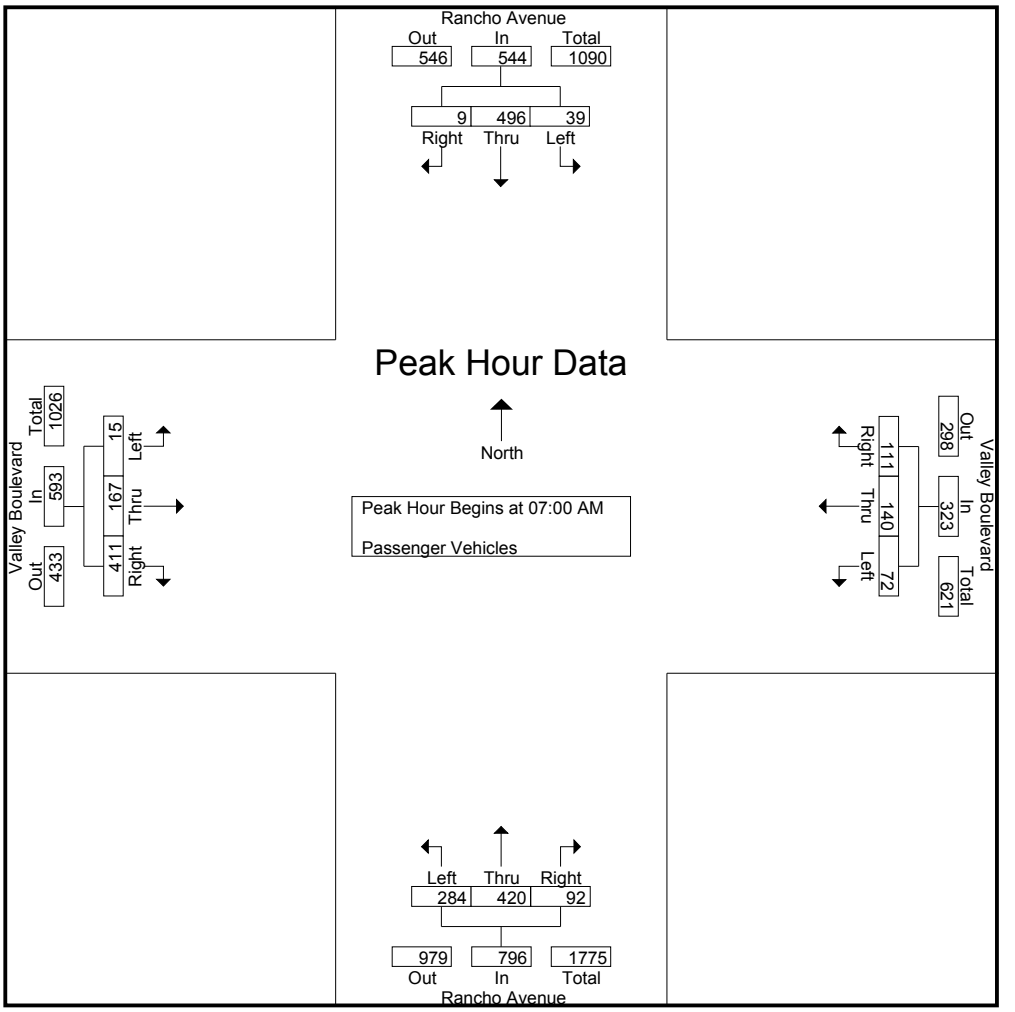
	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	102	0	107	19	25	16	60	84	125	23	232	3	18	82	103	502
07:15 AM	10	123	3	136	20	54	47	121	62	112	46	220	5	46	104	155	632
07:30 AM	13	113	5	131	17	36	37	90	78	92	12	182	4	50	122	176	579
07:45 AM	11	158	1	170	16	25	11	52	60	91	11	162	3	53	103	159	543
Total	39	496	9	544	72	140	111	323	284	420	92	796	15	167	411	593	2256
08:00 AM	11	127	6	144	15	21	19	55	59	94	10	163	2	25	71	98	460
08:15 AM	13	125	8	146	16	11	18	45	40	73	13	126	5	25	53	83	400
08:30 AM	7	112	4	123	21	15	7	43	29	63	9	101	6	23	68	97	364
08:45 AM	7	93	6	106	17	23	8	48	35	70	18	123	3	22	75	100	377
Total	38	457	24	519	69	70	52	191	163	300	50	513	16	95	267	378	1601
Grand Total	77	953	33	1063	141	210	163	514	447	720	142	1309	31	262	678	971	3857
Apprch %	7.2	89.7	3.1		27.4	40.9	31.7		34.1	55	10.8		3.2	27	69.8		
Total %	2	24.7	0.9	27.6	3.7	5.4	4.2	13.3	11.6	18.7	3.7	33.9	0.8	6.8	17.6	25.2	

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	102	0	107	19	25	16	60	**84**	**125**	23	**232**	3	18	82	103	502
07:15 AM	10	123	3	136	**20**	**54**	**47**	**121**	62	112	**46**	220	**5**	46	104	155	**632**
07:30 AM	**13**	113	**5**	131	17	36	37	90	78	92	12	182	4	50	**122**	**176**	579
07:45 AM	11	**158**	1	**170**	16	25	11	52	60	91	11	162	3	**53**	103	159	543
Total Volume	39	496	9	544	72	140	111	323	284	420	92	796	15	167	411	593	2256
% App. Total	7.2	91.2	1.7		22.3	43.3	34.4		35.7	52.8	11.6		2.5	28.2	69.3		
PHF	.750	.785	.450	.800	.900	.648	.590	.667	.845	.840	.500	.858	.750	.788	.842	.842	.892

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**13**	113	5	131	19	25	16	60	**84**	**125**	23	**232**	3	18	82	103
+15 mins.	11	**158**	1	**170**	**20**	**54**	**47**	**121**	62	112	**46**	220	**5**	46	104	155
+30 mins.	11	127	6	144	17	36	37	90	78	92	12	182	4	50	**122**	**176**
+45 mins.	13	125	**8**	146	16	25	11	52	60	91	11	162	3	**53**	103	159
Total Volume	48	523	20	591	72	140	111	323	284	420	92	796	15	167	411	593
% App. Total	8.1	88.5	3.4		22.3	43.3	34.4		35.7	52.8	11.6		2.5	28.2	69.3	
PHF	.923	.828	.625	.869	.900	.648	.590	.667	.845	.840	.500	.858	.750	.788	.842	.842

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	0	3	3	6	0	9	1	10	1	1	1	3	26
07:15 AM	0	6	0	6	1	1	1	3	2	1	2	5	0	5	2	7	21
07:30 AM	0	8	0	8	0	3	2	5	3	2	1	6	1	4	1	6	25
07:45 AM	0	3	1	4	3	3	1	7	0	5	2	7	0	4	1	5	23
Total	0	24	1	25	4	10	7	21	5	17	6	28	2	14	5	21	95
08:00 AM	0	6	1	7	4	5	0	9	4	1	3	8	2	2	2	6	30
08:15 AM	0	2	0	2	3	5	0	8	0	6	3	9	0	3	4	7	26
08:30 AM	0	3	0	3	5	3	0	8	1	4	4	9	1	6	2	9	29
08:45 AM	2	2	0	4	2	2	0	4	4	4	8	16	0	1	0	1	25
Total	2	13	1	16	14	15	0	29	9	15	18	42	3	12	8	23	110
Grand Total	2	37	2	41	18	25	7	50	14	32	24	70	5	26	13	44	205
Apprch %	4.9	90.2	4.9		36	50	14		20	45.7	34.3		11.4	59.1	29.5		
Total %	1	18	1	20	8.8	12.2	3.4	24.4	6.8	15.6	11.7	34.1	2.4	12.7	6.3	21.5	

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	7	0	7	0	**3**	**3**	6	0	**9**	1	**10**	**1**	1	1	3	**26**
07:15 AM	0	6	0	6	1	1	1	3	2	1	**2**	5	0	**5**	**2**	**7**	21
07:30 AM	0	**8**	0	**8**	0	3	2	5	**3**	2	1	6	1	4	1	6	25
07:45 AM	0	3	**1**	4	**3**	3	1	**7**	0	5	2	7	0	4	1	5	23
Total Volume	0	24	1	25	4	10	7	21	5	17	6	28	2	14	5	21	95
% App. Total	0	96	4		19	47.6	33.3		17.9	60.7	21.4		9.5	66.7	23.8		
PHF	.000	.750	.250	.781	.333	.833	.583	.750	.417	.472	.750	.700	.500	.700	.625	.750	.913

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
Start Date : 4/8/2008
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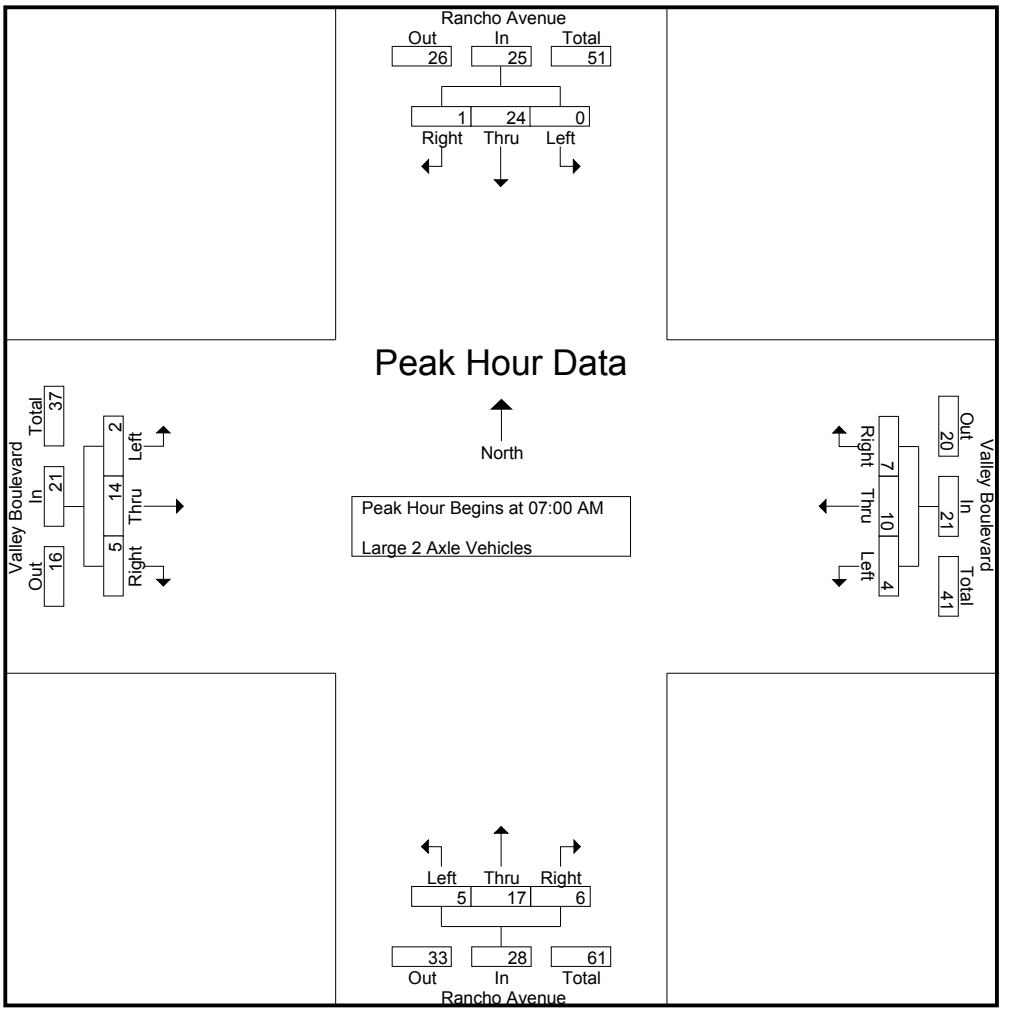

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	7	0	7	0	**3**	**3**	6	0	**9**	1	**10**	**1**	1	1	3
+15 mins.	0	6	0	6	1	1	1	3	2	1	**2**	5	0	**5**	**2**	**7**
+30 mins.	0	**8**	0	**8**	0	3	2	5	**3**	2	1	6	1	4	1	6
+45 mins.	0	3	**1**	4	**3**	3	1	**7**	0	5	2	7	0	4	1	5
Total Volume	0	24	1	25	4	10	7	21	5	17	6	28	2	14	5	21
% App. Total	0	96	4		19	47.6	33.3		17.9	60.7	21.4		9.5	66.7	23.8	
PHF	.000	.750	.250	.781	.333	.833	.583	.750	.417	.472	.750	.700	.500	.700	.625	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
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Groups Printed- 3 Axle Vehicles

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	1	2	3	0	0	0	0	0	0	0	0	4
07:45 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	1	1	4
Total	0	3	0	3	1	3	2	6	1	0	1	2	0	0	1	1	12
08:00 AM	0	2	0	2	0	0	0	0	2	0	0	2	0	0	2	2	6
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	1	4	0	5	0	0	0	0	3	0	0	3	0	0	4	4	12
Grand Total	1	7	0	8	1	3	2	6	4	0	1	5	0	0	5	5	24
Apprch %	12.5	87.5	0		16.7	50	33.3		80	0	20		0	0	100		
Total %	4.2	29.2	0	33.3	4.2	12.5	8.3	25	16.7	0	4.2	20.8	0	0	20.8	20.8	

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	2
07:15 AM	0	0	0	0	**1**	**1**	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	1	**2**	**3**	0	0	0	0	0	0	0	0	**4**
07:45 AM	0	**2**	0	**2**	0	1	0	1	0	0	0	0	0	0	**1**	**1**	4
Total Volume	0	3	0	3	1	3	2	6	1	0	1	2	0	0	1	1	12
% App. Total	0	100	0		16.7	50	33.3		50	0	50		0	0	100		
PHF	.000	.375	.000	.375	.250	.750	.250	.500	.250	.000	.250	.250	.000	.000	.250	.250	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
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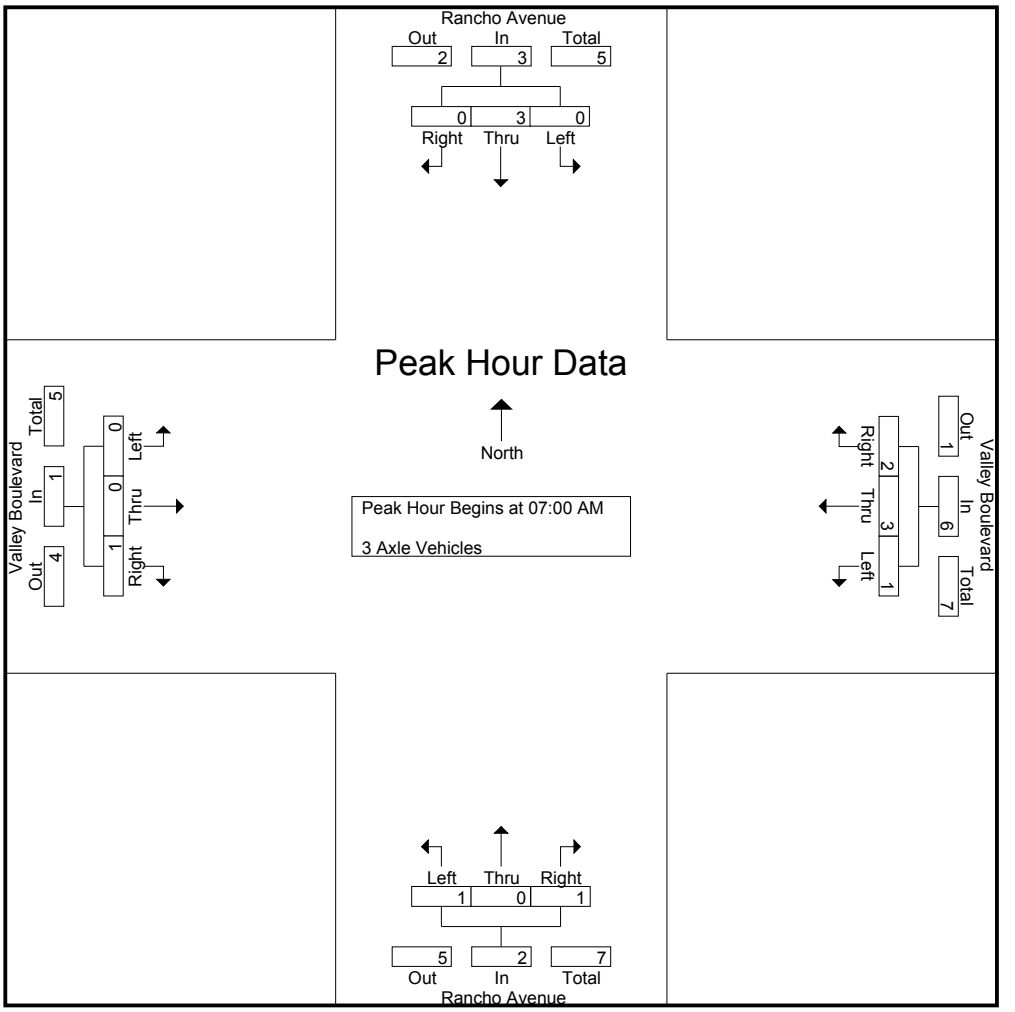

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0
+15 mins.	0	0	0	0	**1**	**1**	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	1	**2**	**3**	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	1	0	1	0	0	0	0	0	0	**1**	**1**
Total Volume	0	3	0	3	1	3	2	6	1	0	1	2	0	0	1	1
% App. Total	0	100	0		16.7	50	33.3		50	0	50		0	0	100	
PHF	.000	.375	.000	.375	.250	.750	.250	.500	.250	.000	.250	.250	.000	.000	.250	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
Start Date : 4/8/2008
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Groups Printed- 4+ Axle Trucks

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
07:15 AM	0	1	0	1	0	1	0	1	3	1	2	6	0	0	0	0	8
07:30 AM	0	1	1	2	0	0	1	1	2	0	0	2	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	2	1	3	2	3	1	6	5	1	2	8	0	1	0	1	18
08:00 AM	0	0	0	0	0	1	0	1	0	1	2	3	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	1	1	1	1	1	3	0	0	2	2	7
08:30 AM	0	2	0	2	2	0	0	2	3	2	1	6	0	1	1	2	12
08:45 AM	0	1	0	1	1	1	0	2	1	1	1	3	0	1	0	1	7
Total	0	4	0	4	3	2	1	6	5	5	5	15	0	2	3	5	30
Grand Total	0	6	1	7	5	5	2	12	10	6	7	23	0	3	3	6	48
Apprch %	0	85.7	14.3		41.7	41.7	16.7		43.5	26.1	30.4		0	50	50		
Total %	0	12.5	2.1	14.6	10.4	10.4	4.2	25	20.8	12.5	14.6	47.9	0	6.2	6.2	12.5	

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0	0	0	0	0	4
07:15 AM	0	**1**	0	1	0	1	0	1	**3**	**1**	**2**	**6**	0	0	0	0	**8**
07:30 AM	0	1	**1**	**2**	0	0	**1**	1	2	0	0	2	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	2	1	3	2	3	1	6	5	1	2	8	0	1	0	1	18
% App. Total	0	66.7	33.3		33.3	50	16.7		62.5	12.5	25		0	100	0		
PHF	.000	.500	.250	.375	.250	.375	.250	.375	.417	.250	.250	.333	.000	.250	.000	.250	.563

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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Weather: Sunny

File Name : CNRAVAAM
Site Code : 04113637
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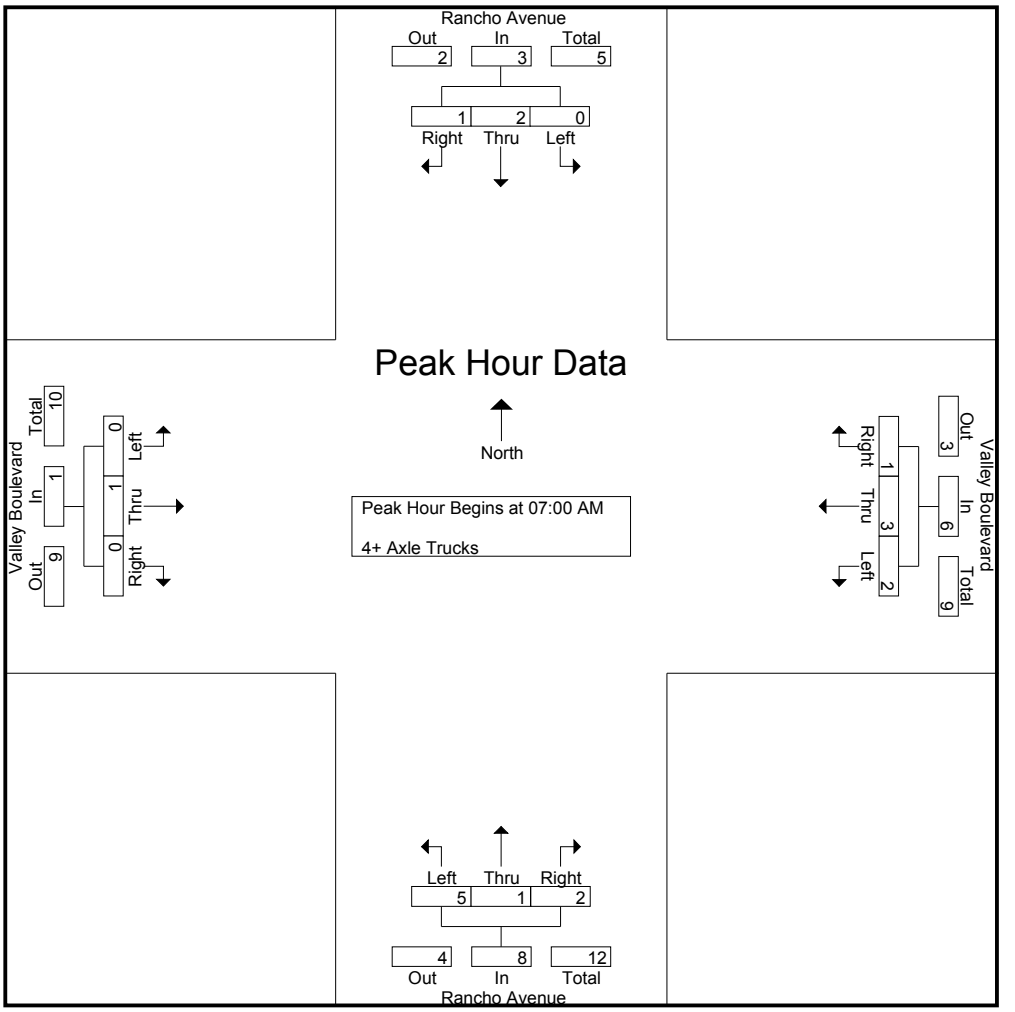


Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	1	0	1	0	1	**3**	**1**	**2**	**6**	0	0	0	0
+30 mins.	0	1	**1**	**2**	0	0	**1**	1	2	0	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	2	1	3	2	3	1	6	5	1	2	8	0	1	0	1
% App. Total	0	66.7	33.3		33.3	50	16.7		62.5	12.5	25		0	100	0	
PHF	.000	.500	.250	.375	.250	.375	.250	.375	.417	.250	.250	.333	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAPM
Site Code : 04113637
Start Date : 4/8/2008
Page No : 1

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

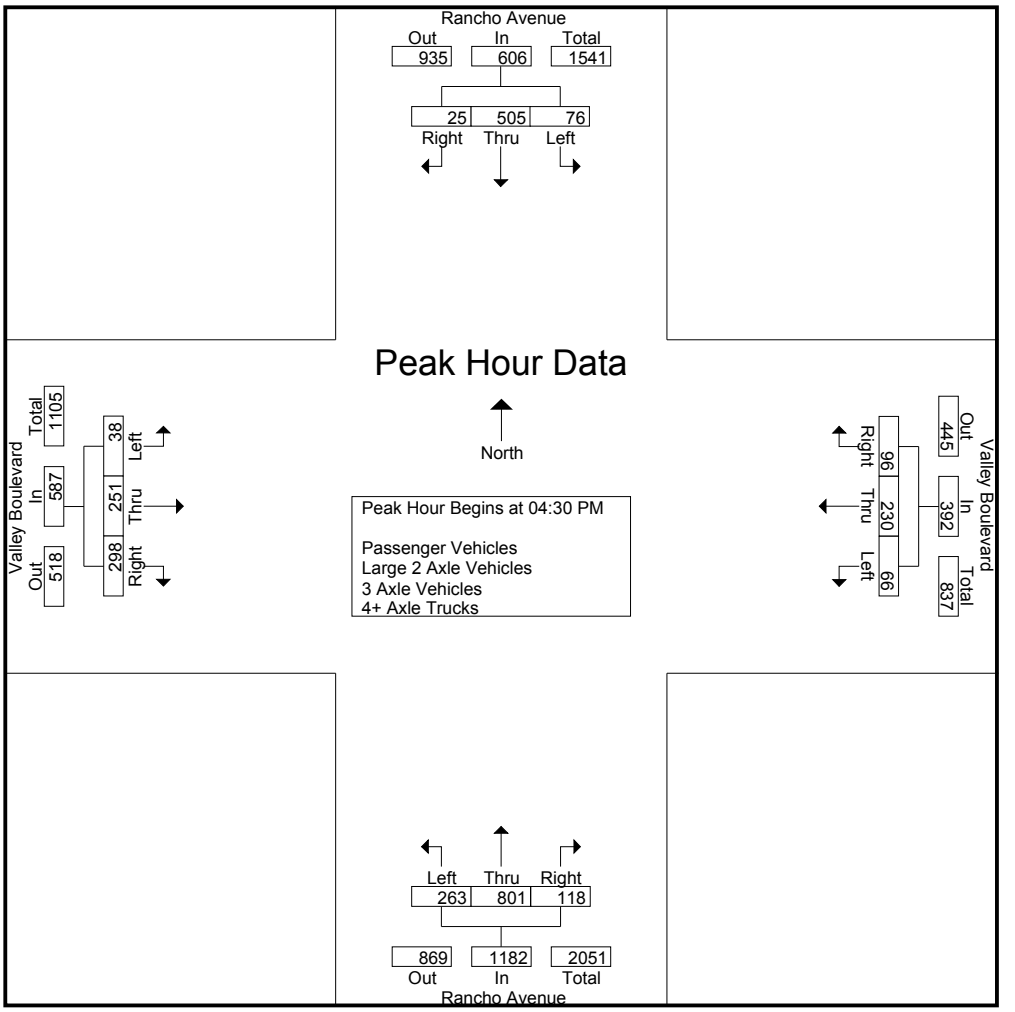
	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	121	8	147	20	39	21	80	49	146	37	232	14	69	84	167	626
04:15 PM	18	131	4	153	16	36	22	74	60	183	23	266	9	58	84	151	644
04:30 PM	18	128	5	151	13	51	25	89	65	176	38	279	8	54	77	139	658
04:45 PM	19	129	3	151	16	54	26	96	61	230	27	318	9	73	69	151	716
Total	73	509	20	602	65	180	94	339	235	735	125	1095	40	254	314	608	2644
05:00 PM	19	111	7	137	20	75	29	124	65	186	26	277	10	63	74	147	685
05:15 PM	20	137	10	167	17	50	16	83	72	209	27	308	11	61	78	150	708
05:30 PM	28	105	7	140	23	45	23	91	60	206	21	287	5	52	79	136	654
05:45 PM	28	120	12	160	15	44	28	87	47	200	24	271	13	54	69	136	654
Total	95	473	36	604	75	214	96	385	244	801	98	1143	39	230	300	569	2701
Grand Total	168	982	56	1206	140	394	190	724	479	1536	223	2238	79	484	614	1177	5345
Apprch %	13.9	81.4	4.6		19.3	54.4	26.2		21.4	68.6	10		6.7	41.1	52.2		
Total %	3.1	18.4	1	22.6	2.6	7.4	3.6	13.5	9	28.7	4.2	41.9	1.5	9.1	11.5	22	
Passenger Vehicles	164	958	53	1175	125	368	188	681	465	1481	193	2139	78	454	606	1138	5133
% Passenger Vehicles	97.6	97.6	94.6	97.4	89.3	93.4	98.9	94.1	97.1	96.4	86.5	95.6	98.7	93.8	98.7	96.7	96
Large 2 Axle Vehicles	4	18	2	24	10	18	2	30	12	49	26	87	0	22	7	29	170
% Large 2 Axle Vehicles	2.4	1.8	3.6	2	7.1	4.6	1.1	4.1	2.5	3.2	11.7	3.9	0	4.5	1.1	2.5	3.2
3 Axle Vehicles	0	2	0	2	2	2	0	4	1	1	2	4	1	2	0	3	13
% 3 Axle Vehicles	0	0.2	0	0.2	1.4	0.5	0	0.6	0.2	0.1	0.9	0.2	1.3	0.4	0	0.3	0.2
4+ Axle Trucks	0	4	1	5	3	6	0	9	1	5	2	8	0	6	1	7	29
% 4+ Axle Trucks	0	0.4	1.8	0.4	2.1	1.5	0	1.2	0.2	0.3	0.9	0.4	0	1.2	0.2	0.6	0.5

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	18	128	5	151	13	51	25	89	65	176	**38**	279	8	54	77	139	658
04:45 PM	19	129	3	151	16	54	26	96	61	**230**	27	**318**	9	**73**	69	**151**	**716**
05:00 PM	19	111	7	137	**20**	**75**	**29**	**124**	65	186	26	277	10	63	74	147	685
05:15 PM	**20**	**137**	**10**	**167**	17	50	16	83	**72**	209	27	308	**11**	61	**78**	150	708
Total Volume	76	505	25	606	66	230	96	392	263	801	118	1182	38	251	298	587	2767
% App. Total	12.5	83.3	4.1		16.8	58.7	24.5		22.3	67.8	10		6.5	42.8	50.8		
PHF	.950	.922	.625	.907	.825	.767	.828	.790	.913	.871	.776	.929	.864	.860	.955	.972	.966

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAPM
Site Code : 04113637
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	18	128	5	151	16	54	26	96	61	**230**	**27**	**318**	**14**	69	**84**	**167**
+15 mins.	19	129	3	151	20	**75**	**29**	**124**	65	186	26	277	9	58	84	151
+30 mins.	19	111	7	137	17	50	16	83	**72**	209	27	308	8	54	77	139
+45 mins.	**20**	**137**	**10**	**167**	**23**	45	23	91	60	206	21	287	9	**73**	69	151
Total Volume	76	505	25	606	76	224	94	394	258	831	101	1190	40	254	314	608
% App. Total	12.5	83.3	4.1		19.3	56.9	23.9		21.7	69.8	8.5		6.6	41.8	51.6	
PHF	.950	.922	.625	.907	.826	.747	.810	.794	.896	.903	.935	.936	.714	.870	.935	.910

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
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Weather: Sunny

File Name : CNRAVAPM
Site Code : 04113637
Start Date : 4/8/2008
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Groups Printed- Passenger Vehicles

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	113	7	137	18	35	20	73	47	140	30	217	14	66	81	161	588
04:15 PM	18	131	4	153	14	35	22	71	59	176	19	254	9	51	83	143	621
04:30 PM	18	122	4	144	13	46	25	84	64	168	32	264	8	47	76	131	623
04:45 PM	19	126	3	148	13	51	26	90	59	221	24	304	8	71	69	148	690
Total	72	492	18	582	58	167	93	318	229	705	105	1039	39	235	309	583	2522
05:00 PM	18	110	6	134	18	70	28	116	63	183	22	268	10	61	74	145	663
05:15 PM	20	136	10	166	15	47	16	78	69	201	27	297	11	58	78	147	688
05:30 PM	28	104	7	139	22	41	23	86	60	198	17	275	5	49	77	131	631
05:45 PM	26	116	12	154	12	43	28	83	44	194	22	260	13	51	68	132	629
Total	92	466	35	593	67	201	95	363	236	776	88	1100	39	219	297	555	2611
Grand Total	164	958	53	1175	125	368	188	681	465	1481	193	2139	78	454	606	1138	5133
Apprch %	14	81.5	4.5		18.4	54	27.6		21.7	69.2	9		6.9	39.9	53.3		
Total %	3.2	18.7	1	22.9	2.4	7.2	3.7	13.3	9.1	28.9	3.8	41.7	1.5	8.8	11.8	22.2	

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	18	122	4	144	13	46	25	84	64	168	**32**	264	8	47	76	131	623
04:45 PM	19	126	3	148	13	51	26	90	59	**221**	24	**304**	8	**71**	69	**148**	**690**
05:00 PM	18	110	6	134	**18**	**70**	**28**	**116**	63	183	22	268	10	61	74	145	663
05:15 PM	**20**	**136**	**10**	**166**	15	47	16	78	**69**	201	27	297	**11**	58	**78**	147	688
Total Volume	75	494	23	592	59	214	95	368	255	773	105	1133	37	237	297	571	2664
% App. Total	12.7	83.4	3.9		16	58.2	25.8		22.5	68.2	9.3		6.5	41.5	52		
PHF	.938	.908	.575	.892	.819	.764	.848	.793	.924	.874	.820	.932	.841	.835	.952	.965	.965

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAPM
Site Code : 04113637
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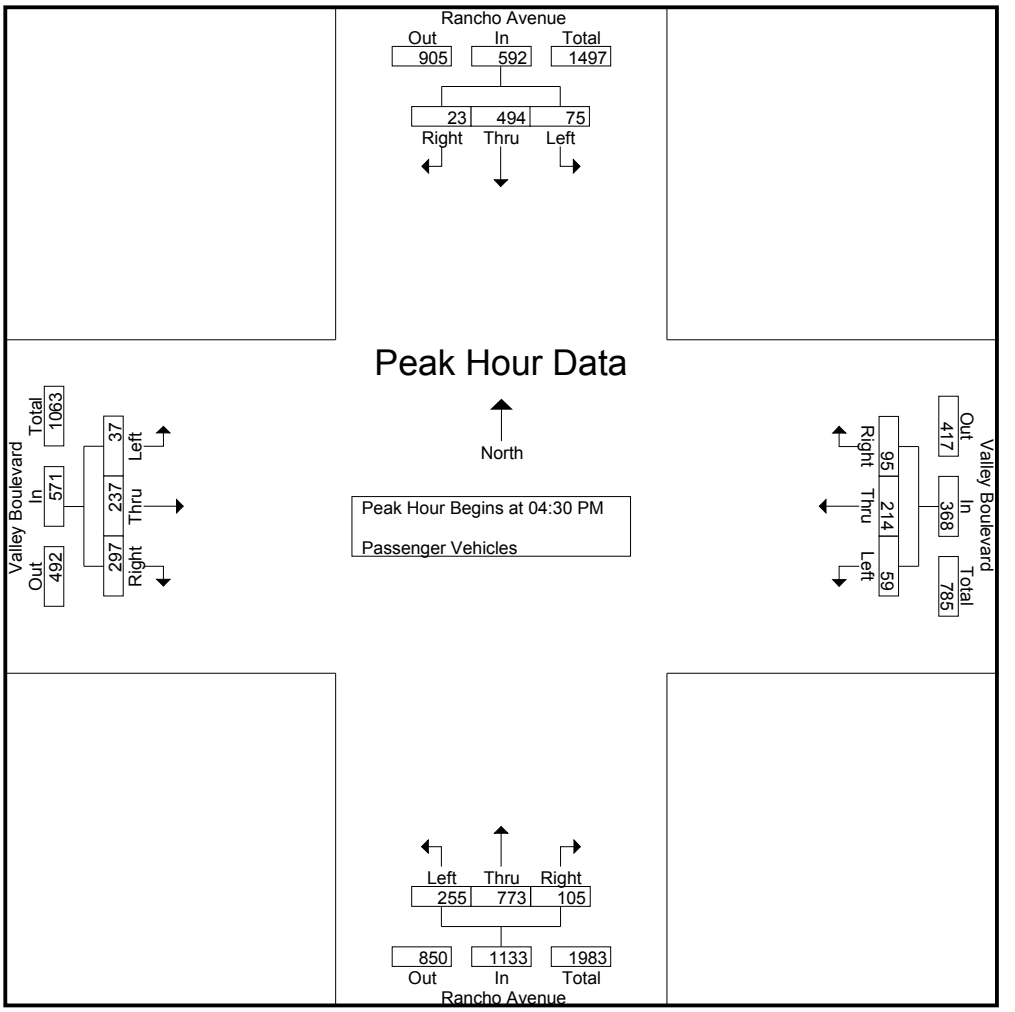

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	18	122	4	144	13	46	25	84	64	168	**32**	264	8	47	76	131
+15 mins.	19	126	3	148	13	51	26	90	59	**221**	24	**304**	8	**71**	69	**148**
+30 mins.	18	110	6	134	**18**	**70**	**28**	**116**	63	183	22	268	10	61	74	145
+45 mins.	**20**	**136**	**10**	**166**	15	47	16	78	**69**	201	27	297	**11**	58	**78**	147
Total Volume	75	494	23	592	59	214	95	368	255	773	105	1133	37	237	297	571
% App. Total	12.7	83.4	3.9		16	58.2	25.8		22.5	68.2	9.3		6.5	41.5	52	
PHF	.938	.908	.575	.892	.819	.764	.848	.793	.924	.874	.820	.932	.841	.835	.952	.965

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAPM
Site Code : 04113637
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Groups Printed- Large 2 Axle Vehicles

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	5	0	6	1	2	1	4	2	4	7	13	0	3	3	6	29
04:15 PM	0	0	0	0	1	1	0	2	0	7	4	11	0	5	1	6	19
04:30 PM	0	5	1	6	0	4	0	4	1	8	4	13	0	5	1	6	29
04:45 PM	0	3	0	3	3	1	0	4	1	9	2	12	0	1	0	1	20
Total	1	13	1	15	5	8	1	14	4	28	17	49	0	14	5	19	97
05:00 PM	1	1	1	3	1	4	1	6	2	3	4	9	0	2	0	2	20
05:15 PM	0	1	0	1	1	3	0	4	3	7	0	10	0	3	0	3	18
05:30 PM	0	1	0	1	1	2	0	3	0	8	4	12	0	1	2	3	19
05:45 PM	2	2	0	4	2	1	0	3	3	3	1	7	0	2	0	2	16
Total	3	5	1	9	5	10	1	16	8	21	9	38	0	8	2	10	73
Grand Total	4	18	2	24	10	18	2	30	12	49	26	87	0	22	7	29	170
Apprch %	16.7	75	8.3		33.3	60	6.7		13.8	56.3	29.9		0	75.9	24.1		
Total %	2.4	10.6	1.2	14.1	5.9	10.6	1.2	17.6	7.1	28.8	15.3	51.2	0	12.9	4.1	17.1	

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**5**	**1**	**6**	0	**4**	0	4	1	8	**4**	**13**	0	**5**	**1**	**6**	**29**
04:45 PM	0	3	0	3	**3**	1	0	4	1	**9**	2	12	0	1	0	1	20
05:00 PM	**1**	1	1	3	1	4	**1**	**6**	2	3	4	9	0	2	0	2	20
05:15 PM	0	1	0	1	1	3	0	4	**3**	7	0	10	0	3	0	3	18
Total Volume	1	10	2	13	5	12	1	18	7	27	10	44	0	11	1	12	87
% App. Total	7.7	76.9	15.4		27.8	66.7	5.6		15.9	61.4	22.7		0	91.7	8.3		
PHF	.250	.500	.500	.542	.417	.750	.250	.750	.583	.750	.625	.846	.000	.550	.250	.500	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
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Weather: Sunny

File Name : CNRAVAPM
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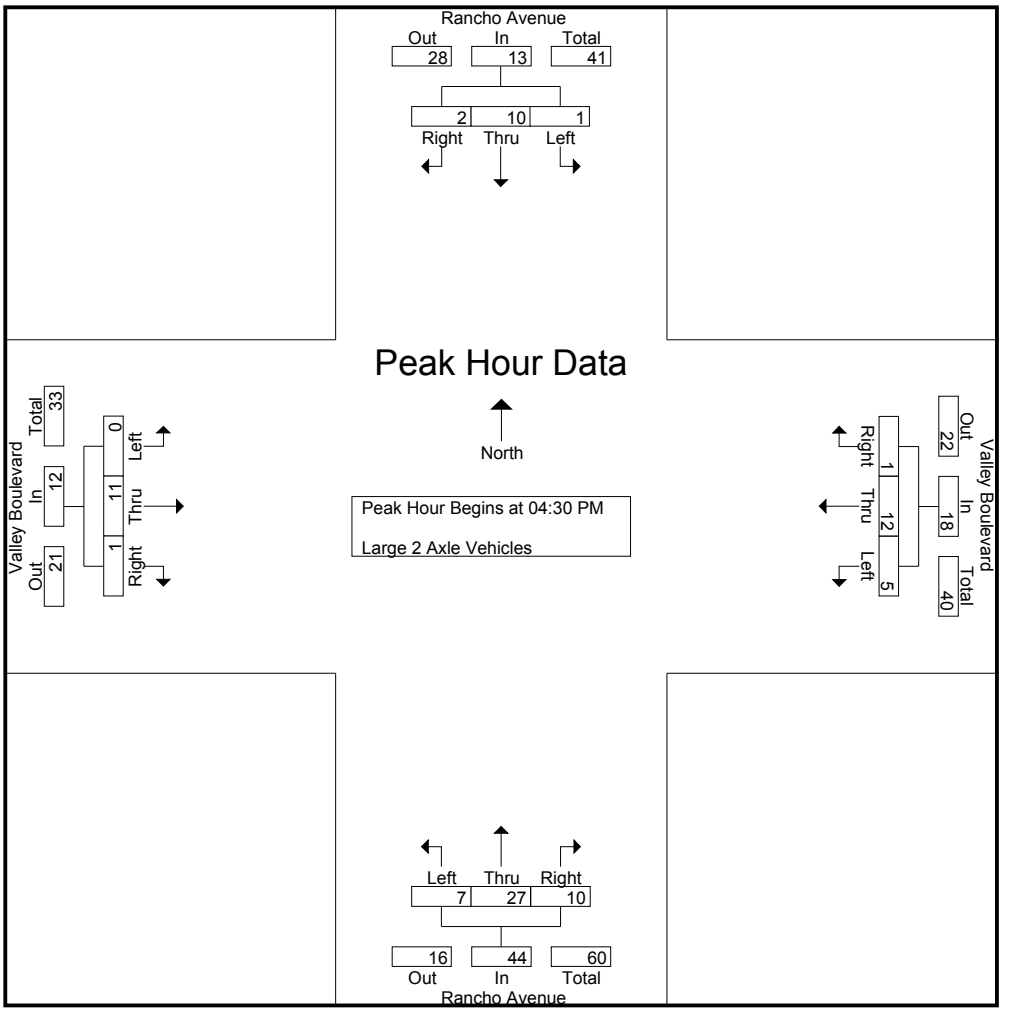

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**5**	**1**	**6**	0	**4**	0	4	1	8	**4**	**13**	0	**5**	**1**	**6**
+15 mins.	0	3	0	3	**3**	1	0	4	1	**9**	2	12	0	1	0	1
+30 mins.	**1**	1	1	3	1	4	**1**	**6**	2	3	4	9	0	2	0	2
+45 mins.	0	1	0	1	1	3	0	4	**3**	7	0	10	0	3	0	3
Total Volume	1	10	2	13	5	12	1	18	7	27	10	44	0	11	1	12
% App. Total	7.7	76.9	15.4		27.8	66.7	5.6		15.9	61.4	22.7		0	91.7	8.3	
PHF	.250	.500	.500	.542	.417	.750	.250	.750	.583	.750	.625	.846	.000	.550	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
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Weather: Sunny

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Site Code : 04113637
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Groups Printed- 3 Axle Vehicles

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
Total	0	1	0	1	1	2	0	3	1	0	2	3	1	2	0	3	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Grand Total	0	2	0	2	2	2	0	4	1	1	2	4	1	2	0	3	13
Apprch %	0	100	0		50	50	0		25	25	50		33.3	66.7	0		
Total %	0	15.4	0	15.4	15.4	15.4	0	30.8	7.7	7.7	15.4	30.8	7.7	15.4	0	23.1	

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	**2**	0	**2**	**4**
04:45 PM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	1	**1**	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	2	3	1	2	0	3	7
% App. Total	0	0	0		0	100	0		33.3	0	66.7		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.375	.250	.250	.000	.375	.438

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

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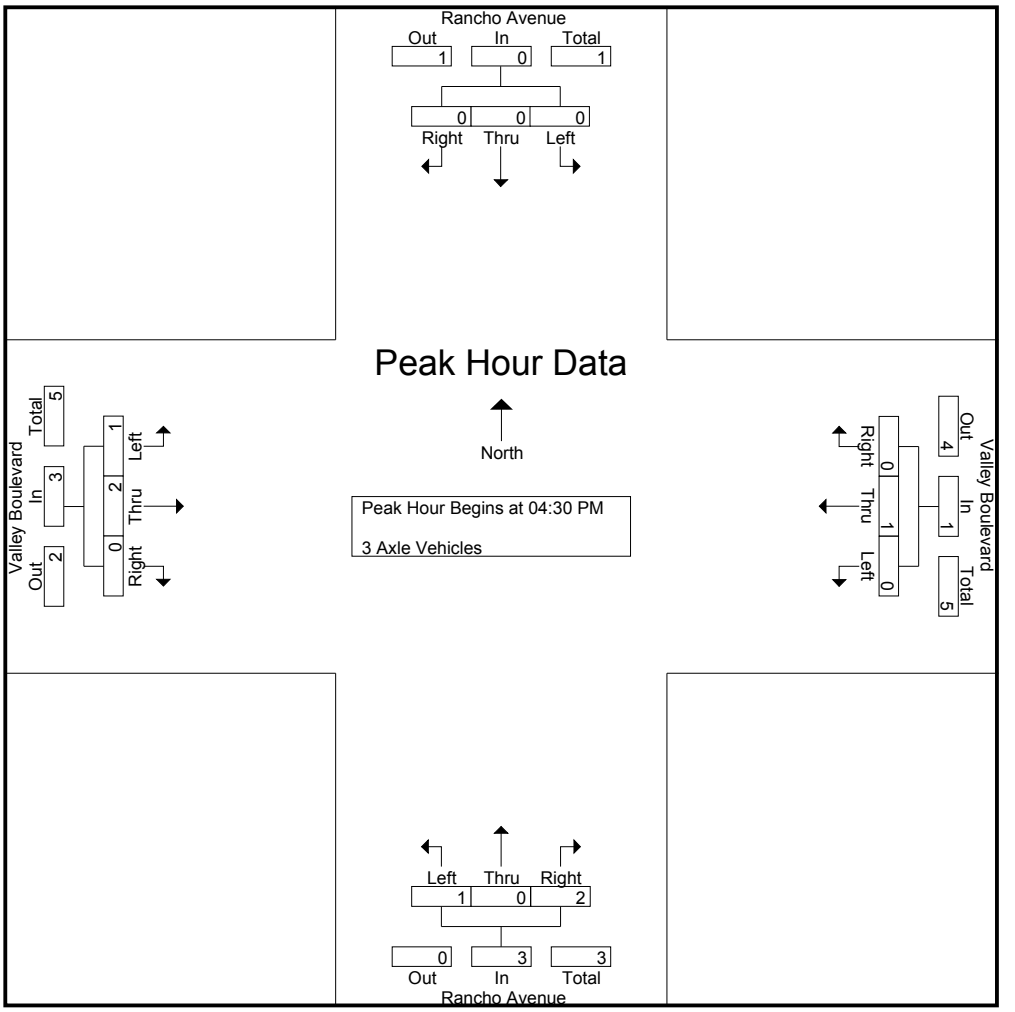

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**1**	0	**1**	**1**	0	0	1	**1**	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	2	3	1	2	0	3
% App. Total	0	0	0		0	100	0		33.3	0	66.7		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.375	.250	.250	.000	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
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Groups Printed- 4+ Axle Trucks

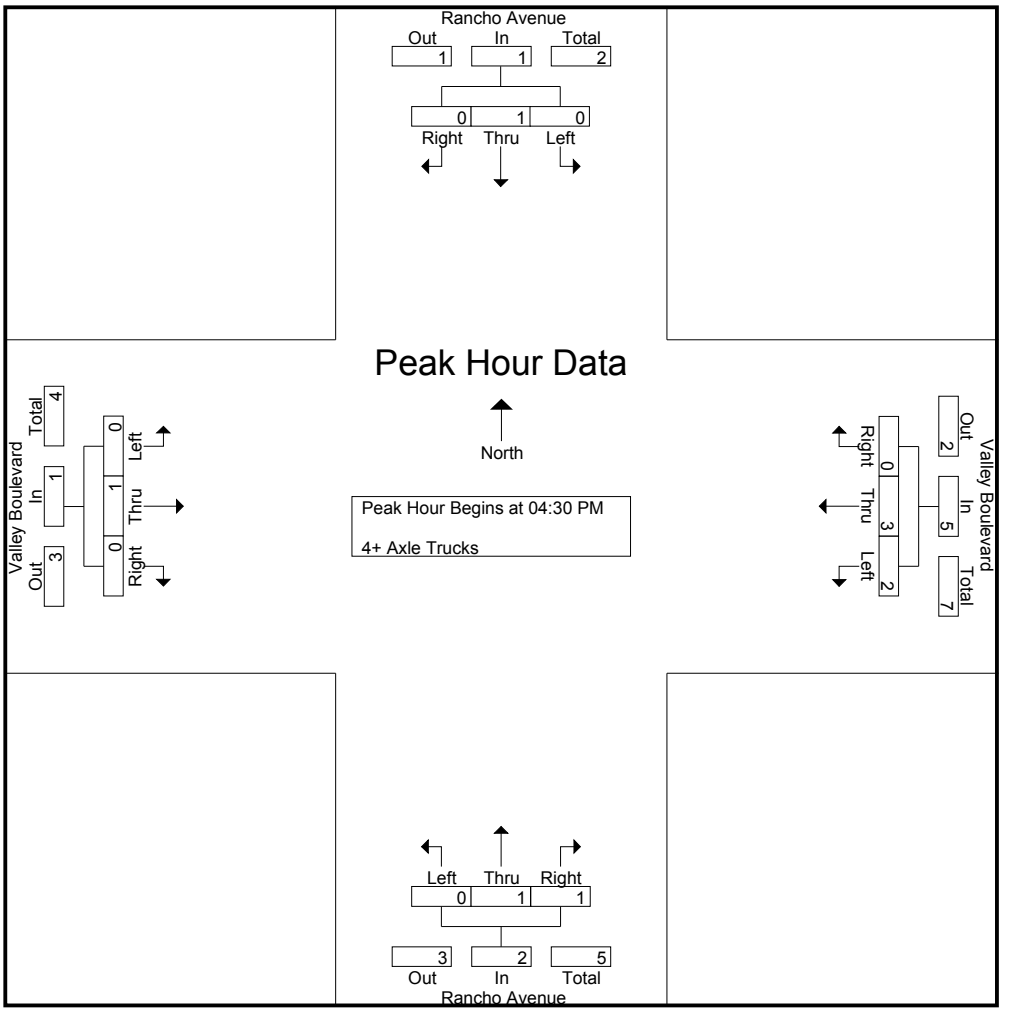
	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	1	1	0	2	0	2	0	2	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
Total	0	3	1	4	1	3	0	4	1	2	1	4	0	3	0	3	15
05:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:45 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	1	1	2	6
Total	0	1	0	1	2	3	0	5	0	3	1	4	0	3	1	4	14
Grand Total	0	4	1	5	3	6	0	9	1	5	2	8	0	6	1	7	29
Apprch %	0	80	20		33.3	66.7	0		12.5	62.5	25		0	85.7	14.3		
Total %	0	13.8	3.4	17.2	10.3	20.7	0	31	3.4	17.2	6.9	27.6	0	20.7	3.4	24.1	

	Rancho Avenue Southbound				Valley Boulevard Westbound				Rancho Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	**1**	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	**1**	0	**1**	**3**
05:00 PM	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	0	**1**	0	1	0	0	0	0	2
Total Volume	0	1	0	1	2	3	0	5	0	1	1	2	0	1	0	1	9
% App. Total	0	100	0		40	60	0		0	50	50		0	100	0		
PHF	.000	.250	.000	.250	.500	.750	.000	.625	.000	.250	.250	.500	.000	.250	.000	.250	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Valley Boulevard
Weather: Sunny

File Name : CNRAVAPM
Site Code : 04113637
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**1**	0	**1**	0	**1**	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	**1**	0	**1**
+30 mins.	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	**1**	0	1	0	0	0	0
Total Volume	0	1	0	1	2	3	0	5	0	1	1	2	0	1	0	1
% App. Total	0	100	0		40	60	0		0	50	50		0	100	0	
PHF	.000	.250	.000	.250	.500	.750	.000	.625	.000	.250	.250	.500	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 1

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

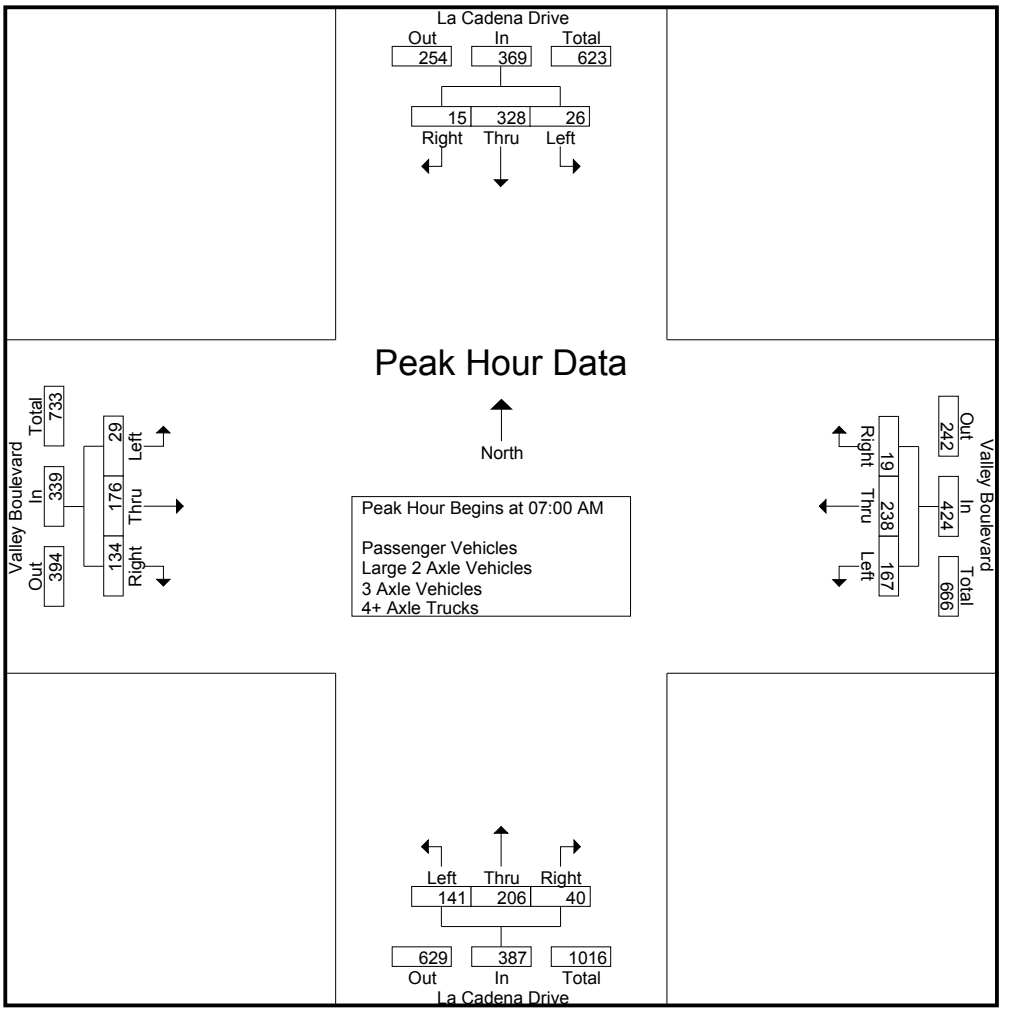
	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	42	3	49	40	59	6	105	50	41	7	98	9	14	27	50	302
07:15 AM	6	82	2	90	50	113	6	169	56	57	8	121	9	73	46	128	508
07:30 AM	12	111	5	128	39	24	2	65	17	40	14	71	7	56	33	96	360
07:45 AM	4	93	5	102	38	42	5	85	18	68	11	97	4	33	28	65	349
Total	26	328	15	369	167	238	19	424	141	206	40	387	29	176	134	339	1519
08:00 AM	5	62	3	70	57	34	5	96	12	45	13	70	8	27	17	52	288
08:15 AM	5	43	1	49	40	39	5	84	12	19	12	43	3	32	11	46	222
08:30 AM	6	44	2	52	44	31	2	77	12	25	19	56	3	32	7	42	227
08:45 AM	3	39	4	46	30	20	3	53	7	31	6	44	4	29	10	43	186
Total	19	188	10	217	171	124	15	310	43	120	50	213	18	120	45	183	923
Grand Total	45	516	25	586	338	362	34	734	184	326	90	600	47	296	179	522	2442
Apprch %	7.7	88.1	4.3		46	49.3	4.6		30.7	54.3	15		9	56.7	34.3		
Total %	1.8	21.1	1	24	13.8	14.8	1.4	30.1	7.5	13.3	3.7	24.6	1.9	12.1	7.3	21.4	
Passenger Vehicles	45	496	23	564	319	347	33	699	184	318	65	567	46	279	173	498	2328
% Passenger Vehicles	100	96.1	92	96.2	94.4	95.9	97.1	95.2	100	97.5	72.2	94.5	97.9	94.3	96.6	95.4	95.3
Large 2 Axle Vehicles	0	10	0	10	6	11	1	18	0	6	11	17	0	9	4	13	58
% Large 2 Axle Vehicles	0	1.9	0	1.7	1.8	3	2.9	2.5	0	1.8	12.2	2.8	0	3	2.2	2.5	2.4
3 Axle Vehicles	0	5	1	6	11	0	0	11	0	0	8	8	0	4	0	4	29
% 3 Axle Vehicles	0	1	4	1	3.3	0	0	1.5	0	0	8.9	1.3	0	1.4	0	0.8	1.2
4+ Axle Trucks	0	5	1	6	2	4	0	6	0	2	6	8	1	4	2	7	27
% 4+ Axle Trucks	0	1	4	1	0.6	1.1	0	0.8	0	0.6	6.7	1.3	2.1	1.4	1.1	1.3	1.1

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	42	3	49	40	59	**6**	105	50	41	7	98	**9**	14	27	50	302
07:15 AM	6	82	2	90	**50**	**113**	6	**169**	**56**	57	8	**121**	9	**73**	**46**	**128**	**508**
07:30 AM	**12**	**111**	**5**	**128**	39	24	2	65	17	40	**14**	71	7	56	33	96	360
07:45 AM	4	93	5	102	38	42	5	85	18	**68**	11	97	4	33	28	65	349
Total Volume	26	328	15	369	167	238	19	424	141	206	40	387	29	176	134	339	1519
% App. Total	7	88.9	4.1		39.4	56.1	4.5		36.4	53.2	10.3		8.6	51.9	39.5		
PHF	.542	.739	.750	.721	.835	.527	.792	.627	.629	.757	.714	.800	.806	.603	.728	.662	.748

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	6	82	2	90	40	59	**6**	105	50	41	7	98	**9**	**73**	**46**	**128**
+15 mins.	**12**	**111**	**5**	**128**	**50**	**113**	6	**169**	**56**	57	8	**121**	7	56	33	96
+30 mins.	4	93	5	102	39	24	2	65	17	40	**14**	71	4	33	28	65
+45 mins.	5	62	3	70	38	42	5	85	18	**68**	11	97	8	27	17	52
Total Volume	27	348	15	390	167	238	19	424	141	206	40	387	28	189	124	341
% App. Total	6.9	89.2	3.8		39.4	56.1	4.5		36.4	53.2	10.3		8.2	55.4	36.4	
PHF	.563	.784	.750	.762	.835	.527	.792	.627	.629	.757	.714	.800	.778	.647	.674	.666

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

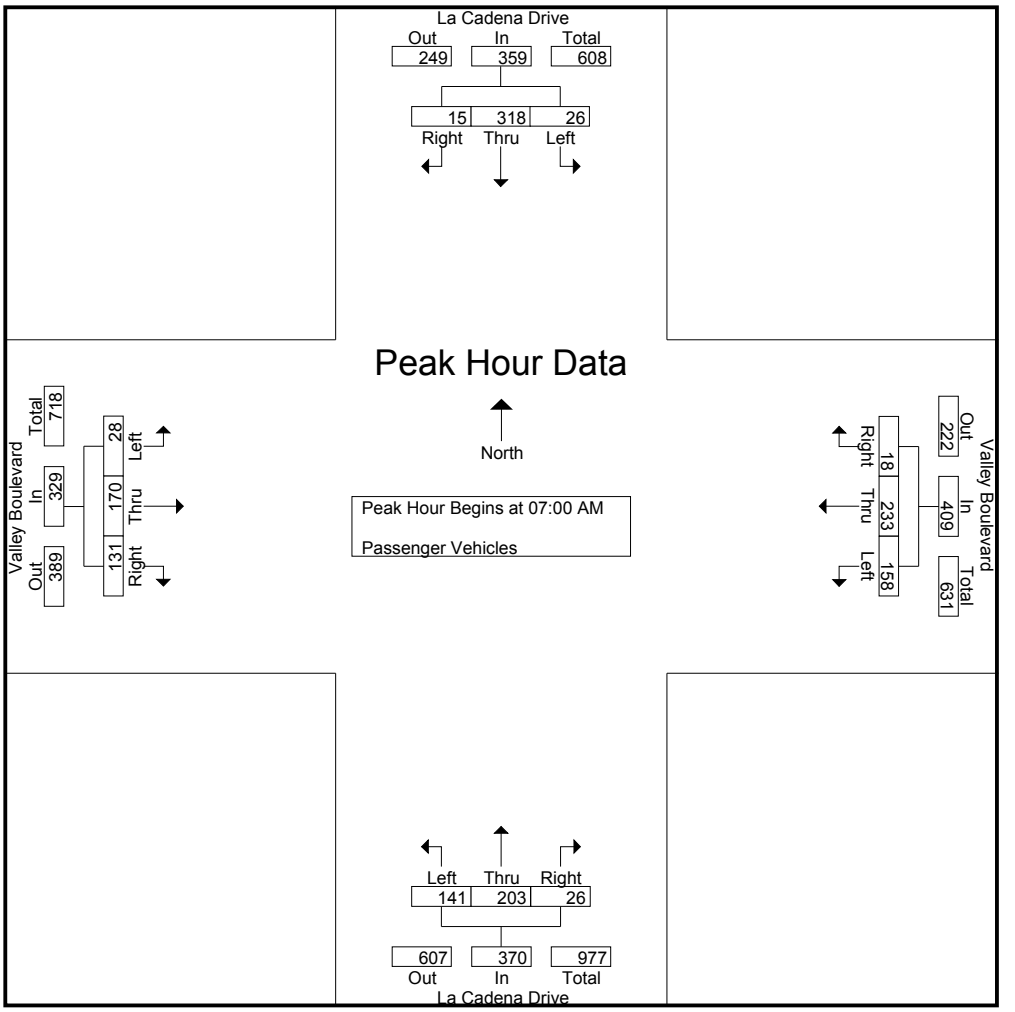
	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	40	3	47	39	58	5	102	50	41	3	94	9	13	27	49	292
07:15 AM	6	77	2	85	49	112	6	167	56	56	4	116	8	72	45	125	493
07:30 AM	12	109	5	126	33	23	2	58	17	39	10	66	7	53	33	93	343
07:45 AM	4	92	5	101	37	40	5	82	18	67	9	94	4	32	26	62	339
Total	26	318	15	359	158	233	18	409	141	203	26	370	28	170	131	329	1467
08:00 AM	5	58	3	66	55	31	5	91	12	42	10	64	8	25	15	48	269
08:15 AM	5	41	1	47	37	36	5	78	12	19	9	40	3	29	11	43	208
08:30 AM	6	43	2	51	41	28	2	71	12	24	16	52	3	31	7	41	215
08:45 AM	3	36	2	41	28	19	3	50	7	30	4	41	4	24	9	37	169
Total	19	178	8	205	161	114	15	290	43	115	39	197	18	109	42	169	861
Grand Total	45	496	23	564	319	347	33	699	184	318	65	567	46	279	173	498	2328
Apprch %	8	87.9	4.1		45.6	49.6	4.7		32.5	56.1	11.5		9.2	56	34.7		
Total %	1.9	21.3	1	24.2	13.7	14.9	1.4	30	7.9	13.7	2.8	24.4	2	12	7.4	21.4	

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	40	3	47	39	58	5	102	50	41	3	94	**9**	13	27	49	292
07:15 AM	6	77	2	85	**49**	**112**	**6**	**167**	**56**	56	4	**116**	8	**72**	**45**	**125**	**493**
07:30 AM	**12**	**109**	**5**	**126**	33	23	2	58	17	39	**10**	66	7	53	33	93	343
07:45 AM	4	92	5	101	37	40	5	82	18	**67**	9	94	4	32	26	62	339
Total Volume	26	318	15	359	158	233	18	409	141	203	26	370	28	170	131	329	1467
% App. Total	7.2	88.6	4.2		38.6	57	4.4		38.1	54.9	7		8.5	51.7	39.8		
PHF	.542	.729	.750	.712	.806	.520	.750	.612	.629	.757	.650	.797	.778	.590	.728	.658	.744

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	77	2	85	39	58	5	102	50	41	3	94	**9**	13	27	49
+15 mins.	**12**	**109**	**5**	**126**	**49**	**112**	**6**	**167**	**56**	56	4	**116**	8	**72**	**45**	**125**
+30 mins.	4	92	5	101	33	23	2	58	17	39	**10**	66	7	53	33	93
+45 mins.	5	58	3	66	37	40	5	82	18	**67**	9	94	4	32	26	62
Total Volume	27	336	15	378	158	233	18	409	141	203	26	370	28	170	131	329
% App. Total	7.1	88.9	4		38.6	57	4.4		38.1	54.9	7		8.5	51.7	39.8	
PHF	.563	.771	.750	.750	.806	.520	.750	.612	.629	.757	.650	.797	.778	.590	.728	.658

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

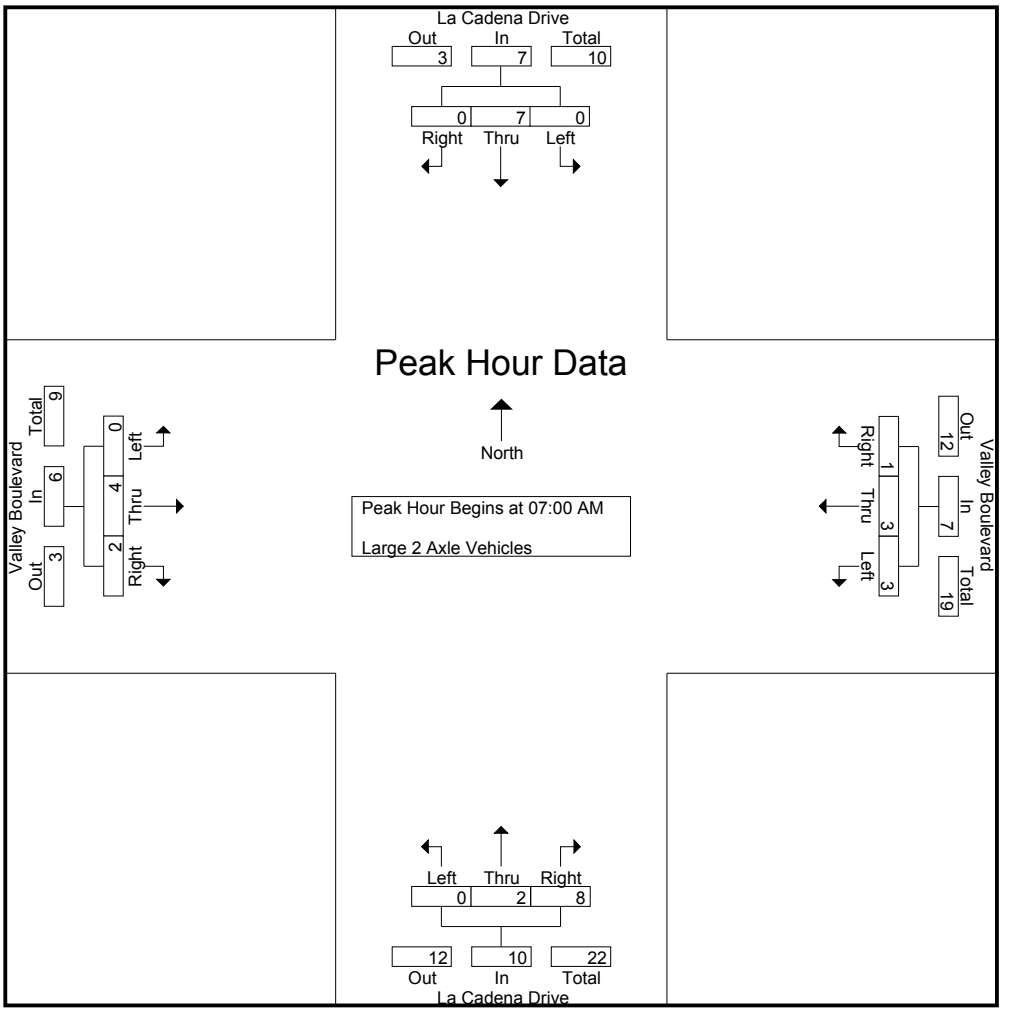
	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	1	2	0	0	3	3	0	1	0	1	7
07:15 AM	0	4	0	4	0	0	0	0	0	1	2	3	0	1	0	1	8
07:30 AM	0	1	0	1	3	1	0	4	0	0	2	2	0	1	0	1	8
07:45 AM	0	1	0	1	0	1	0	1	0	1	1	2	0	1	2	3	7
Total	0	7	0	7	3	3	1	7	0	2	8	10	0	4	2	6	30
08:00 AM	0	1	0	1	1	2	0	3	0	2	2	4	0	2	1	3	11
08:15 AM	0	1	0	1	2	2	0	4	0	0	0	0	0	1	0	1	6
08:30 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	1	0	1	5
08:45 AM	0	1	0	1	0	1	0	1	0	1	1	2	0	1	1	2	6
Total	0	3	0	3	3	8	0	11	0	4	3	7	0	5	2	7	28
Grand Total	0	10	0	10	6	11	1	18	0	6	11	17	0	9	4	13	58
Apprch %	0	100	0		33.3	61.1	5.6		0	35.3	64.7		0	69.2	30.8		
Total %	0	17.2	0	17.2	10.3	19	1.7	31	0	10.3	19	29.3	0	15.5	6.9	22.4	

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	**1**	**1**	2	0	0	**3**	**3**	0	**1**	0	1	7
07:15 AM	0	**4**	0	**4**	0	0	0	0	0	**1**	2	3	0	1	0	1	**8**
07:30 AM	0	1	0	1	**3**	1	0	**4**	0	0	2	2	0	1	0	1	8
07:45 AM	0	1	0	1	0	1	0	1	0	1	1	2	0	1	**2**	**3**	7
Total Volume	0	7	0	7	3	3	1	7	0	2	8	10	0	4	2	6	30
% App. Total	0	100	0		42.9	42.9	14.3		0	20	80		0	66.7	33.3		
PHF	.000	.438	.000	.438	.250	.750	.250	.438	.000	.500	.667	.833	.000	1.000	.250	.500	.938

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	**1**	**1**	2	0	0	**3**	**3**	0	**1**	0	1
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	**1**	2	3	0	1	0	1
+30 mins.	0	1	0	1	**3**	1	0	**4**	0	0	2	2	0	1	0	1
+45 mins.	0	1	0	1	0	1	0	1	0	1	1	2	0	1	**2**	**3**
Total Volume	0	7	0	7	3	3	1	7	0	2	8	10	0	4	2	6
% App. Total	0	100	0		42.9	42.9	14.3		0	20	80		0	66.7	33.3	
PHF	.000	.438	.000	.438	.250	.750	.250	.438	.000	.500	.667	.833	.000	1.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
07:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	1	0	1	4
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	2	0	2	5	0	0	5	0	0	3	3	0	1	0	1	11
08:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:15 AM	0	1	0	1	1	0	0	1	0	0	2	2	0	1	0	1	5
08:30 AM	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0	4
08:45 AM	0	1	1	2	2	0	0	2	0	0	1	1	0	2	0	2	7
Total	0	3	1	4	6	0	0	6	0	0	5	5	0	3	0	3	18
Grand Total	0	5	1	6	11	0	0	11	0	0	8	8	0	4	0	4	29
Apprch %	0	83.3	16.7		100	0	0		0	0	100		0	100	0		
Total %	0	17.2	3.4	20.7	37.9	0	0	37.9	0	0	27.6	27.6	0	13.8	0	13.8	

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	1	0	0	1	0	0	**1**	**1**	0	0	0	0	3
07:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	**2**	0	0	**2**	0	0	1	1	0	**1**	0	**1**	**4**
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total Volume	0	2	0	2	5	0	0	5	0	0	3	3	0	1	0	1	11
% App. Total	0	100	0		100	0	0		0	0	100		0	100	0		
PHF	.000	.500	.000	.500	.625	.000	.000	.625	.000	.000	.750	.750	.000	.250	.000	.250	.688

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
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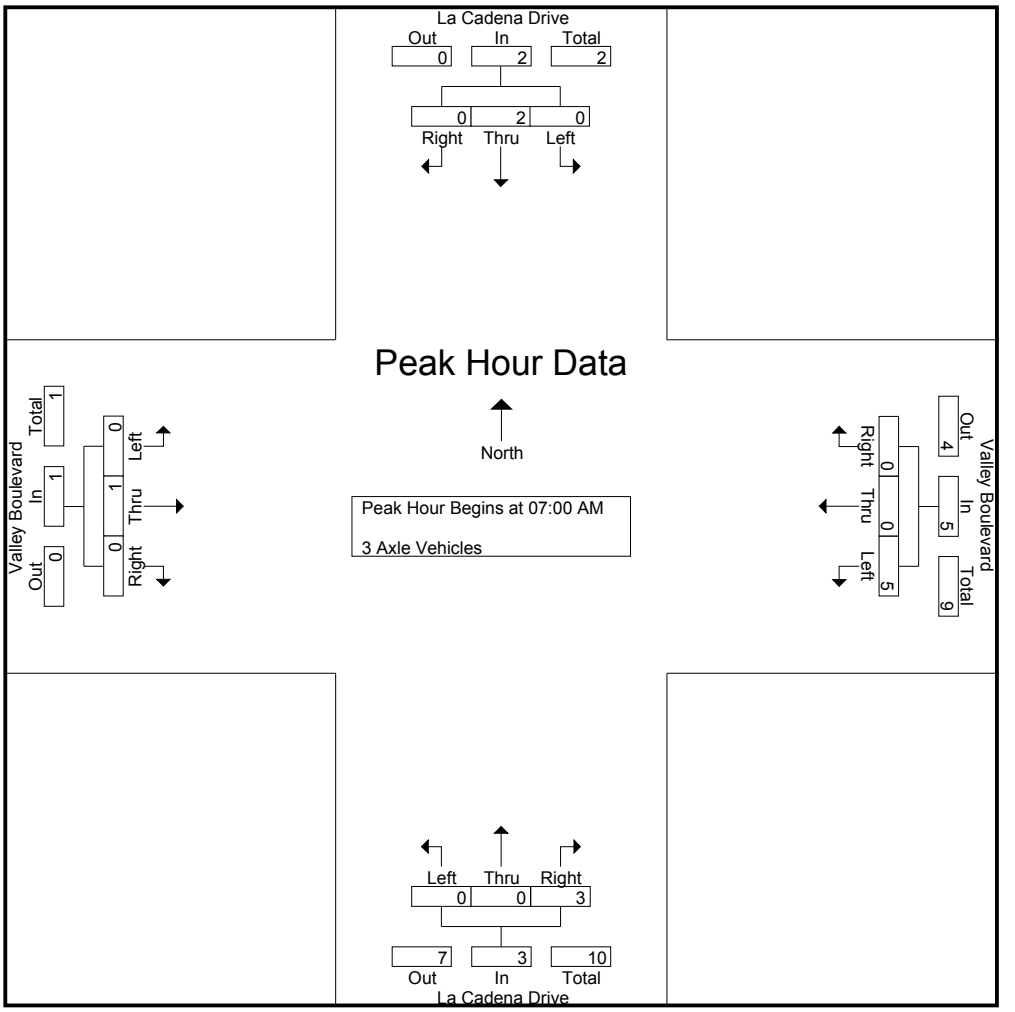

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	1	0	0	1	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	**2**	0	0	**2**	0	0	1	1	0	**1**	0	**1**
+45 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
Total Volume	0	2	0	2	5	0	0	5	0	0	3	3	0	1	0	1
% App. Total	0	100	0		100	0	0		0	0	100		0	100	0	
PHF	.000	.500	.000	.500	.625	.000	.000	.625	.000	.000	.750	.750	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	2	2	1	0	1	2	5
07:30 AM	0	1	0	1	1	0	0	1	0	1	1	2	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	2	0	3	0	1	3	4	1	1	1	3	11
08:00 AM	0	2	0	2	1	1	0	2	0	1	0	1	0	0	1	1	6
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:30 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
08:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total	0	4	1	5	1	2	0	3	0	1	3	4	0	3	1	4	16
Grand Total	0	5	1	6	2	4	0	6	0	2	6	8	1	4	2	7	27
Apprch %	0	83.3	16.7		33.3	66.7	0		0	25	75		14.3	57.1	28.6		
Total %	0	18.5	3.7	22.2	7.4	14.8	0	22.2	0	7.4	22.2	29.6	3.7	14.8	7.4	25.9	

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	**2**	**2**	**1**	0	**1**	**2**	**5**
07:30 AM	0	**1**	0	**1**	**1**	0	0	1	0	**1**	1	2	0	**1**	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	2	0	3	0	1	3	4	1	1	1	3	11
% App. Total	0	100	0		33.3	66.7	0		0	25	75		33.3	33.3	33.3		
PHF	.000	.250	.000	.250	.250	.500	.000	.750	.000	.250	.375	.500	.250	.250	.250	.375	.550

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
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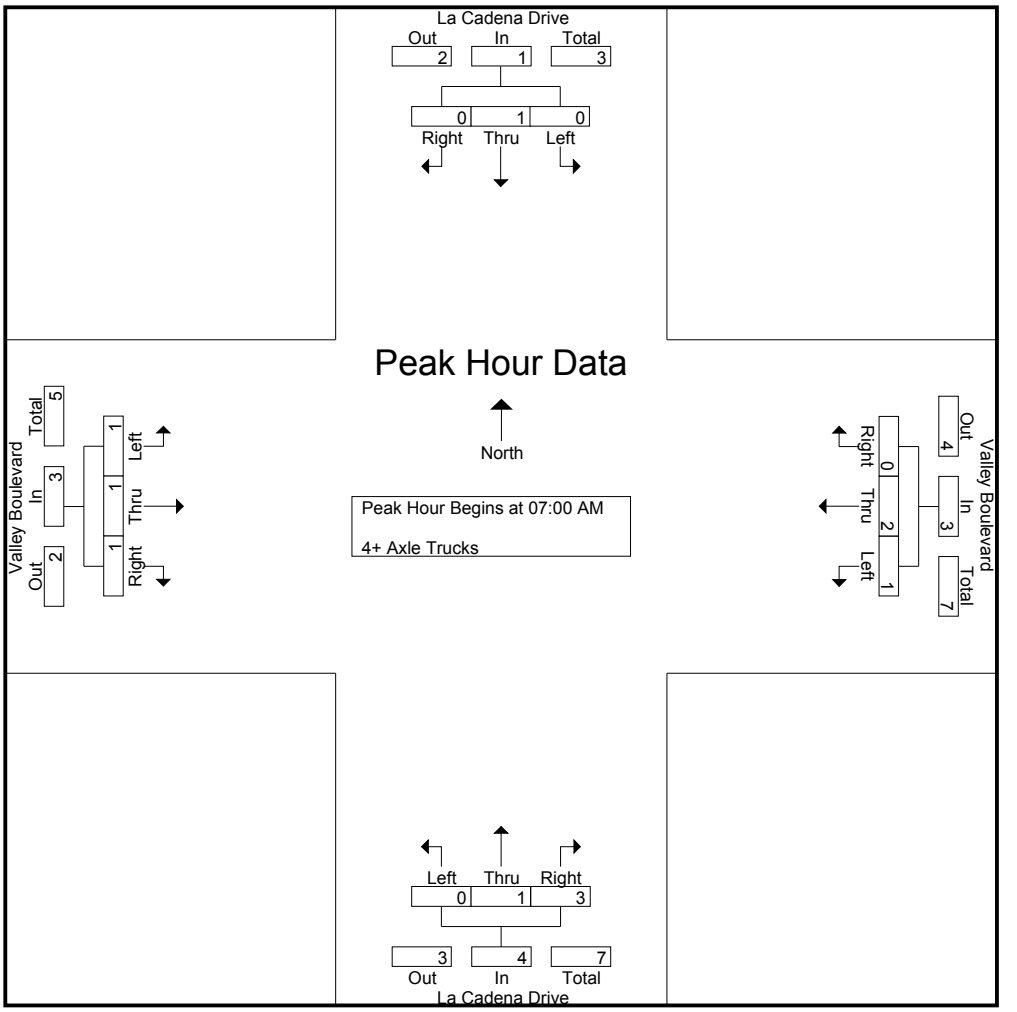
File Name : CNCAVAAM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	**2**	**2**	**1**	0	**1**	**2**
+30 mins.	0	**1**	0	**1**	**1**	0	0	1	0	**1**	1	2	0	**1**	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	2	0	3	0	1	3	4	1	1	1	3
% App. Total	0	100	0		33.3	66.7	0		0	25	75		33.3	33.3	33.3	
PHF	.000	.250	.000	.250	.250	.500	.000	.750	.000	.250	.375	.500	.250	.250	.250	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
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File Name : CNCAVAPM
Site Code : 04113698
Start Date : 3/27/2008
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	94	10	115	82	152	7	241	40	119	20	179	22	67	34	123	658
04:15 PM	9	80	8	97	50	115	12	177	42	110	35	187	21	75	38	134	595
04:30 PM	13	97	6	116	66	49	1	116	42	92	34	168	27	52	30	109	509
04:45 PM	13	74	7	94	55	49	2	106	40	90	32	162	16	43	31	90	452
Total	46	345	31	422	253	365	22	640	164	411	121	696	86	237	133	456	2214
05:00 PM	5	92	0	97	66	33	6	105	17	81	23	121	18	47	32	97	420
05:15 PM	10	88	1	99	87	59	4	150	14	109	26	149	24	43	24	91	489
05:30 PM	5	62	5	72	57	48	6	111	34	99	15	148	10	54	18	82	413
05:45 PM	8	84	9	101	64	57	3	124	30	106	26	162	16	59	23	98	485
Total	28	326	15	369	274	197	19	490	95	395	90	580	68	203	97	368	1807
Grand Total	74	671	46	791	527	562	41	1130	259	806	211	1276	154	440	230	824	4021
Apprch %	9.4	84.8	5.8		46.6	49.7	3.6		20.3	63.2	16.5		18.7	53.4	27.9		
Total %	1.8	16.7	1.1	19.7	13.1	14	1	28.1	6.4	20	5.2	31.7	3.8	10.9	5.7	20.5	
Passenger Vehicles	74	662	46	782	522	541	41	1104	259	800	207	1266	154	428	226	808	3960
% Passenger Vehicles	100	98.7	100	98.9	99.1	96.3	100	97.7	100	99.3	98.1	99.2	100	97.3	98.3	98.1	98.5
Large 2 Axle Vehicles	0	7	0	7	4	14	0	18	0	6	2	8	0	8	3	11	44
% Large 2 Axle Vehicles	0	1	0	0.9	0.8	2.5	0	1.6	0	0.7	0.9	0.6	0	1.8	1.3	1.3	1.1
3 Axle Vehicles	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
% 3 Axle Vehicles	0	0	0	0	0.2	0.4	0	0.3	0	0	0.5	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	2	0	2	0	5	0	5	0	0	1	1	0	4	1	5	13
% 4+ Axle Trucks	0	0.3	0	0.3	0	0.9	0	0.4	0	0	0.5	0.1	0	0.9	0.4	0.6	0.3

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	11	94	**10**	115	**82**	**152**	7	**241**	40	**119**	20	179	22	67	34	123	**658**
04:15 PM	9	80	8	97	50	115	**12**	177	**42**	110	**35**	**187**	21	**75**	**38**	**134**	595
04:30 PM	**13**	**97**	6	**116**	66	49	1	116	42	92	34	168	**27**	52	30	109	509
04:45 PM	13	74	7	94	55	49	2	106	40	90	32	162	16	43	31	90	452
Total Volume	46	345	31	422	253	365	22	640	164	411	121	696	86	237	133	456	2214
% App. Total	10.9	81.8	7.3		39.5	57	3.4		23.6	59.1	17.4		18.9	52	29.2		
PHF	.885	.889	.775	.909	.771	.600	.458	.664	.976	.863	.864	.930	.796	.790	.875	.851	.841

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAPM
Site Code : 04113698
Start Date : 3/27/2008
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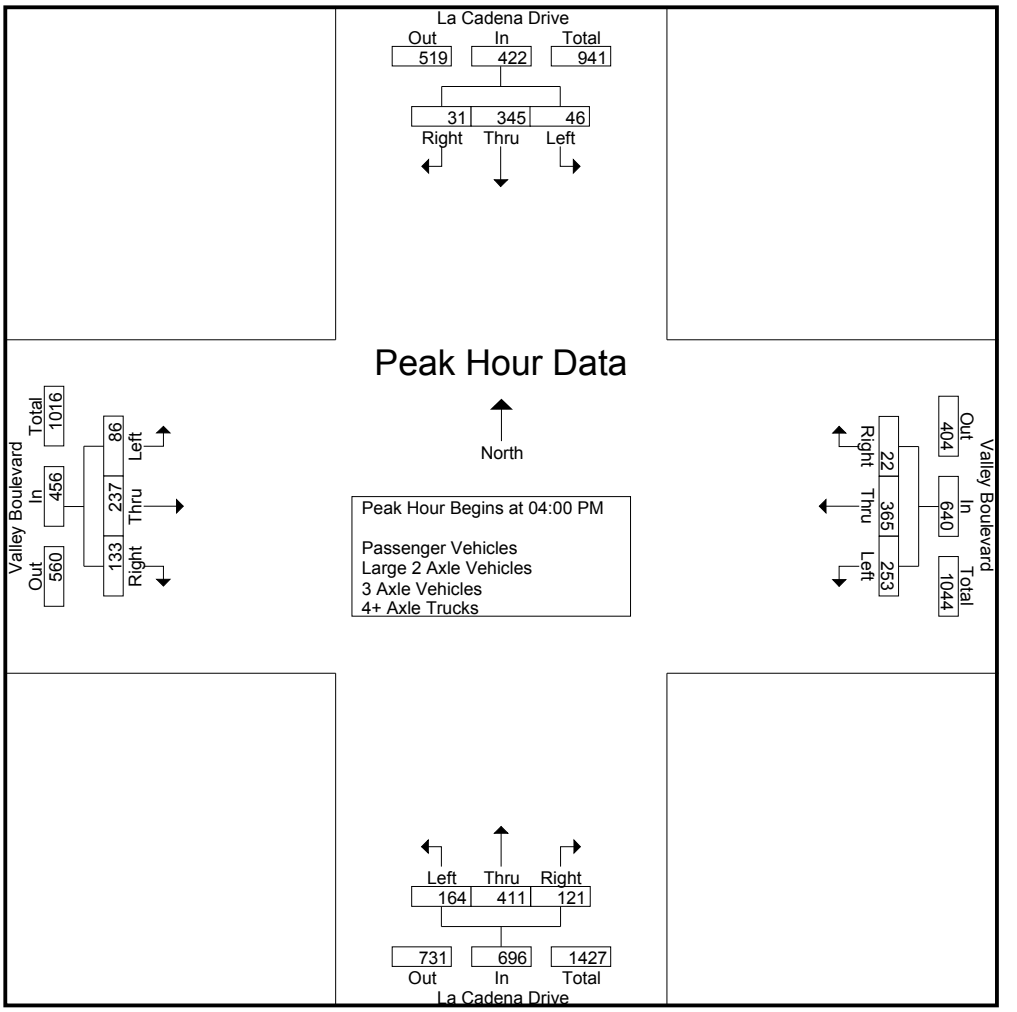

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	11	94	**10**	115	**82**	**152**	7	**241**	40	**119**	20	179	22	67	34	123
+15 mins.	9	80	8	97	50	115	**12**	177	**42**	110	**35**	**187**	21	**75**	**38**	**134**
+30 mins.	**13**	**97**	6	**116**	66	49	1	116	42	92	34	168	**27**	52	30	109
+45 mins.	13	74	7	94	55	49	2	106	40	90	32	162	16	43	31	90
Total Volume	46	345	31	422	253	365	22	640	164	411	121	696	86	237	133	456
% App. Total	10.9	81.8	7.3		39.5	57	3.4		23.6	59.1	17.4		18.9	52	29.2	
PHF	.885	.889	.775	.909	.771	.600	.458	.664	.976	.863	.864	.930	.796	.790	.875	.851

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
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Weather: Sunny

File Name : CNCAVAPM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	92	10	113	80	143	7	230	40	117	18	175	22	65	32	119	637
04:15 PM	9	80	8	97	50	111	12	173	42	110	35	187	21	74	38	133	590
04:30 PM	13	96	6	115	66	49	1	116	42	92	34	168	27	51	30	108	507
04:45 PM	13	73	7	93	53	45	2	100	40	89	32	161	16	42	29	87	441
Total	46	341	31	418	249	348	22	619	164	408	119	691	86	232	129	447	2175
05:00 PM	5	91	0	96	66	33	6	105	17	81	22	120	18	45	32	95	416
05:15 PM	10	87	1	98	87	58	4	149	14	109	25	148	24	42	24	90	485
05:30 PM	5	62	5	72	57	46	6	109	34	96	15	145	10	53	18	81	407
05:45 PM	8	81	9	98	63	56	3	122	30	106	26	162	16	56	23	95	477
Total	28	321	15	364	273	193	19	485	95	392	88	575	68	196	97	361	1785
Grand Total	74	662	46	782	522	541	41	1104	259	800	207	1266	154	428	226	808	3960
Apprch %	9.5	84.7	5.9		47.3	49	3.7		20.5	63.2	16.4		19.1	53	28		
Total %	1.9	16.7	1.2	19.7	13.2	13.7	1	27.9	6.5	20.2	5.2	32	3.9	10.8	5.7	20.4	

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	11	92	**10**	113	**80**	**143**	7	**230**	40	**117**	18	175	22	65	32	119	**637**
04:15 PM	9	80	8	97	50	111	**12**	173	**42**	110	**35**	**187**	21	**74**	**38**	**133**	590
04:30 PM	**13**	**96**	6	**115**	66	49	1	116	42	92	34	168	**27**	51	30	108	507
04:45 PM	13	73	7	93	53	45	2	100	40	89	32	161	16	42	29	87	441
Total Volume	46	341	31	418	249	348	22	619	164	408	119	691	86	232	129	447	2175
% App. Total	11	81.6	7.4		40.2	56.2	3.6		23.7	59	17.2		19.2	51.9	28.9		
PHF	.885	.888	.775	.909	.778	.608	.458	.673	.976	.872	.850	.924	.796	.784	.849	.840	.854

Counts Unlimited Inc.
25286 Jaclyn Avenue
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Site Code : 04113698
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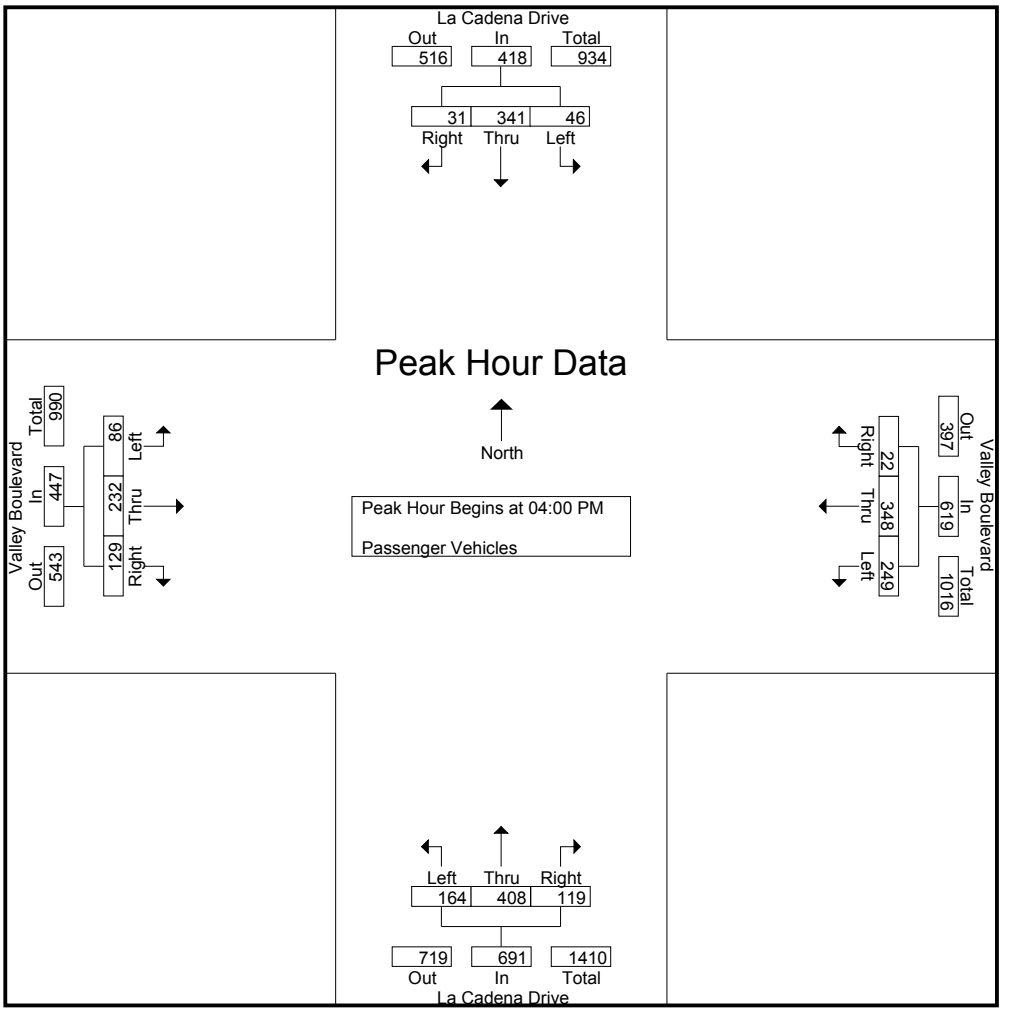

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	11	92	**10**	113	**80**	**143**	7	**230**	40	**117**	18	175	22	65	32	119
+15 mins.	9	80	8	97	50	111	**12**	173	**42**	110	**35**	**187**	21	**74**	**38**	**133**
+30 mins.	**13**	**96**	6	**115**	66	49	1	116	42	92	34	168	**27**	51	30	108
+45 mins.	13	73	7	93	53	45	2	100	40	89	32	161	16	42	29	87
Total Volume	46	341	31	418	249	348	22	619	164	408	119	691	86	232	129	447
% App. Total	11	81.6	7.4		40.2	56.2	3.6		23.7	59	17.2		19.2	51.9	28.9	
PHF	.885	.888	.775	.909	.778	.608	.458	.673	.976	.872	.850	.924	.796	.784	.849	.840

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City of Colton
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File Name : CNCAVAPM
Site Code : 04113698
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	1	4	0	5	0	2	1	3	0	1	1	2	12
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	2	4	0	6	0	1	0	1	0	1	2	3	11
Total	0	4	0	4	3	10	0	13	0	3	1	4	0	3	3	6	27
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
05:30 PM	0	0	0	0	0	2	0	2	0	3	0	3	0	1	0	1	6
05:45 PM	0	2	0	2	1	1	0	2	0	0	0	0	0	2	0	2	6
Total	0	3	0	3	1	4	0	5	0	3	1	4	0	5	0	5	17
Grand Total	0	7	0	7	4	14	0	18	0	6	2	8	0	8	3	11	44
Apprch %	0	100	0		22.2	77.8	0		0	75	25		0	72.7	27.3		
Total %	0	15.9	0	15.9	9.1	31.8	0	40.9	0	13.6	4.5	18.2	0	18.2	6.8	25	

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	1	**4**	0	5	0	**2**	**1**	**3**	0	**1**	1	2	**12**
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	**2**	4	0	**6**	0	1	0	1	0	1	**2**	**3**	11
Total Volume	0	4	0	4	3	10	0	13	0	3	1	4	0	3	3	6	27
% App. Total	0	100	0		23.1	76.9	0		0	75	25		0	50	50		
PHF	.000	.500	.000	.500	.375	.625	.000	.542	.000	.375	.250	.333	.000	.750	.375	.500	.563

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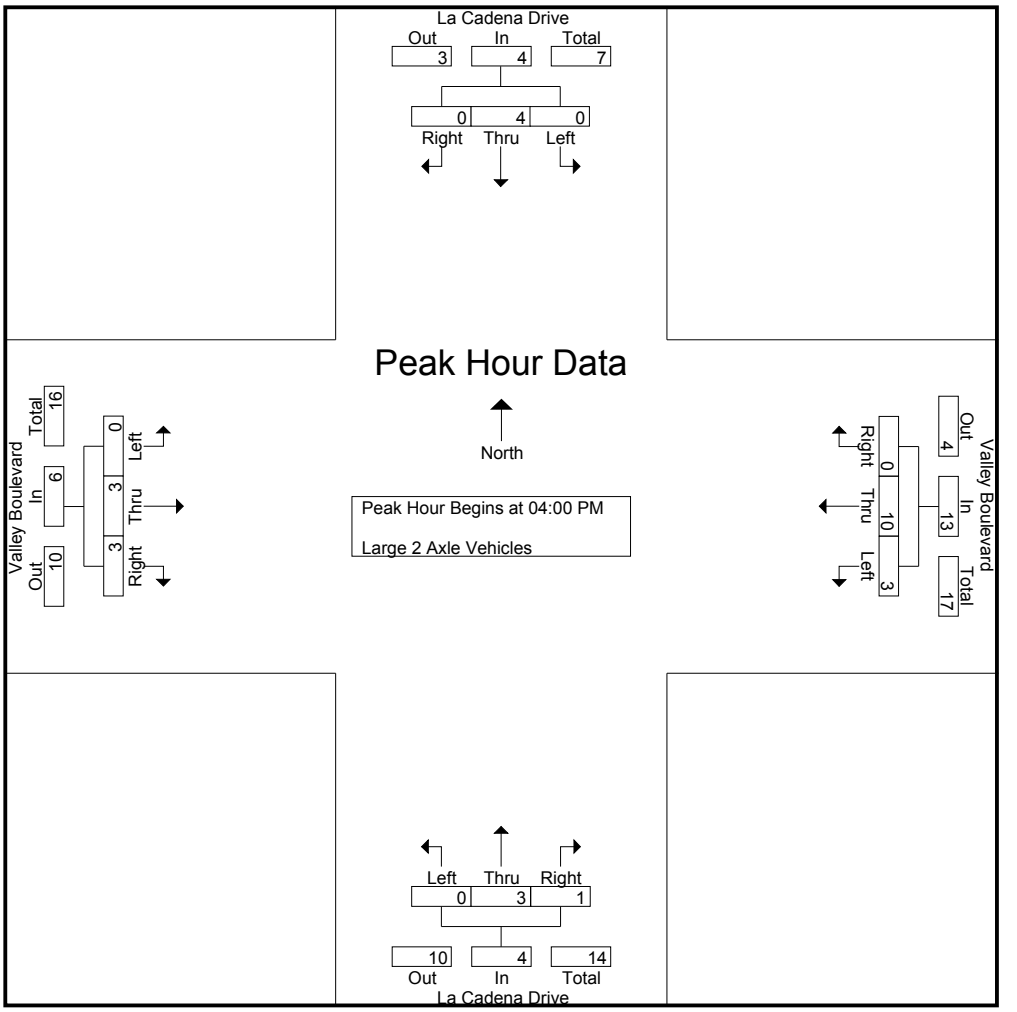

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	1	**4**	0	5	0	1	0	1	0	**1**	1	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0
+45 mins.	0	1	0	1	**2**	4	0	**6**	0	**3**	0	**3**	0	1	**2**	**3**
Total Volume	0	4	0	4	3	10	0	13	0	4	1	5	0	3	3	6
% App. Total	0	100	0		23.1	76.9	0		0	80	20		0	50	50	
PHF	.000	.500	.000	.500	.375	.625	.000	.542	.000	.333	.250	.417	.000	.750	.375	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAPM
Site Code : 04113698
Start Date : 3/27/2008
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Groups Printed- 3 Axle Vehicles

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
Apprch %	0	0	0		33.3	66.7	0		0	0	100		0	0	0		
Total %	0	0	0	0	25	50	0	75	0	0	25	25	0	0	0	0	

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	0	0	1	0	0	**1**	**1**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
% App. Total	0	0	0		33.3	66.7	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

File Name : CNCAVAPM
Site Code : 04113698
Start Date : 3/27/2008
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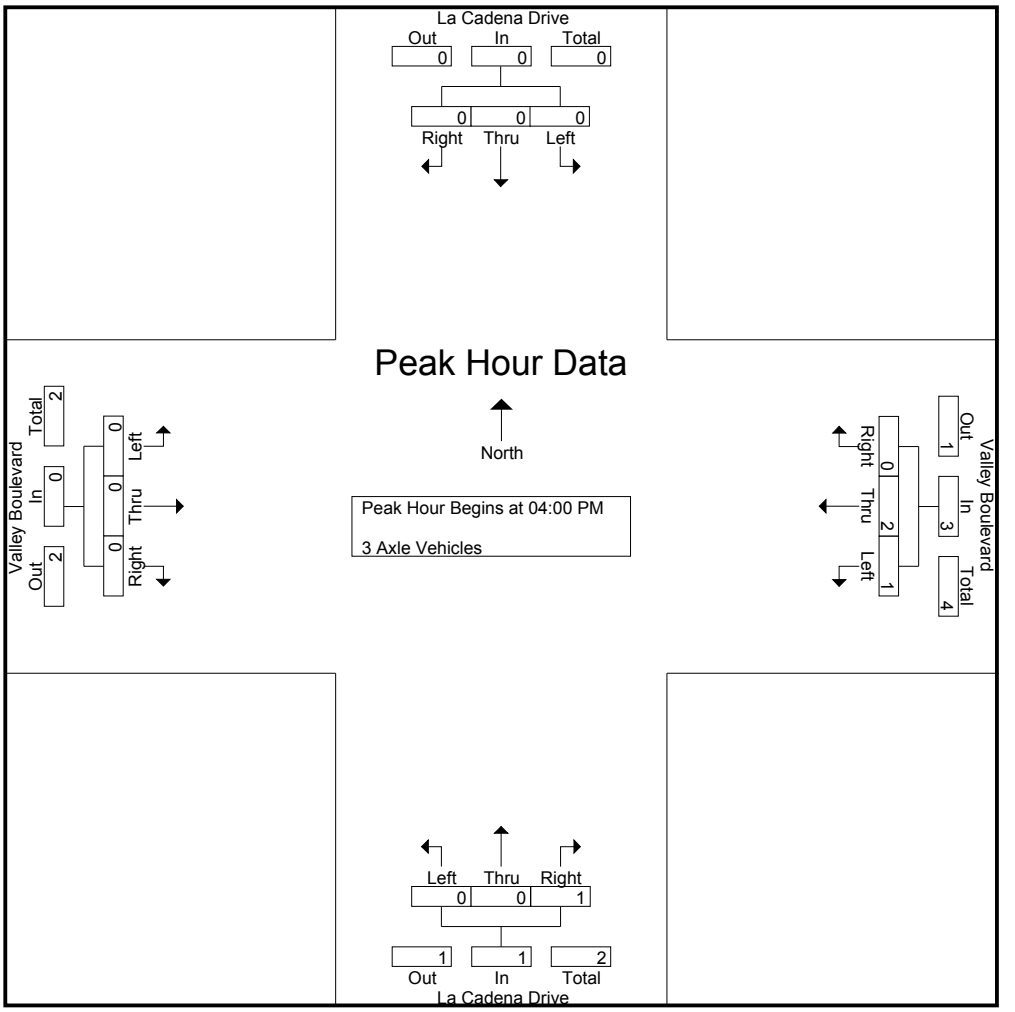

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	1	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0
% App. Total	0	0	0		33.3	66.7	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Valley Boulevard
Weather: Sunny

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Groups Printed- 4+ Axle Trucks

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	1	2	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	2	0	2	0	0	0	0	0	0	1	1	0	2	0	2	5
Grand Total	0	2	0	2	0	5	0	5	0	0	1	1	0	4	1	5	13
Apprch %	0	100	0		0	100	0		0	0	100		0	80	20		
Total %	0	15.4	0	15.4	0	38.5	0	38.5	0	0	7.7	7.7	0	30.8	7.7	38.5	

	La Cadena Drive Southbound				Valley Boulevard Westbound				La Cadena Drive Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	**1**	**1**	**2**	**7**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	8
% App. Total	0	0	0		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.250	.375	.286

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: La Cadena Drive
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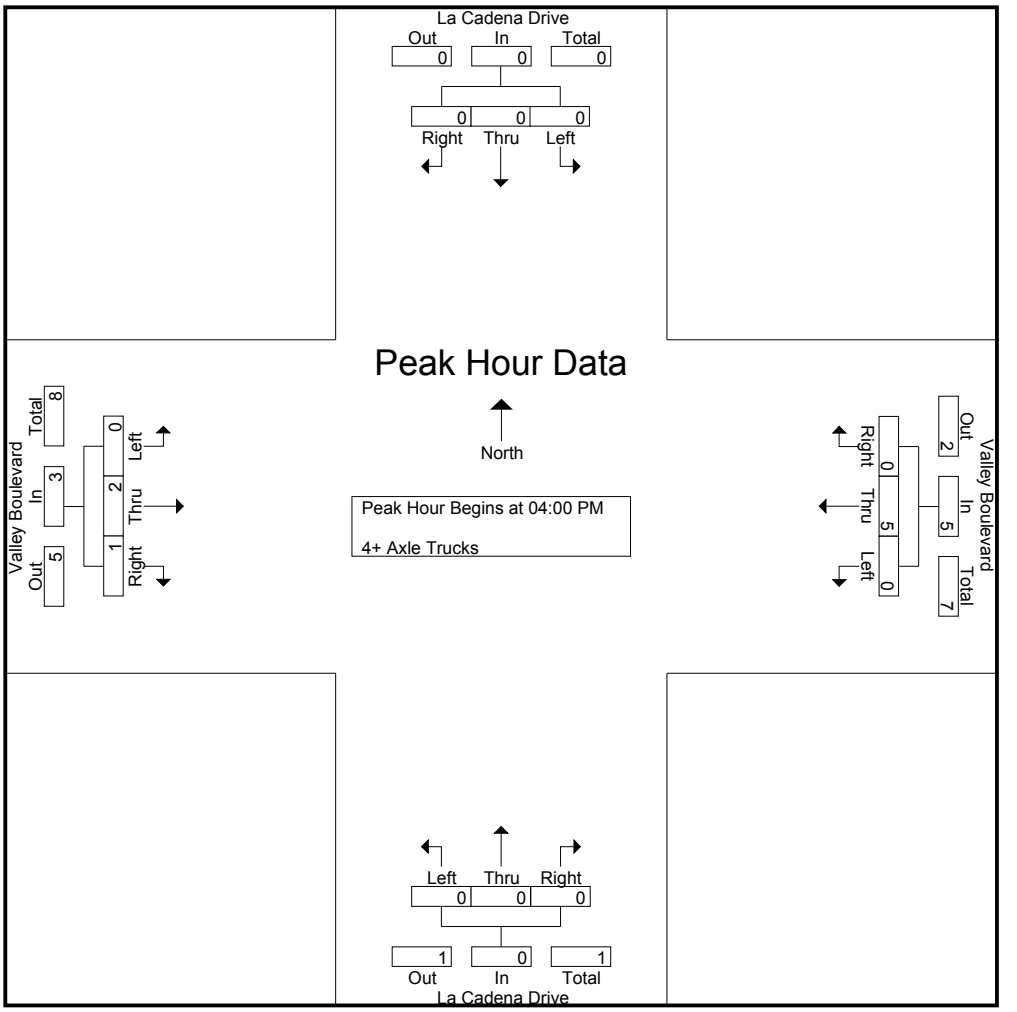

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0
Total Volume	0	2	0	2	0	5	0	5	0	0	1	1	0	2	1	3
% App. Total	0	100	0		0	100	0		0	0	100		0	66.7	33.3	
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.250	.250	.000	.500	.250	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street
E/W: Valley Boulevard
Weather: Sunny

File Name : CN10VAAM
Site Code : 04113697
Start Date : 3/27/2008
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	6	7	46	1	47	6	21	27	81
07:15 AM	0	18	18	70	0	70	19	32	51	139
07:30 AM	2	11	13	32	1	33	7	38	45	91
07:45 AM	2	17	19	26	1	27	22	49	71	117
Total	5	52	57	174	3	177	54	140	194	428
08:00 AM	0	15	15	39	1	40	12	47	59	114
08:15 AM	2	7	9	25	2	27	9	35	44	80
08:30 AM	0	8	8	33	3	36	15	34	49	93
08:45 AM	0	10	10	39	1	40	17	41	58	108
Total	2	40	42	136	7	143	53	157	210	395
Grand Total	7	92	99	310	10	320	107	297	404	823
Apprch %	7.1	92.9		96.9	3.1		26.5	73.5		
Total %	0.9	11.2	12	37.7	1.2	38.9	13	36.1	49.1	
Passenger Vehicles	7	89	96	280	10	290	94	257	351	737
% Passenger Vehicles	100	96.7	97	90.3	100	90.6	87.9	86.5	86.9	89.6
Large 2 Axle Vehicles	0	2	2	15	0	15	8	24	32	49
% Large 2 Axle Vehicles	0	2.2	2	4.8	0	4.7	7.5	8.1	7.9	6
3 Axle Vehicles	0	0	0	11	0	11	0	10	10	21
% 3 Axle Vehicles	0	0	0	3.5	0	3.4	0	3.4	2.5	2.6
4+ Axle Trucks	0	1	1	4	0	4	5	6	11	16
% 4+ Axle Trucks	0	1.1	1	1.3	0	1.2	4.7	2	2.7	1.9

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**18**	18	**70**	0	**70**	19	32	51	**139**
07:30 AM	**2**	11	13	32	**1**	33	7	38	45	91
07:45 AM	2	17	**19**	26	1	27	**22**	**49**	**71**	117
08:00 AM	0	15	15	39	1	40	12	47	59	114
Total Volume	4	61	65	167	3	170	60	166	226	461
% App. Total	6.2	93.8		98.2	1.8		26.5	73.5		
PHF	.500	.847	.855	.596	.750	.607	.682	.847	.796	.829

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street
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Weather: Sunny

File Name : CN10VAAM
Site Code : 04113697
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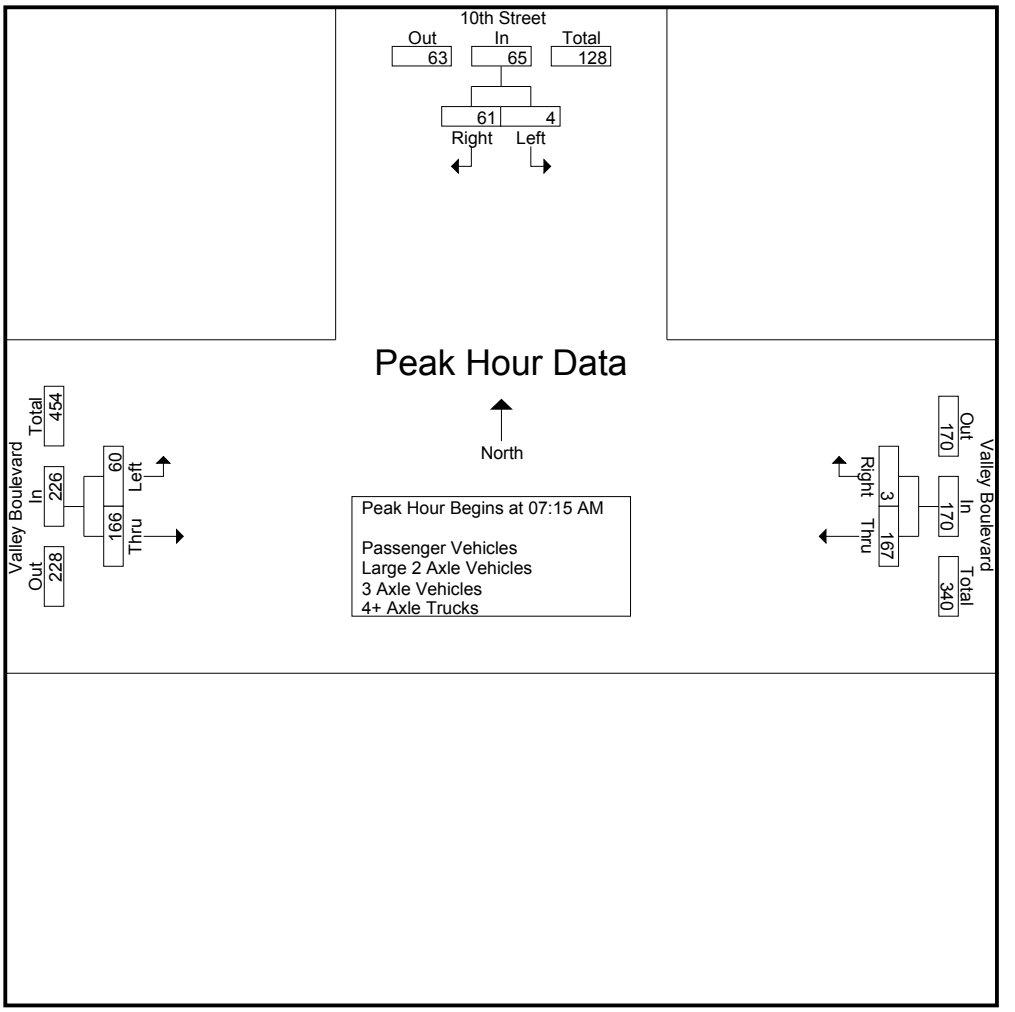

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	0	**18**	18	46	**1**	47	19	32	51
+15 mins.	**2**	11	13	**70**	0	**70**	7	38	45
+30 mins.	2	17	**19**	32	1	33	**22**	**49**	**71**
+45 mins.	0	15	15	26	1	27	12	47	59
Total Volume	4	61	65	174	3	177	60	166	226
% App. Total	6.2	93.8		98.3	1.7		26.5	73.5	
PHF	.500	.847	.855	.621	.750	.632	.682	.847	.796

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street
E/W: Valley Boulevard
Weather: Sunny

File Name : CN10VAAM
Site Code : 04113697
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Groups Printed- Passenger Vehicles

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	6	7	45	1	46	5	17	22	75
07:15 AM	0	18	18	68	0	68	18	29	47	133
07:30 AM	2	10	12	27	1	28	7	30	37	77
07:45 AM	2	16	18	23	1	24	20	43	63	105
Total	5	50	55	163	3	166	50	119	169	390
08:00 AM	0	15	15	32	1	33	11	41	52	100
08:15 AM	2	6	8	22	2	24	7	30	37	69
08:30 AM	0	8	8	29	3	32	13	30	43	83
08:45 AM	0	10	10	34	1	35	13	37	50	95
Total	2	39	41	117	7	124	44	138	182	347
Grand Total	7	89	96	280	10	290	94	257	351	737
Apprch %	7.3	92.7		96.6	3.4		26.8	73.2		
Total %	0.9	12.1	13	38	1.4	39.3	12.8	34.9	47.6	

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**18**	**18**	**68**	0	**68**	18	29	47	**133**
07:30 AM	**2**	10	12	27	**1**	28	7	30	37	77
07:45 AM	2	16	18	23	1	24	**20**	**43**	**63**	105
08:00 AM	0	15	15	32	1	33	11	41	52	100
Total Volume	4	59	63	150	3	153	56	143	199	415
% App. Total	6.3	93.7		98	2		28.1	71.9		
PHF	.500	.819	.875	.551	.750	.563	.700	.831	.790	.780

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Colton
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File Name : CN10VAAM
Site Code : 04113697
Start Date : 3/27/2008
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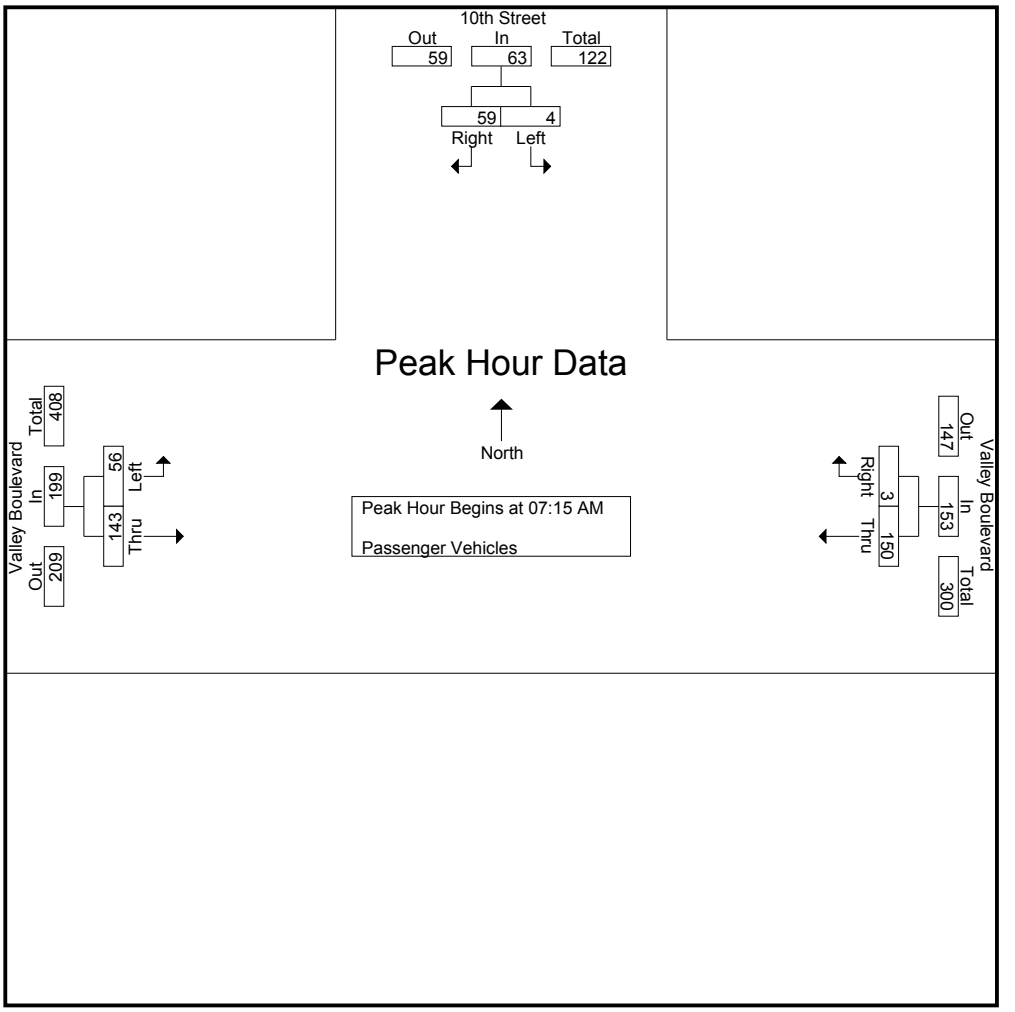

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	0	**18**	**18**	45	**1**	46	18	29	47
+15 mins.	**2**	10	12	**68**	0	**68**	7	30	37
+30 mins.	2	16	18	27	1	28	**20**	**43**	**63**
+45 mins.	0	15	15	23	1	24	11	41	52
Total Volume	4	59	63	163	3	166	56	143	199
% App. Total	6.3	93.7		98.2	1.8		28.1	71.9	
PHF	.500	.819	.875	.599	.750	.610	.700	.831	.790

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Colton
N/S: 10th Street
E/W: Valley Boulevard
Weather: Sunny

File Name : CN10VAAM
Site Code : 04113697
Start Date : 3/27/2008

Groups Printed- Large 2 Axle Vehicles

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	2	2	3
07:15 AM	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	1	1	4	0	4	0	7	7	12
07:45 AM	0	0	0	2	0	2	1	3	4	6
Total	0	1	1	7	0	7	1	14	15	23
08:00 AM	0	0	0	3	0	3	0	2	2	5
08:15 AM	0	1	1	1	0	1	2	3	5	7
08:30 AM	0	0	0	1	0	1	1	2	3	4
08:45 AM	0	0	0	3	0	3	4	3	7	10
Total	0	1	1	8	0	8	7	10	17	26
Grand Total	0	2	2	15	0	15	8	24	32	49
Apprch %	0	100		100	0		25	75		
Total %	0	4.1	4.1	30.6	0	30.6	16.3	49	65.3	

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	**1**	**1**	**4**	0	**4**	0	**7**	**7**	**12**
07:45 AM	0	0	0	2	0	2	**1**	3	4	6
08:00 AM	0	0	0	3	0	3	0	2	2	5
Total Volume	0	1	1	9	0	9	1	14	15	25
% App. Total	0	100		100	0		6.7	93.3		
PHF	.000	.250	.250	.563	.000	.563	.250	.500	.536	.521

Counts Unlimited Inc.
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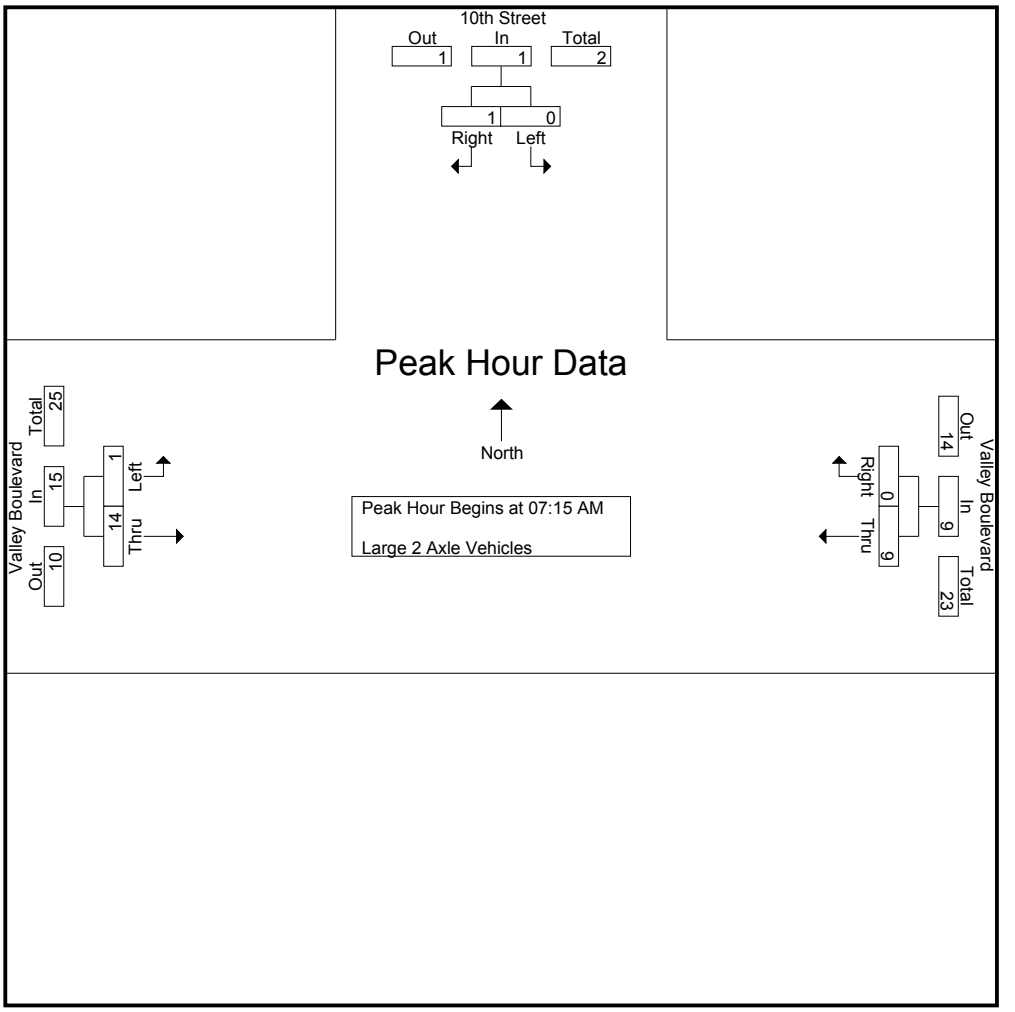

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	2	2
+15 mins.	0	**1**	**1**	**4**	0	**4**	0	**7**	**7**
+30 mins.	0	0	0	2	0	2	**1**	3	4
+45 mins.	0	0	0	3	0	3	0	2	2
Total Volume	0	1	1	9	0	9	1	14	15
% App. Total	0	100		100	0		6.7	93.3	
PHF	.000	.250	.250	.563	.000	.563	.250	.500	.536

Counts Unlimited Inc.
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City of Colton
N/S: 10th Street
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Weather: Sunny

File Name : CN10VAAM
Site Code : 04113697
Start Date : 3/27/2008

Groups Printed- 3 Axle Vehicles

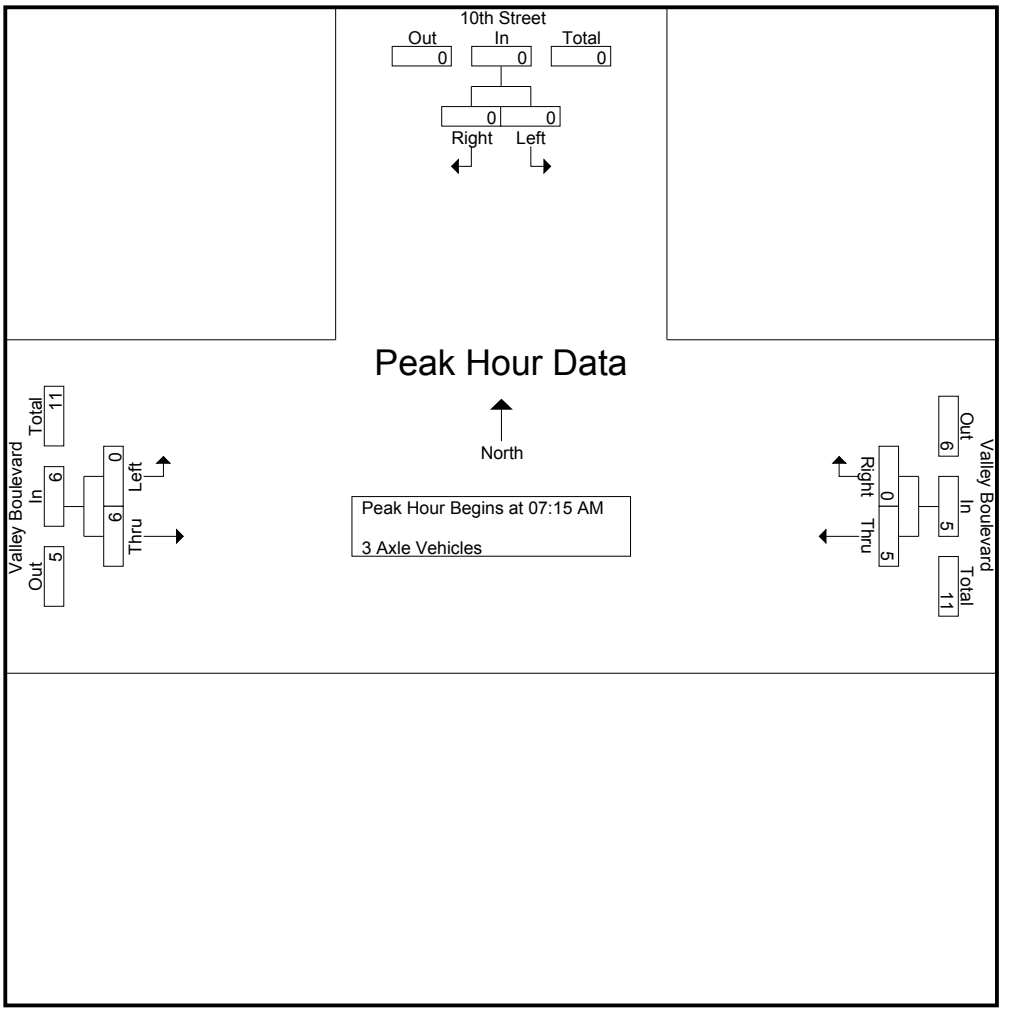
	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	2	0	2	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	3	0	3	0	4	4	7
08:00 AM	0	0	0	2	0	2	0	3	3	5
08:15 AM	0	0	0	1	0	1	0	1	1	2
08:30 AM	0	0	0	3	0	3	0	1	1	4
08:45 AM	0	0	0	2	0	2	0	1	1	3
Total	0	0	0	8	0	8	0	6	6	14
Grand Total	0	0	0	11	0	11	0	10	10	21
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	52.4	0	52.4	0	47.6	47.6	

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	**2**	0	**2**	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	2	2	3
08:00 AM	0	0	0	2	0	2	0	**3**	**3**	**5**
Total Volume	0	0	0	5	0	5	0	6	6	11
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.625	.000	.625	.000	.500	.500	.550

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street
E/W: Valley Boulevard
Weather: Sunny

File Name : CN10VAAM
Site Code : 04113697
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	**2**	0	**2**	0	0	0
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	1	0	1	0	2	2
+45 mins.	0	0	0	2	0	2	0	**3**	**3**
Total Volume	0	0	0	5	0	5	0	6	6
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.625	.000	.625	.000	.500	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 10th Street
E/W: Valley Boulevard
Weather: Sunny

File Name : CN10VAAM
Site Code : 04113697
Start Date : 3/27/2008

Groups Printed- 4+ Axle Trucks

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	2	2
07:15 AM	0	0	0	0	0	0	1	1	2	2
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	1	1	0	0	0	1	1	2	3
Total	0	1	1	1	0	1	3	3	6	8
08:00 AM	0	0	0	2	0	2	1	1	2	4
08:15 AM	0	0	0	1	0	1	0	1	1	2
08:30 AM	0	0	0	0	0	0	1	1	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	3	2	3	5	8
Grand Total	0	1	1	4	0	4	5	6	11	16
Apprch %	0	100		100	0		45.5	54.5		
Total %	0	6.2	6.2	25	0	25	31.2	37.5	68.8	

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	**1**	**1**	**2**	2
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	**1**	**1**	0	0	0	1	1	2	3
08:00 AM	0	0	0	**2**	0	**2**	1	1	2	**4**
Total Volume	0	1	1	3	0	3	3	3	6	10
% App. Total	0	100		100	0		50	50		
PHF	.000	.250	.250	.375	.000	.375	.750	.750	.750	.625

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City of Colton
N/S: 10th Street
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File Name : CN10VAAM
Site Code : 04113697
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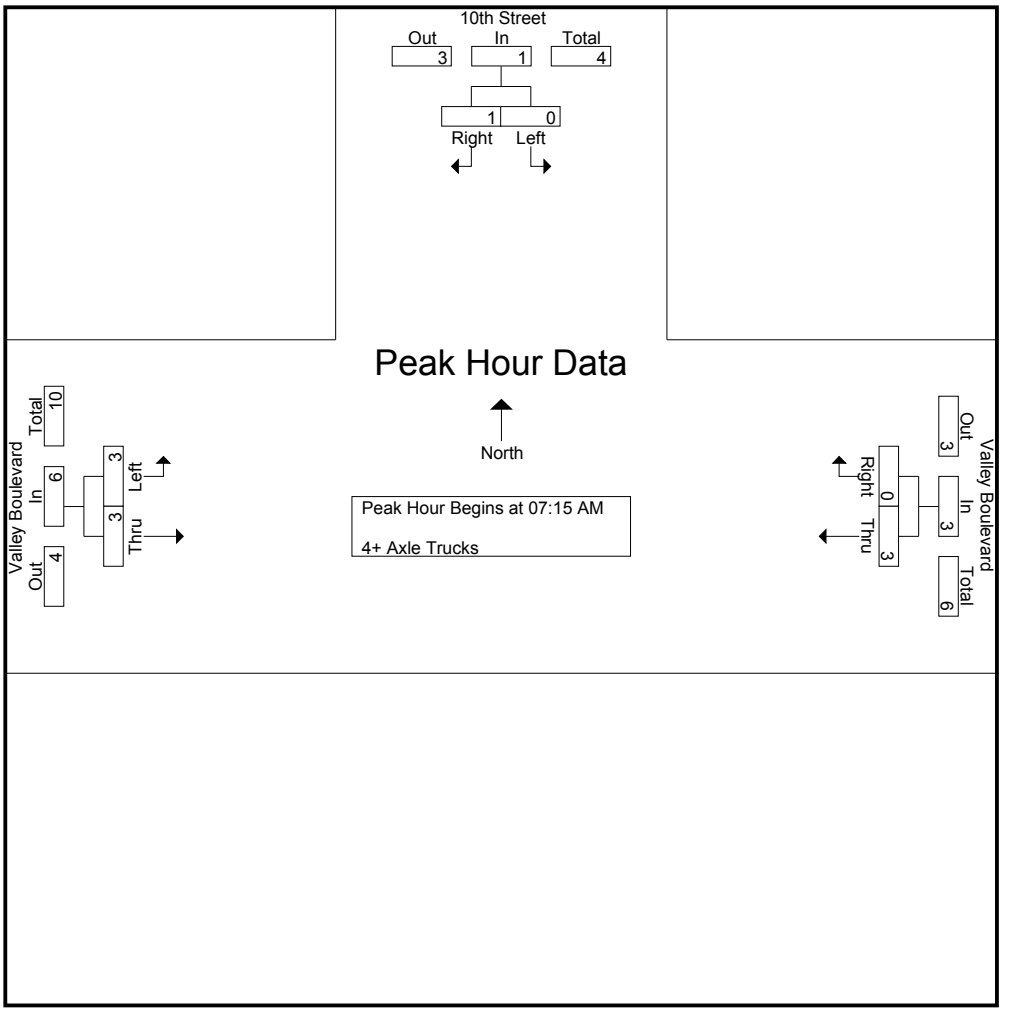

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	**1**	**1**	0	0	0	1	1	2
+45 mins.	0	0	0	**2**	0	**2**	1	1	2
Total Volume	0	1	1	3	0	3	3	3	6
% App. Total	0	100		100	0		50	50	
PHF	.000	.250	.250	.375	.000	.375	.750	.750	.750

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951-485-7934

City of Colton
N/S: 10th Street
E/W: Valley Boulevard
Weather: Sunny

File Name : CN10VAPM
Site Code : 04113697
Start Date : 3/27/2008

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

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	18	21	173	8	181	34	81	115	317
04:15 PM	2	21	23	72	1	73	32	63	95	191
04:30 PM	1	21	22	34	1	35	20	80	100	157
04:45 PM	4	16	20	35	2	37	39	83	122	179
Total	10	76	86	314	12	326	125	307	432	844
05:00 PM	2	20	22	71	3	74	35	96	131	227
05:15 PM	4	24	28	61	2	63	31	93	124	215
05:30 PM	3	20	23	61	0	61	35	72	107	191
05:45 PM	1	13	14	41	1	42	22	62	84	140
Total	10	77	87	234	6	240	123	323	446	773
Grand Total	20	153	173	548	18	566	248	630	878	1617
Apprch %	11.6	88.4		96.8	3.2		28.2	71.8		
Total %	1.2	9.5	10.7	33.9	1.1	35	15.3	39	54.3	
Passenger Vehicles	20	151	171	516	18	534	245	604	849	1554
% Passenger Vehicles	100	98.7	98.8	94.2	100	94.3	98.8	95.9	96.7	96.1
Large 2 Axle Vehicles	0	1	1	18	0	18	3	15	18	37
% Large 2 Axle Vehicles	0	0.7	0.6	3.3	0	3.2	1.2	2.4	2.1	2.3
3 Axle Vehicles	0	1	1	8	0	8	0	6	6	15
% 3 Axle Vehicles	0	0.7	0.6	1.5	0	1.4	0	1	0.7	0.9
4+ Axle Trucks	0	0	0	6	0	6	0	5	5	11
% 4+ Axle Trucks	0	0	0	1.1	0	1.1	0	0.8	0.6	0.7

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	18	21	**173**	**8**	**181**	34	81	115	**317**
04:15 PM	2	**21**	**23**	72	1	73	32	63	95	191
04:30 PM	1	21	22	34	1	35	20	80	100	157
04:45 PM	**4**	16	20	35	2	37	**39**	**83**	**122**	179
Total Volume	10	76	86	314	12	326	125	307	432	844
% App. Total	11.6	88.4		96.3	3.7		28.9	71.1		
PHF	.625	.905	.935	.454	.375	.450	.801	.925	.885	.666

Counts Unlimited Inc.
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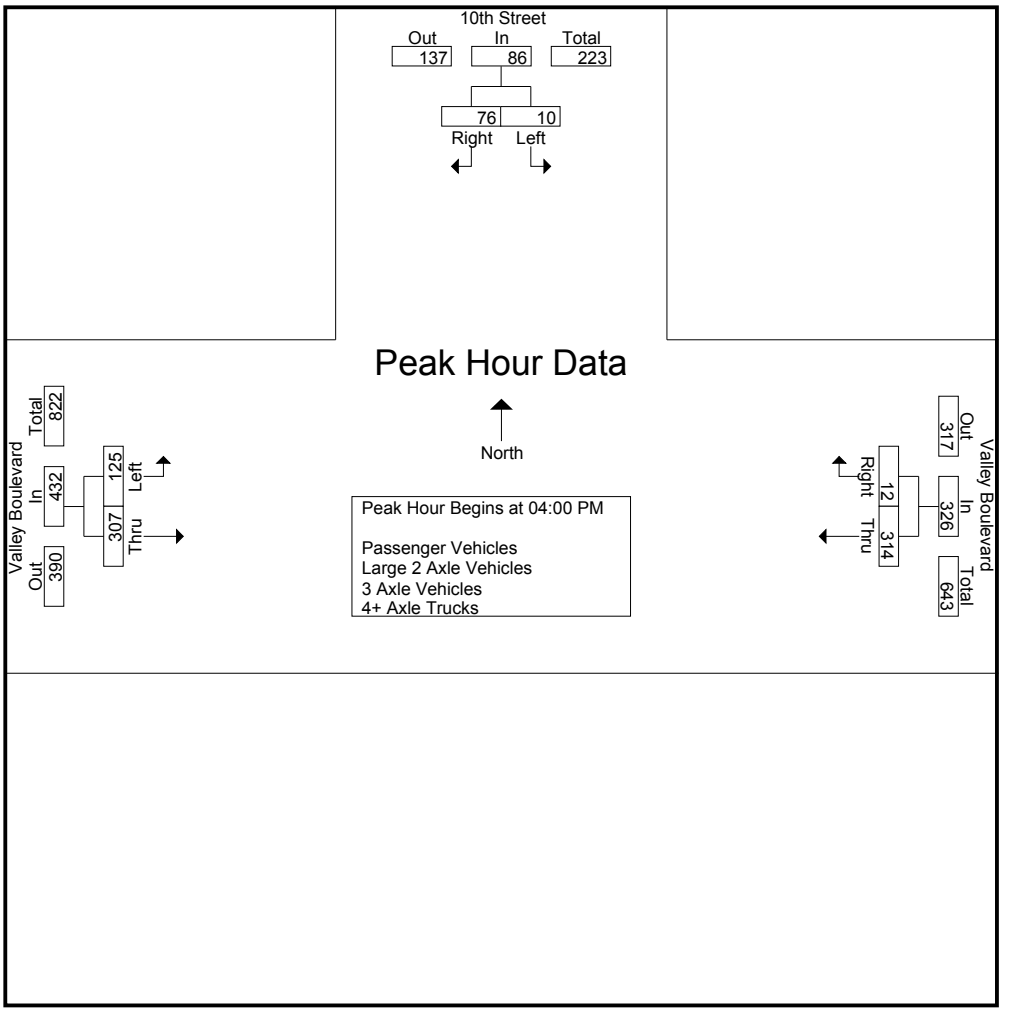

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	**4**	16	20	**173**	**8**	**181**	**39**	83	122
+15 mins.	2	20	22	72	1	73	35	**96**	**131**
+30 mins.	4	**24**	**28**	34	1	35	31	93	124
+45 mins.	3	20	23	35	2	37	35	72	107
Total Volume	13	80	93	314	12	326	140	344	484
% App. Total	14	86		96.3	3.7		28.9	71.1	
PHF	.813	.833	.830	.454	.375	.450	.897	.896	.924

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Groups Printed- Passenger Vehicles

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	18	21	160	8	168	34	75	109	298
04:15 PM	2	21	23	66	1	67	32	60	92	182
04:30 PM	1	21	22	34	1	35	19	77	96	153
04:45 PM	4	15	19	31	2	33	39	81	120	172
Total	10	75	85	291	12	303	124	293	417	805
05:00 PM	2	19	21	68	3	71	34	92	126	218
05:15 PM	4	24	28	59	2	61	31	90	121	210
05:30 PM	3	20	23	59	0	59	35	71	106	188
05:45 PM	1	13	14	39	1	40	21	58	79	133
Total	10	76	86	225	6	231	121	311	432	749
Grand Total	20	151	171	516	18	534	245	604	849	1554
Apprch %	11.7	88.3		96.6	3.4		28.9	71.1		
Total %	1.3	9.7	11	33.2	1.2	34.4	15.8	38.9	54.6	

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	18	21	**160**	**8**	**168**	34	75	109	**298**
04:15 PM	2	**21**	**23**	66	1	67	32	60	92	182
04:30 PM	1	21	22	34	1	35	19	77	96	153
04:45 PM	**4**	15	19	31	2	33	**39**	**81**	**120**	172
Total Volume	10	75	85	291	12	303	124	293	417	805
% App. Total	11.8	88.2		96	4		29.7	70.3		
PHF	.625	.893	.924	.455	.375	.451	.795	.904	.869	.675

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City of Colton
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File Name : CN10VAPM
Site Code : 04113697
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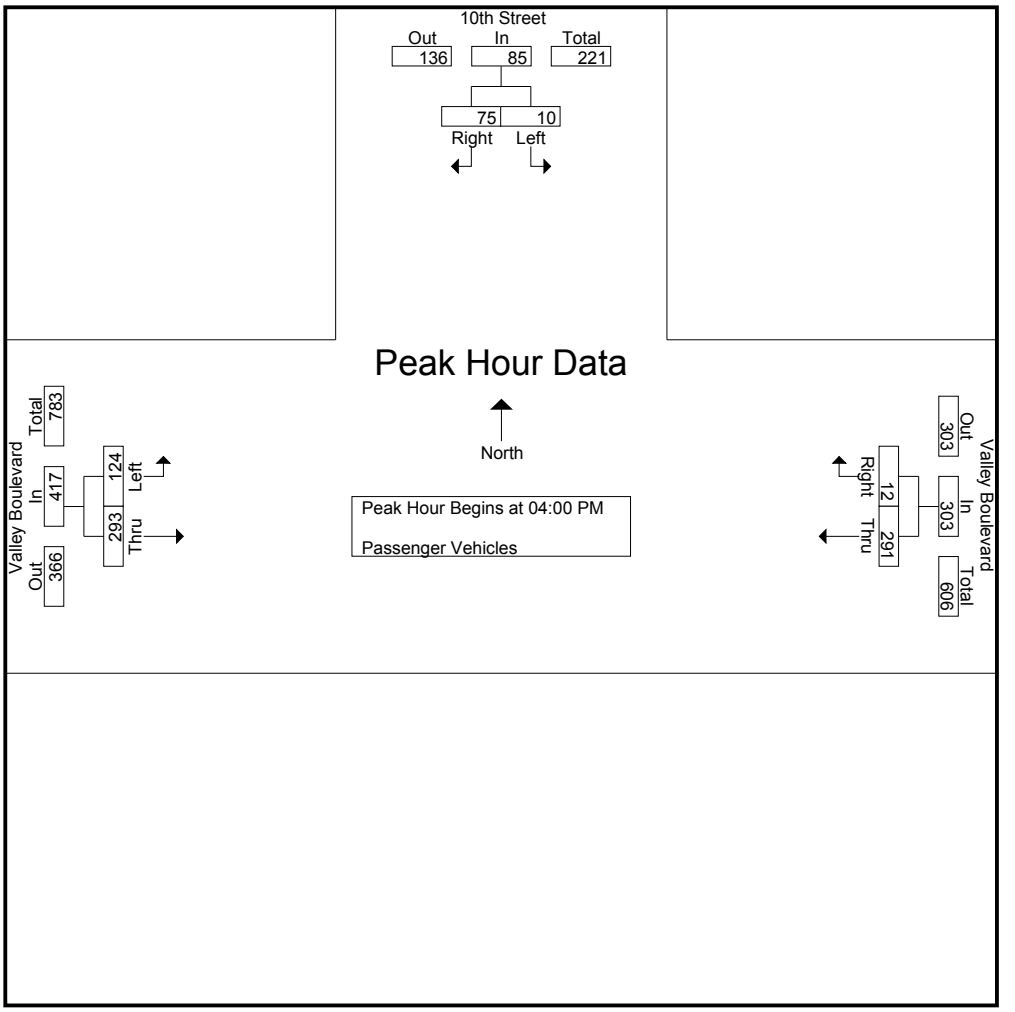

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	**4**	15	19	**160**	**8**	**168**	**39**	81	120
+15 mins.	2	19	21	66	1	67	34	**92**	**126**
+30 mins.	4	**24**	**28**	34	1	35	31	90	121
+45 mins.	3	20	23	31	2	33	35	71	106
Total Volume	13	78	91	291	12	303	139	334	473
% App. Total	14.3	85.7		96	4		29.4	70.6	
PHF	.813	.813	.813	.455	.375	.451	.891	.908	.938

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: 10th Street
E/W: Valley Boulevard
Weather: Sunny

File Name : CN10VAPM
Site Code : 04113697
Start Date : 3/27/2008

Groups Printed- Large 2 Axle Vehicles

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	7	0	7	0	3	3	10
04:15 PM	0	0	0	3	0	3	0	1	1	4
04:30 PM	0	0	0	0	0	0	1	3	4	4
04:45 PM	0	1	1	3	0	3	0	2	2	6
Total	0	1	1	13	0	13	1	9	10	24
05:00 PM	0	0	0	2	0	2	1	2	3	5
05:15 PM	0	0	0	1	0	1	0	2	2	3
05:30 PM	0	0	0	1	0	1	0	1	1	2
05:45 PM	0	0	0	1	0	1	1	1	2	3
Total	0	0	0	5	0	5	2	6	8	13
Grand Total	0	1	1	18	0	18	3	15	18	37
Apprch %	0	100		100	0		16.7	83.3		
Total %	0	2.7	2.7	48.6	0	48.6	8.1	40.5	48.6	

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**7**	0	**7**	0	**3**	3	**10**
04:15 PM	0	0	0	3	0	3	0	1	1	4
04:30 PM	0	0	0	0	0	0	**1**	3	**4**	4
04:45 PM	0	**1**	**1**	3	0	3	0	2	2	6
Total Volume	0	1	1	13	0	13	1	9	10	24
% App. Total	0	100		100	0		10	90		
PHF	.000	.250	.250	.464	.000	.464	.250	.750	.625	.600

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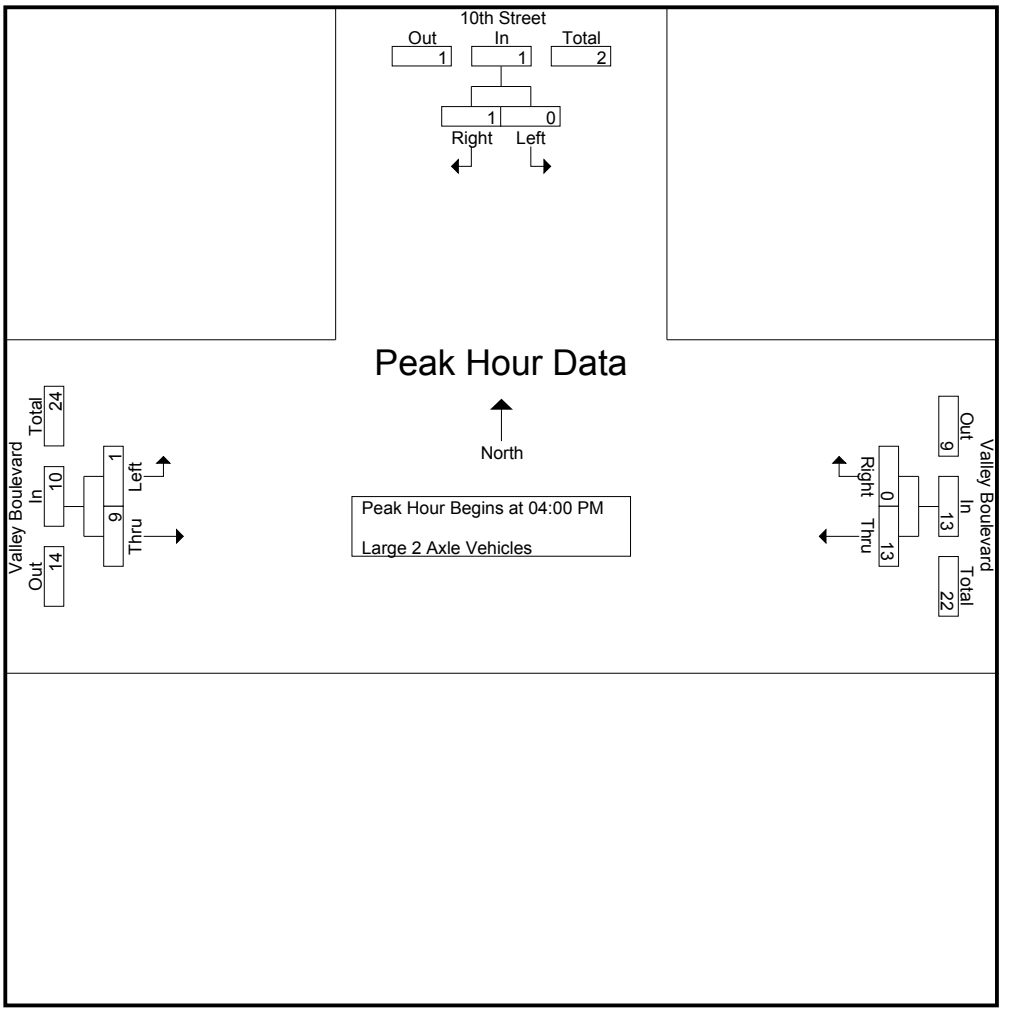

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	0	0	0	**7**	0	**7**	**1**	**3**	**4**
+15 mins.	0	0	0	3	0	3	0	2	2
+30 mins.	0	0	0	0	0	0	1	2	3
+45 mins.	0	**1**	**1**	3	0	3	0	2	2
Total Volume	0	1	1	13	0	13	2	9	11
% App. Total	0	100		100	0		18.2	81.8	
PHF	.000	.250	.250	.464	.000	.464	.500	.750	.688

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City of Colton
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Weather: Sunny

File Name : CN10VAPM
Site Code : 04113697
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Groups Printed- 3 Axle Vehicles

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	2	0	2	0	3	3	5
04:15 PM	0	0	0	3	0	3	0	2	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	6	0	6	0	5	5	11
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total	0	1	1	2	0	2	0	1	1	4
Grand Total	0	1	1	8	0	8	0	6	6	15
Apprch %	0	100		100	0		0	100		
Total %	0	6.7	6.7	53.3	0	53.3	0	40	40	

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	2	0	2	0	**3**	**3**	**5**
04:15 PM	0	0	0	**3**	0	**3**	0	2	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	6	0	6	0	5	5	11
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.417	.417	.550

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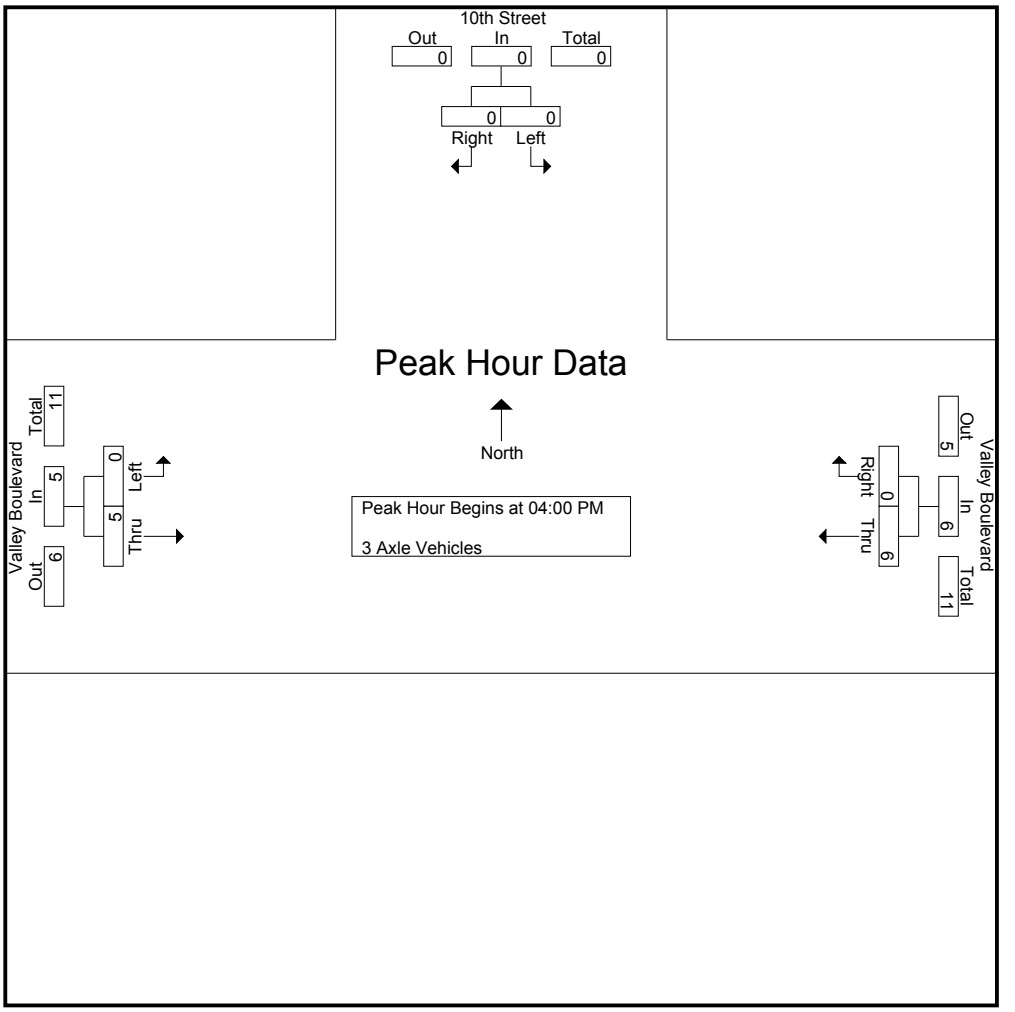

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	2	0	2	0	**3**	**3**
+15 mins.	0	0	0	**3**	0	**3**	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	1	0	1	0	0	0
Total Volume	0	1	1	6	0	6	0	5	5
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.500	.000	.500	.000	.417	.417

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City of Colton
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Groups Printed- 4+ Axle Trucks

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	4	0	4	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	0	4	0	0	0	4
05:00 PM	0	0	0	1	0	1	0	2	2	3
05:15 PM	0	0	0	1	0	1	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	2	0	2	0	5	5	7
Grand Total	0	0	0	6	0	6	0	5	5	11
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	54.5	0	54.5	0	45.5	45.5	

	10th Street Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**4**	0	**4**	0	0	0	**4**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	4	0	4	0	0	0	4
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

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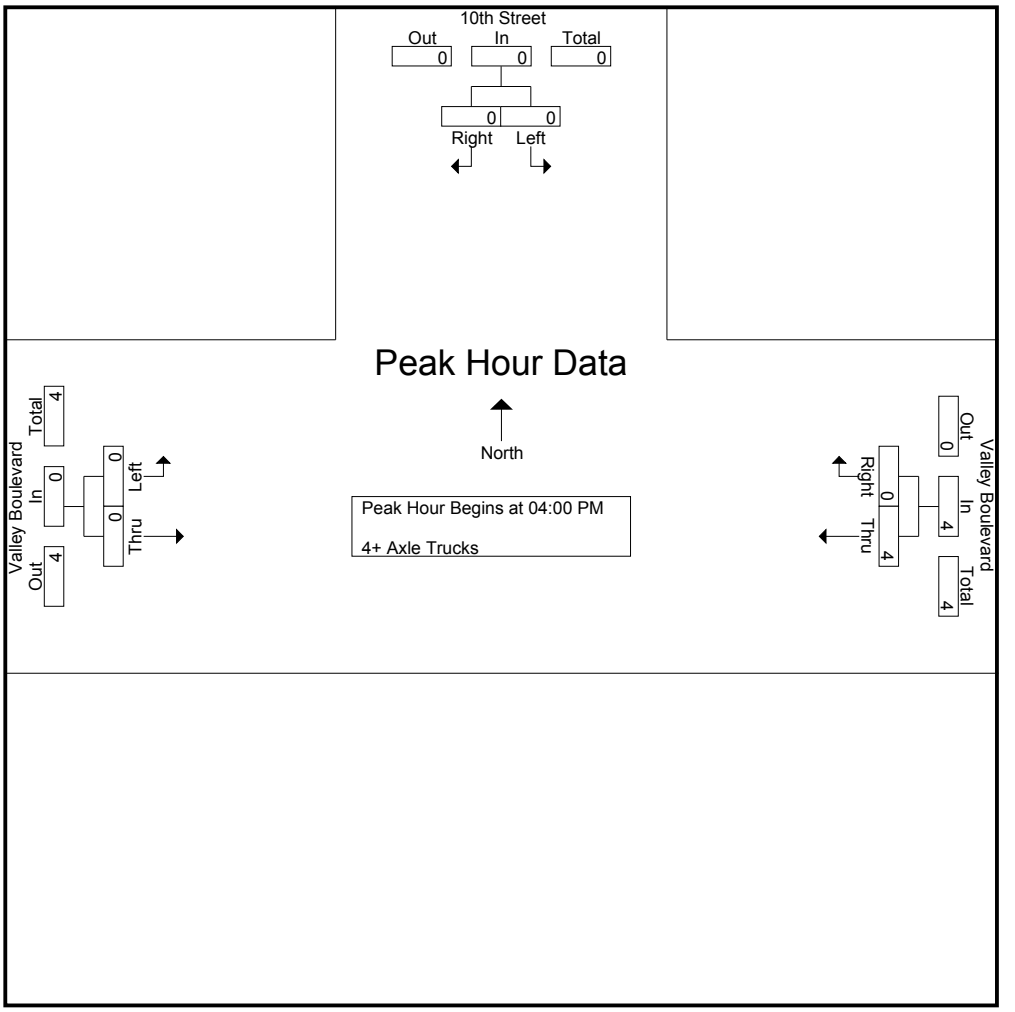
City of Colton
N/S: 10th Street
E/W: Valley Boulevard
Weather: Sunny

File Name : CN10VAPM
Site Code : 04113697
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**4**	0	**4**	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	4	0	4	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

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

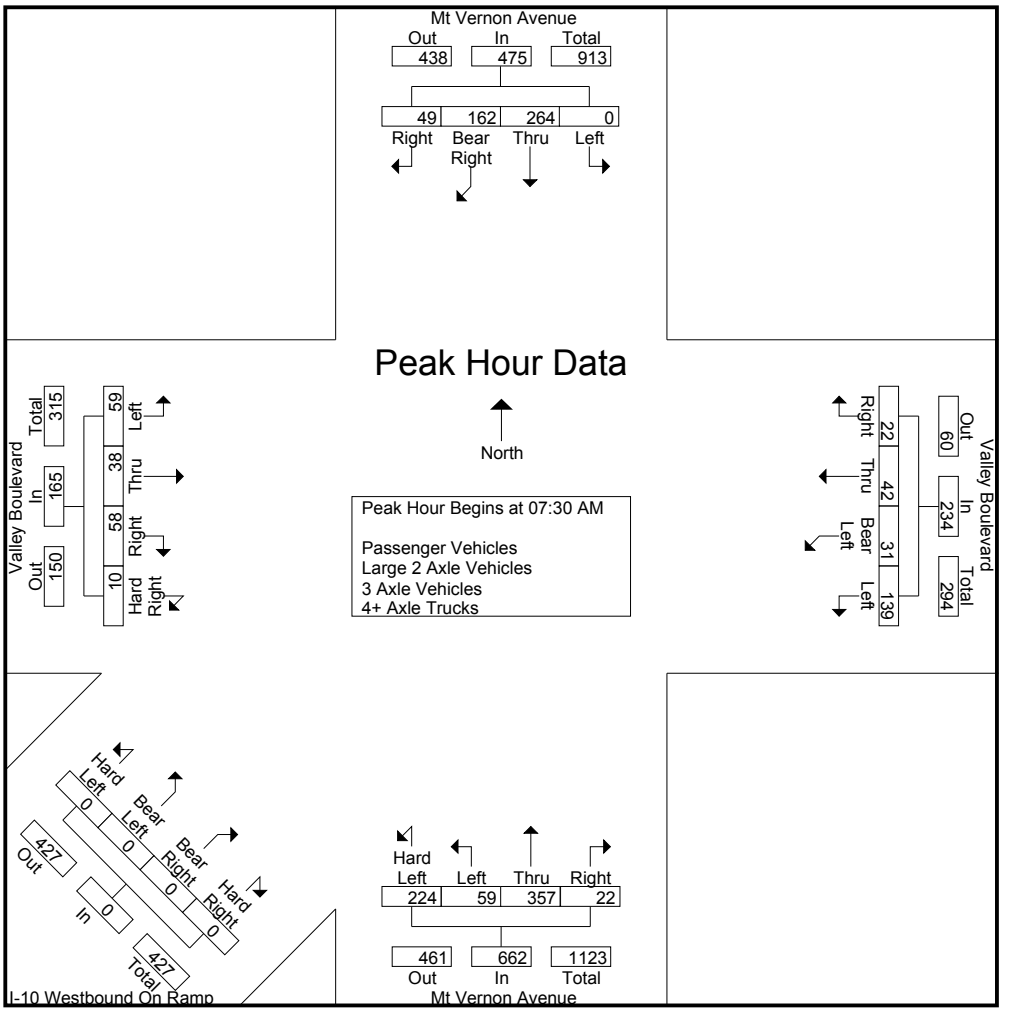
	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	36	39	12	87	17	7	13	5	42	33	25	44	2	104	0	0	0	0	0	6	5	9	1	21	254
07:15 AM	0	52	53	13	118	27	5	23	5	60	44	25	52	6	127	0	0	0	0	0	8	10	11	3	32	337
07:30 AM	0	66	53	13	132	30	8	11	10	59	60	16	82	11	169	0	0	0	0	0	15	12	15	1	43	403
07:45 AM	0	71	38	14	123	44	6	10	4	64	35	20	110	3	168	0	0	0	0	0	16	8	16	2	42	397
Total	0	225	183	52	460	118	26	57	24	225	172	86	288	22	568	0	0	0	0	0	45	35	51	7	138	1391
08:00 AM	0	64	41	10	115	35	10	12	5	62	55	11	79	2	147	0	0	0	0	0	20	6	13	5	44	368
08:15 AM	0	63	30	12	105	30	7	9	3	49	74	12	86	6	178	0	0	0	0	0	8	12	14	2	36	368
08:30 AM	5	51	43	16	115	36	6	9	3	54	29	16	41	5	91	0	0	0	0	0	7	16	12	0	35	295
08:45 AM	3	76	39	18	136	32	6	9	3	50	36	19	62	7	124	0	0	0	0	0	9	16	10	2	37	347
Total	8	254	153	56	471	133	29	39	14	215	194	58	268	20	540	0	0	0	0	0	44	50	49	9	152	1378
Grand Total		479	336	108	931	251	55	96	38	440	366	144	556	42	1108	0	0	0	0	0	89	85	100	16	290	2769
Apprch %		51.5	36.1	11.6			12.5	21.8					50.2								30.7	29.3	34.5			
		17.3	12.1								13.2		20.1													
Passenger Vehicles	8	442	301	87	838	220	49	87	33	389	335	124	510	37	1006	0	0	0	0	0	72	82	93	13	260	2493
% Passenger Vehicles	100	92.3	89.6	80.6	90	87.6	89.1	90.6	86.8	88.4	91.5	86.1	91.7	88.1	90.8	0	0	0	0	0	80.9	96.5	93	81.2	89.7	90
Large 2 Axle Vehicles	0	19	17	11	47	8	4	6	1	19	6	9	24	0	39	0	0	0	0	0	11	2	4	2	19	124
% Large 2 Axle Vehicles	0	4	5.1	10.2	5	3.2	7.3	6.2	2.6	4.3	1.6	6.2	4.3	0	3.5	0	0	0	0	0	12.4	2.4	4	12.5	6.6	4.5
3 Axle Vehicles	0	6	7	10	23	1	1	2	0	4	0	9	3	2	14	0	0	0	0	0	5	1	2	0	8	49
% 3 Axle Vehicles	0	1.3	2.1	9.3	2.5	0.4	1.8	2.1	0	0.9	0	6.2	0.5	4.8	1.3	0	0	0	0	0	5.6	1.2	2	0	2.8	1.8
4+ Axle Trucks	0	12	11	0	23	22	1	1	4	28	25	2	19	3	49	0	0	0	0	0	1	0	1	1	3	103
% 4+ Axle Trucks	0	2.5	3.3	0	2.5	8.8	1.8	1	10.5	6.4	6.8	1.4	3.4	7.1	4.4	0	0	0	0	0	1.1	0	1	6.2	1	3.7

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	66	**53**	13	**132**	30	8	11	**10**	59	60	16	82	**11**	169	0	0	0	0	0	15	**12**	15	1	43	**403**
07:45 AM	0	**71**	38	**14**	123	**44**	6	10	4	**64**	35	**20**	**110**	**3**	**168**	**0**	**0**	**0**	**0**	**0**	**16**	**8**	**16**	2	42	397
08:00 AM	0	64	41	10	115	35	**10**	**12**	5	62	55	11	79	2	147	0	0	0	0	0	**20**	6	13	**5**	**44**	368
08:15 AM	0	63	30	12	105	30	7	9	3	49	**74**	12	86	6	**178**	0	0	0	0	0	8	12	14	2	36	368
Total Volume	0	264	162	49	475	139	31	42	22	234	224	59	357	22	662	0	0	0	0	0	59	38	58	10	165	1536
% App. Total	0	55.6	34.1	10.3		59.4	13.2	17.9	9.4		33.8	8.9	53.9	3.3							35.8		35.2	6.1		
PHF	.000	.930	.764	.875	.900	.790	.775	.875	.550	.914	.757	.738	.811	.500	.930	.000	.000	.000	.000	.000	.738	.792	.906	.500	.938	.953

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	66	**53**	13	**132**	30	8	11	**10**	59	60	16	82	**11**	169	0	0	0	0	0	15	**12**	15	1	43
+15 mins.	0	**71**	38	**14**	123	**44**	6	10	4	**64**	35	**20**	**110**	**3**	**168**	**0**	**0**	**0**	**0**	**0**	**16**	**8**	**16**	2	42
+30 mins.	0	64	41	10	115	35	**10**	**12**	5	62	55	11	79	2	147	0	0	0	0	0	**20**	6	13	**5**	**44**
+45 mins.	0	63	30	12	105	30	7	9	3	49	**74**	12	86	6	**178**	0	0	0	0	0	8	12	14	2	36
Total Volume	0	264	162	49	475	139	31	42	22	234	224	59	357	22	662	0	0	0	0	0	59	38	58	10	165
% App. Total	0	55.6	34.1	10.3		59.4	13.2	17.9	9.4		33.8	8.9	53.9	3.3							35.8		35.2	6.1	
PHF	.000	.930	.764	.875	.900	.790	.775	.875	.550	.914	.757	.738	.811	.500	.930	.000	.000	.000	.000	.000	.738	.792	.906	.500	.938

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City of Colton
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E/W: Valley Boulevard/I-10 WB On Ramp
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File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

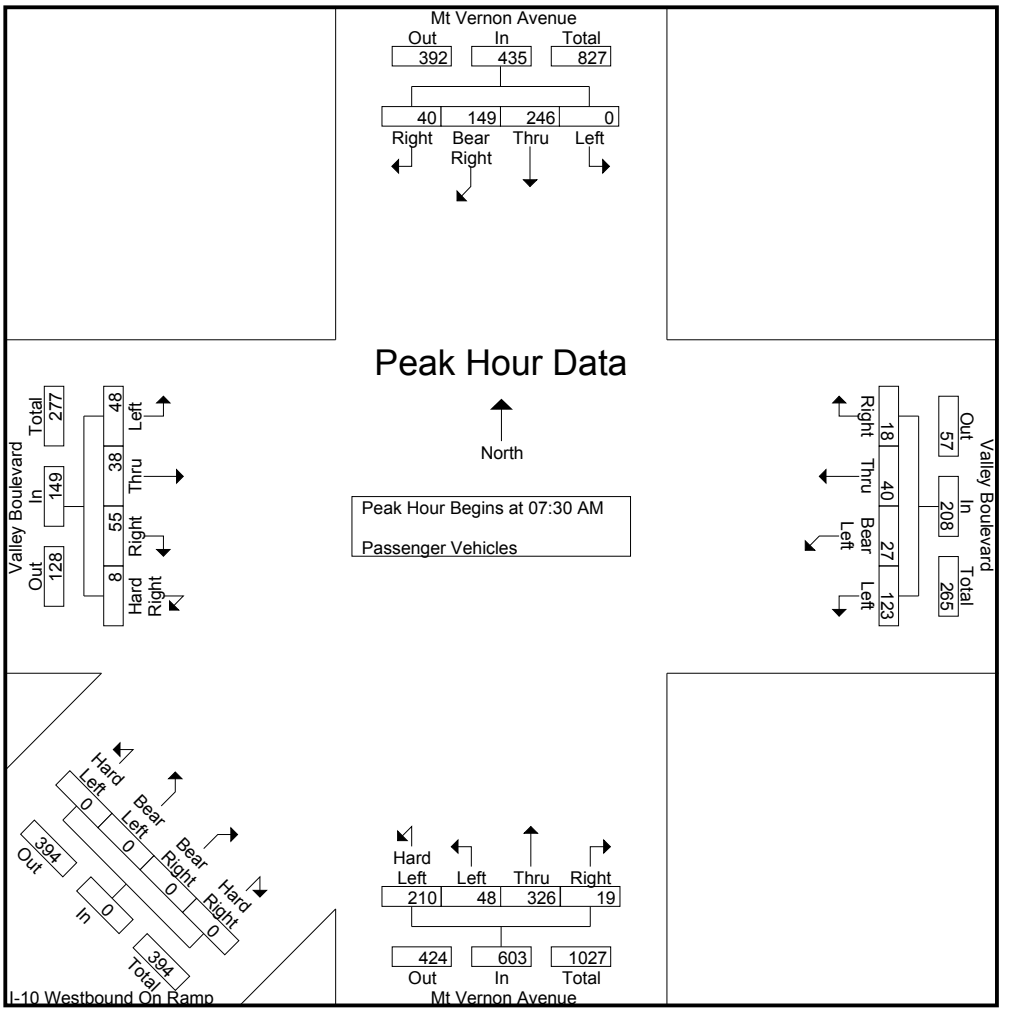
	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	30	34	11	75	15	7	13	5	40	31	25	43	1	100	0	0	0	0	0	4	4	9	1	18	233
07:15 AM	0	49	49	12	110	24	4	22	5	55	41	21	49	6	117	0	0	0	0	0	7	9	10	2	28	310
07:30 AM	0	64	52	11	127	26	8	11	9	54	53	11	73	10	147	0	0	0	0	0	13	12	14	1	40	368
07:45 AM	0	67	34	11	112	39	6	9	3	57	35	17	101	3	156	0	0	0	0	0	12	8	16	2	38	363
Total	0	210	169	45	424	104	25	55	22	206	160	74	266	20	520	0	0	0	0	0	36	33	49	6	124	1274
08:00 AM	0	61	35	7	103	28	7	12	3	50	53	9	73	1	136	0	0	0	0	0	16	6	12	4	38	327
08:15 AM	0	54	28	11	93	30	6	8	3	47	69	11	79	5	164	0	0	0	0	0	7	12	13	1	33	337
08:30 AM	5	46	34	13	98	31	5	7	2	45	22	14	36	4	76	0	0	0	0	0	6	15	12	0	33	252
08:45 AM	3	71	35	11	120	27	6	5	3	41	31	16	56	7	110	0	0	0	0	0	7	16	7	2	32	303
Total	8	232	132	42	414	116	24	32	11	183	175	50	244	17	486	0	0	0	0	0	36	49	44	7	136	1219
Grand Total		442	301	87	838	220	49	87	33	389	335	124	510	37	1006	0	0	0	0	0	72	82	93	13	260	2493
Apprch %		52.7	35.9	10.4		56.6	12.6	22.4			33.3	12.3	50.7								27.7	31.5	35.8			
		17.7	12.1								13.4		20.5													

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	64	**52**	**11**	**127**	26	**8**	11	**9**	54	53	11	73	**10**	147	0	0	0	0	0	13	**12**	14	1	**40**	**368**
07:45 AM	0	**67**	34	11	112	**39**	6	9	3	**57**	35	**17**	**101**	**3**	**156**	**0**	**0**	**0**	**0**	**0**	**12**	**8**	**16**	2	38	363
08:00 AM	0	61	35	7	103	28	7	**12**	3	50	53	9	73	1	136	0	0	0	0	0	**16**	6	12	**4**	38	327
08:15 AM	0	54	28	11	93	30	6	8	3	47	**69**	11	79	5	**164**	0	0	0	0	0	7	12	13	1	33	337
Total Volume	0	246	149	40	435	123	27	40	18	208	210	48	326	19	603	0	0	0	0	0	48	38	55	8	149	1395
% App. Total	0	56.6	34.3	9.2		59.1		19.2	8.7		34.8		54.1	3.2							32.2	25.5	36.9	5.4		
PHF	.000	.918	.716	.909	.856	.788	.844	.833	.500	.912	.761	.706	.807	.475	.919	.000	.000	.000	.000	.000	.750	.792	.859	.500	.931	.948

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	64	**52**	**11**	**127**	26	**8**	11	**9**	54	53	11	73	**10**	147	0	0	0	0	0	13	**12**	14	1	**40**
+15 mins.	0	**67**	34	11	112	**39**	6	9	3	**57**	35	**17**	**101**	**3**	**156**	**0**	**0**	**0**	**0**	**0**	**12**	**8**	**16**	2	38
+30 mins.	0	61	35	7	103	28	7	**12**	3	50	53	9	73	1	136	0	0	0	0	0	**16**	6	12	**4**	38
+45 mins.	0	54	28	11	93	30	6	8	3	47	**69**	11	79	5	**164**	0	0	0	0	0	7	12	13	1	33
Total Volume	0	246	149	40	435	123	27	40	18	208	210	48	326	19	603	0	0	0	0	0	48	38	55	8	149
% App. Total	0	56.6	34.3	9.2		59.1		19.2	8.7		34.8		54.1	3.2							32.2	25.5	36.9	5.4	
PHF	.000	.918	.716	.909	.856	.788	.844	.833	.500	.912	.761	.706	.807	.475	.919	.000	.000	.000	.000	.000	.750	.792	.859	.500	.931

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City of Colton
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Weather: Sunny

File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	4	2	1	7	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	2	1	0	0	3	13
07:15 AM	0	0	2	1	3	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	7
07:30 AM	0	2	0	1	3	1	0	0	0	1	1	2	4	0	7	0	0	0	0	0	1	0	0	0	1	12
07:45 AM	0	1	3	1	5	3	0	1	0	4	0	2	7	0	9	0	0	0	0	0	1	0	0	0	1	19
Total	0	7	7	4	18	5	1	1	0	7	3	5	12	0	20	0	0	0	0	0	5	1	0	0	6	51
08:00 AM	0	2	1	2	5	1	2	0	0	3	0	2	2	0	4	0	0	0	0	0	2	0	1	1	4	16
08:15 AM	0	6	1	1	8	0	1	0	0	1	1	1	5	0	7	0	0	0	0	0	1	0	0	1	2	18
08:30 AM	0	2	5	2	9	1	0	2	1	4	1	1	3	0	5	0	0	0	0	0	1	1	0	0	2	20
08:45 AM	0	2	3	2	7	1	0	3	0	4	1	0	2	0	3	0	0	0	0	0	2	0	3	0	5	19
Total	0	12	10	7	29	3	3	5	1	12	3	4	12	0	19	0	0	0	0	0	6	1	4	2	13	73
Grand Total	0	19	17	11	47	8	4	6	1	19	6	9	24	0	39	0	0	0	0	0	11	2	4	2	19	124
Apprch %	0	40.4	36.2	23.4		42.1	21.1	31.6	5.3		15.4	23.1	61.5	0		0	0	0	0		57.9	10.5	21.1	10.5		
Total %	0	15.3	13.7	8.9	37.9	6.5	3.2	4.8	0.8	15.3	4.8	7.3	19.4	0	31.5	0	0	0	0	0	8.9	1.6	3.2	1.6	15.3	

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	2	0	1	3	1	0	0	0	1	**1**	**2**	4	0	7	0	0	0	0	0	1	0	0	0	1	12
07:45 AM	0	1	**3**	1	5	**3**	0	**1**	0	**4**	0	2	**7**	0	**9**	0	0	0	0	0	1	0	0	0	1	**19**
08:00 AM	0	2	1	**2**	5	1	**2**	0	0	3	0	2	2	0	4	0	0	0	0	0	**2**	0	**1**	**1**	**4**	16
08:15 AM	0	**6**	1	1	**8**	0	1	0	0	1	1	1	5	0	7	0	0	0	0	0	1	0	0	1	2	18
Total Volume	0	11	5	5	21	5	3	1	0	9	2	7	18	0	27	0	0	0	0	0	5	0	1	2	8	65
% App. Total	0	52.4	23.8	23.8		55.6	33.3	11.1	0		7.4	25.9	66.7	0		0	0	0	0		62.5	0	12.5	25		
PHF	.000	.458	.417	.625	.656	.417	.375	.250	.000	.563	.500	.875	.643	.000	.750	.000	.000	.000	.000	.000	.625	.000	.250	.500	.500	.855

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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Weather: Sunny

File Name : CNMVVAAM
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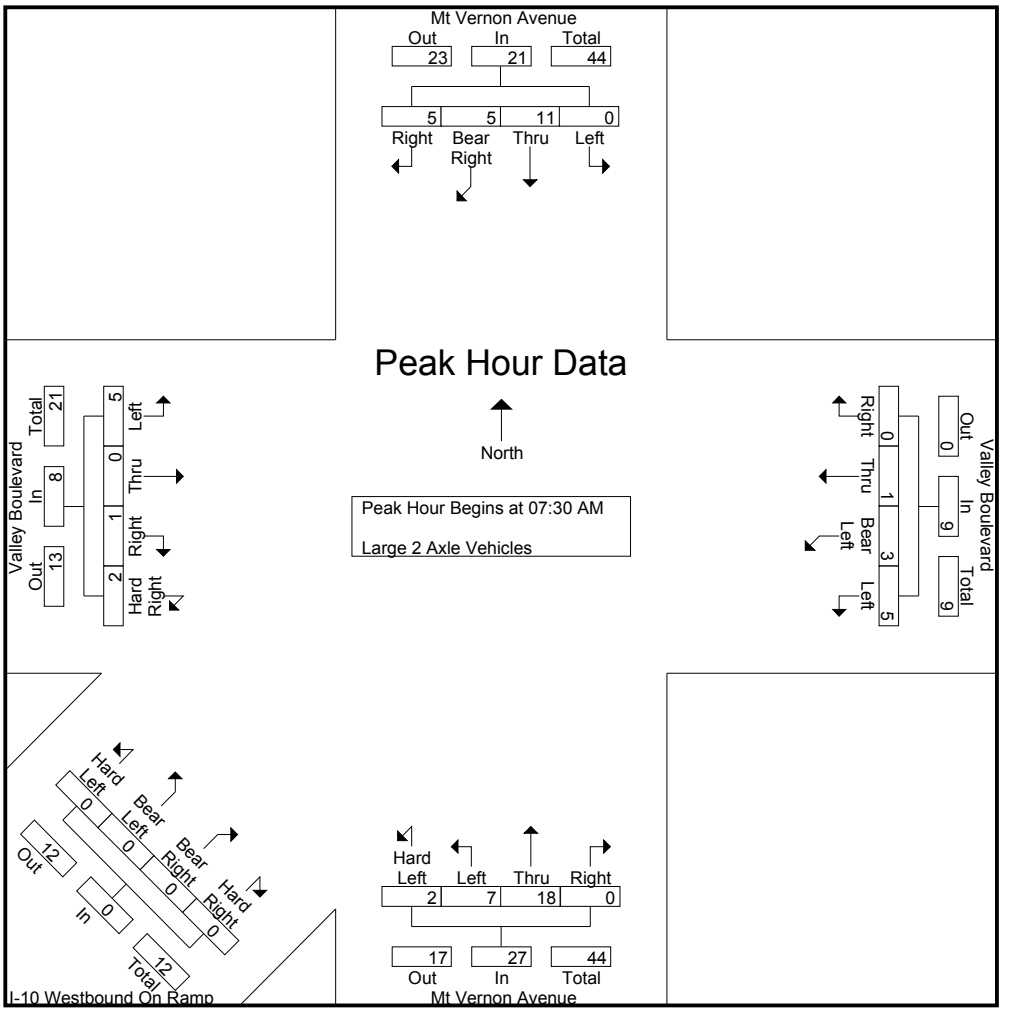


Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	2	0	1	3	1	0	0	0	1	**1**	**2**	4	0	7	0	0	0	0	0	1	0	0	0	1
+15 mins.	0	1	**3**	1	5	**3**	0	**1**	0	**4**	0	2	**7**	0	**9**	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	2	1	**2**	5	1	**2**	0	0	3	0	2	2	0	4	0	0	0	0	0	**2**	0	**1**	**1**	**4**
+45 mins.	0	**6**	1	1	**8**	0	1	0	0	1	1	1	5	0	7	0	0	0	0	0	1	0	0	1	2
Total Volume	0	11	5	5	21	5	3	1	0	9	2	7	18	0	27	0	0	0	0	0	5	0	1	2	8
% App. Total	0	52.4	23.8	23.8		55.6	33.3	11.1	0		7.4	25.9	66.7	0		0	0	0	0		62.5	0	12.5	25	
PHF	.000	.458	.417	.625	.656	.417	.375	.250	.000	.563	.500	.875	.643	.000	.750	.000	.000	.000	.000	.000	.625	.000	.250	.500	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

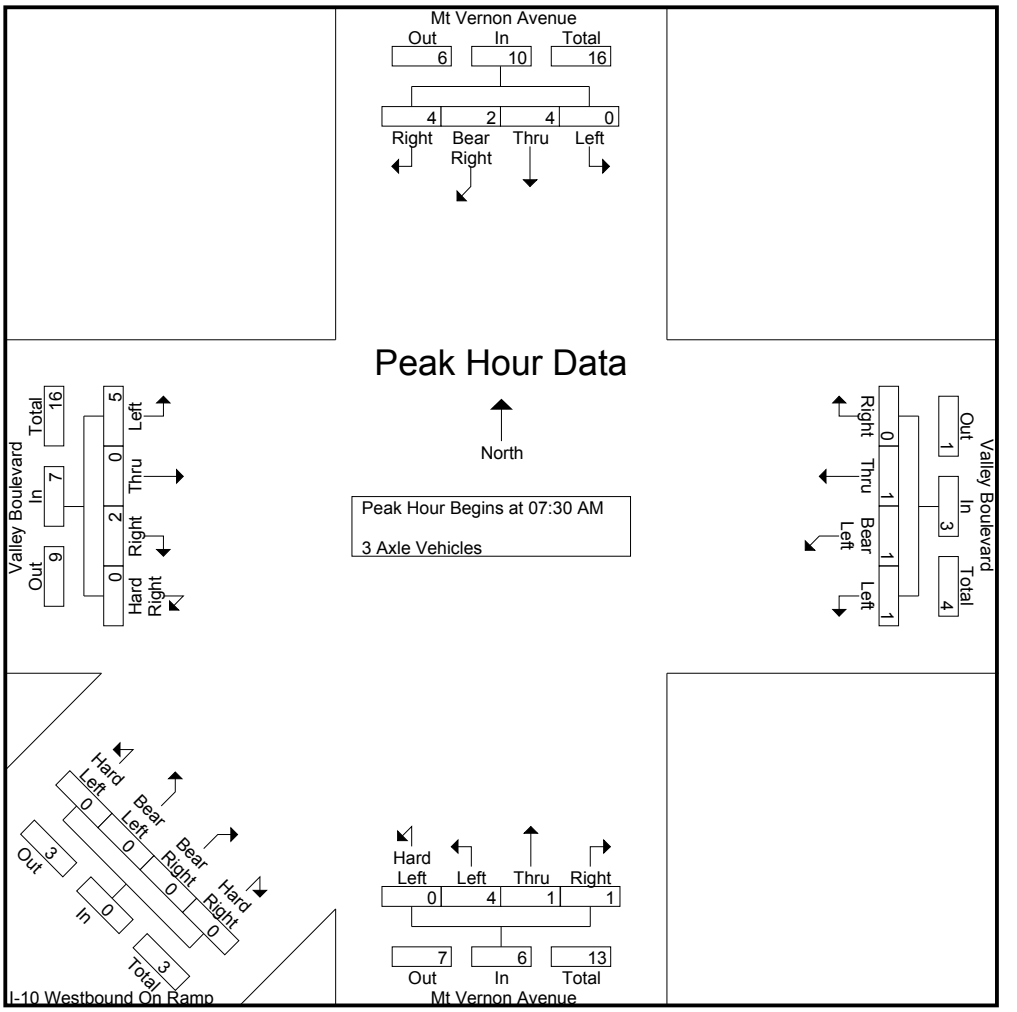
	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	1	0	1	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	3	1	1	5	0	0	0	0	0	0	0	1	0	1	7
07:45 AM	0	1	0	2	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	7
Total	0	1	2	3	6	0	0	1	0	1	0	5	2	2	9	0	0	0	0	0	3	1	1	0	5	21
08:00 AM	0	1	1	1	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7
08:15 AM	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	2	1	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	2	1	5	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
Total	0	5	5	7	17	1	1	1	0	3	0	4	1	0	5	0	0	0	0	0	2	0	1	0	3	28
Grand Total	0	6	7	10	23	1	1	2	0	4	0	9	3	2	14	0	0	0	0	0	5	1	2	0	8	49
Apprch %	0	26.1	30.4	43.5		25	25	50	0		0	64.3	21.4	14.3		0	0	0	0		62.5	12.5	25	0		
Total %	0	12.2	14.3	20.4	46.9	2	2	4.1	0	8.2	0	18.4	6.1	4.1	28.6	0	0	0	0	0	10.2	2	4.1	0	16.3	

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	**3**	**1**	**1**	**5**	0	0	0	0	0	0	0	**1**	0	1	**7**
07:45 AM	0	1	0	**2**	**3**	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	**3**	0	0	0	**3**	7
08:00 AM	0	1	**1**	1	3	**1**	**1**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7
08:15 AM	0	**2**	1	0	3	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total Volume	0	4	2	4	10	1	1	1	0	3	0	4	1	1	6	0	0	0	0	0	5	0	2	0	7	26
% App. Total	0	40	20	40		33.3	33.3	33.3	0		0	66.7	16.7	16.7		0	0	0	0		71.4	0	28.6	0		
PHF	.000	.500	.500	.500	.833	.250	.250	.250	.000	.375	.000	.333	.250	.250	.300	.000	.000	.000	.000	.000	.417	.000	.500	.000	.583	.929

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	0	0	1	1	0	0	0	0	0	0	**3**	**1**	**1**	**5**	0	0	0	0	0	0	0	**1**	0	1
+15 mins.	0	1	0	**2**	**3**	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	**3**	0	0	0	**3**
+30 mins.	0	1	**1**	1	3	**1**	**1**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
+45 mins.	0	**2**	1	0	3	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	4	2	4	10	1	1	1	0	3	0	4	1	1	6	0	0	0	0	0	5	0	2	0	7
% App. Total	0	40	20	40		33.3	33.3	33.3	0		0	66.7	16.7	16.7		0	0	0	0		71.4	0	28.6	0	
PHF	.000	.500	.500	.500	.833	.250	.250	.250	.000	.375	.000	.333	.250	.250	.300	.000	.000	.000	.000	.000	.417	.000	.500	.000	.583

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

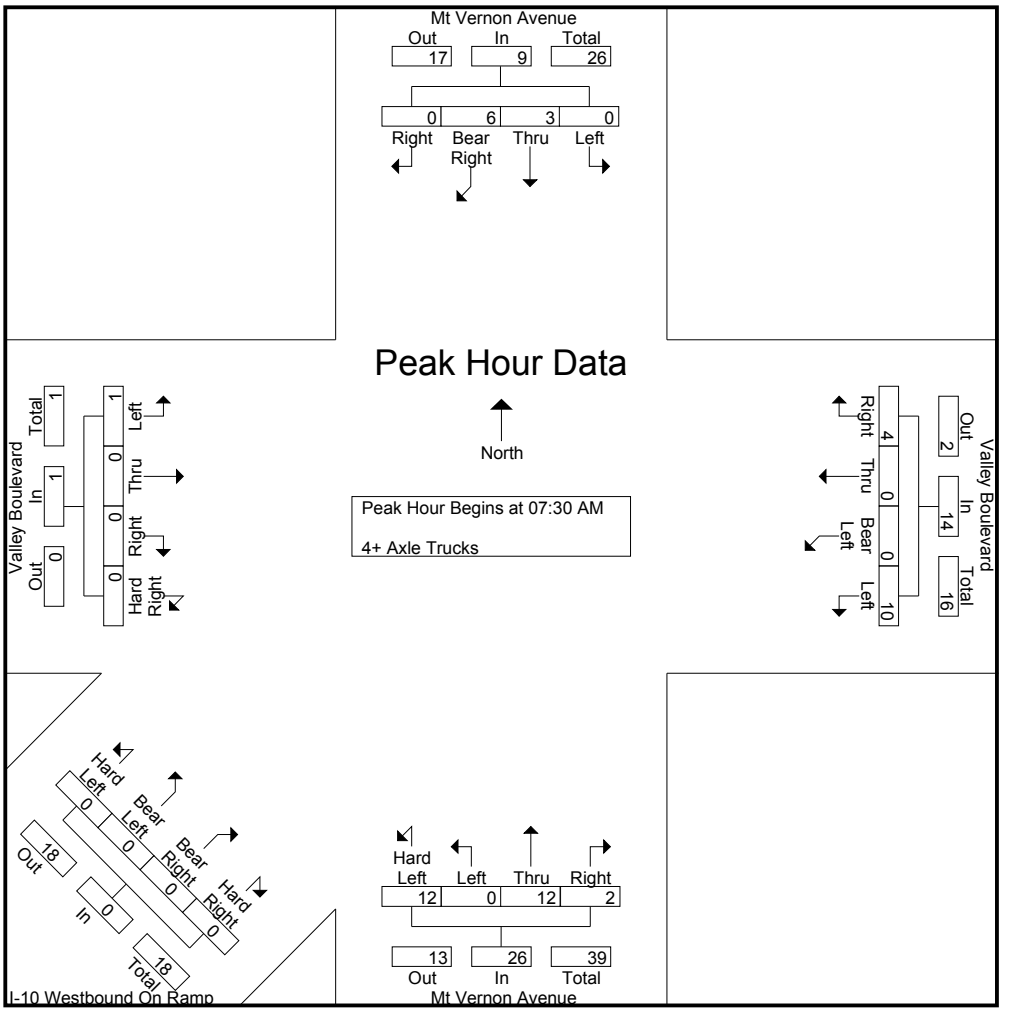
	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00 AM	0	2	2	0	4	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	3	1	0	4	3	0	0	0	3	3	2	1	0	6	0	0	0	0	0	0	0	1	1	2	15
07:30 AM	0	0	1	0	1	3	0	0	1	4	6	0	4	0	10	0	0	0	0	0	1	0	0	0	1	16
07:45 AM	0	2	1	0	3	2	0	0	1	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	0	7	5	0	12	9	0	0	2	11	9	2	8	0	19	0	0	0	0	0	1	0	1	1	3	45
08:00 AM	0	0	4	0	4	5	0	0	2	7	2	0	4	1	7	0	0	0	0	0	0	0	0	0	0	18
08:15 AM	0	1	0	0	1	0	0	0	0	0	4	0	2	1	7	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	3	2	0	5	4	1	0	0	5	6	0	1	1	8	0	0	0	0	0	0	0	0	0	0	18
08:45 AM	0	1	0	0	1	4	0	1	0	5	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	14
Total	0	5	6	0	11	13	1	1	2	17	16	0	11	3	30	0	0	0	0	0	0	0	0	0	0	58
Grand Total	0	12	11	0	23	22	1	1	4	28	25	2	19	3	49	0	0	0	0	0	1	0	1	1	3	103
Apprch %	0	52.2	47.8	0		78.6	3.6	3.6	14.3		51	4.1	38.8	6.1		0	0	0	0		33.3	0	33.3	33.3		
Total %	0	11.7	10.7	0	22.3	21.4	1	1	3.9	27.2	24.3	1.9	18.4	2.9	47.6	0	0	0	0	0	1	0	1	1	2.9	

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	1	0	1	3	0	0	1	4	**6**	0	**4**	0	**10**	0	0	0	0	0	**1**	0	0	0	**1**	16
07:45 AM	0	**2**	1	0	3	2	0	0	1	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	8
08:00 AM	0	0	**4**	0	**4**	**5**	0	0	**2**	**7**	2	0	4	**1**	7	0	0	0	0	0	0	0	0	0	0	**18**
08:15 AM	0	1	0	0	1	0	0	0	0	0	4	0	2	1	7	0	0	0	0	0	0	0	0	0	0	8
Total Volume	0	3	6	0	9	10	0	0	4	14	12	0	12	2	26	0	0	0	0	0	1	0	0	0	1	50
% App. Total	0	33.3	66.7	0		71.4	0	0	28.6		46.2	0	46.2	7.7		0	0	0	0		100	0	0	0		
PHF	.000	.375	.375	.000	.563	.500	.000	.000	.500	.500	.500	.000	.750	.500	.650	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.694

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAAM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	0	0	1	0	1	3	0	0	1	4	**6**	0	**4**	0	**10**	0	0	0	0	0	**1**	0	0	0	**1**
+15 mins.	0	**2**	1	0	3	2	0	0	1	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	**4**	0	**4**	**5**	0	0	**2**	**7**	2	0	4	**1**	7	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	4	0	2	1	7	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	6	0	9	10	0	0	4	14	12	0	12	2	26	0	0	0	0	0	1	0	0	0	1
% App. Total	0	33.3	66.7	0		71.4	0	0	28.6		46.2	0	46.2	7.7		0	0	0	0		100	0	0	0	
PHF	.000	.375	.375	.000	.563	.500	.000	.000	.500	.500	.500	.000	.750	.500	.650	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250

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City of Colton
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Weather: Sunny

File Name : CNMVVAPM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

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

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	1	112	39	15	167	32	12	11	7	62	61	15	114	8	198	0	0	0	0	0	26	9	22	1	58	485
04:15 PM	5	101	45	17	168	25	5	17	8	55	54	17	109	9	189	0	0	0	0	0	25	16	39	3	83	495
04:30 PM	1	102	44	11	158	21	11	12	7	51	82	29	128	17	256	0	0	0	0	0	23	27	27	5	82	547
04:45 PM	1	65	28	11	105	42	10	11	9	72	78	24	140	7	249	0	0	0	0	0	26	25	32	0	83	509
Total	8	380	156	54	598	120	38	51	31	240	275	85	491	41	892	0	0	0	0	0	100	77	120	9	306	2036
05:00 PM	1	75	41	23	140	18	6	14	4	42	70	30	137	10	247	0	0	0	0	0	23	17	27	3	70	499
05:15 PM	3	110	40	14	167	26	3	21	11	61	71	26	151	3	251	0	0	0	0	0	25	35	21	0	81	560
05:30 PM	2	99	40	13	154	21	7	13	8	49	54	24	137	12	227	0	0	0	0	0	26	17	30	0	73	503
05:45 PM	0	76	35	13	124	17	10	18	16	61	37	39	141	18	235	0	0	0	0	0	15	12	20	1	48	468
Total	6	360	156	63	585	82	26	66	39	213	232	119	566	43	960	0	0	0	0	0	89	81	98	4	272	2030
Grand Total		740	312	117	1183	202	64	117	70	453	507	204	1057		1852	0	0	0	0	0	189	158	218	13	578	4066
Apprch %		62.6	26.4			44.6	14.1	25.8	15.5		27.4		57.1								32.7	27.3	37.7			
		18.2									12.5															
Passenger Vehicles	14	716	290	103	1123	186	54	106	62	408	496	185	1048	64	1793	0	0	0	0	0	175	154	210	12	551	3875
% Passenger Vehicles	100	96.8	92.9	88	94.9	92.1	84.4	90.6	88.6	90.1	97.8	90.7	99.1	76.2	96.8	0	0	0	0	0	92.6	97.5	96.3	92.3	95.3	95.3
Large 2 Axle Vehicles	0	14	12	9	35	7	3	3	1	14	10	6	9	1	26	0	0	0	0	0	7	2	5	0	14	89
% Large 2 Axle Vehicles	0	1.9	3.8	7.7	3	3.5	4.7	2.6	1.4	3.1	2	2.9	0.9	1.2	1.4	0	0	0	0	0	3.7	1.3	2.3	0	2.4	2.2
3 Axle Vehicles	0	1	0	4	5	1	1	3	2	7	0	4	0	4	8	0	0	0	0	0	6	1	1	0	8	28
% 3 Axle Vehicles	0	0.1	0	3.4	0.4	0.5	1.6	2.6	2.9	1.5	0	2	0	4.8	0.4	0	0	0	0	0	3.2	0.6	0.5	0	1.4	0.7
4+ Axle Trucks	0	9	10	1	20	8	6	5	5	24	1	9	0	15	25	0	0	0	0	0	1	1	2	1	5	74
% 4+ Axle Trucks	0	1.2	3.2	0.9	1.7	4	9.4	4.3	7.1	5.3	0.2	4.4	0	17.9	1.3	0	0	0	0	0	0.5	0.6	0.9	7.7	0.9	1.8

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	1	102	**44**	11	158	21	**11**	12	7	51	**82**	29	128	**17**	**256**	0	0	0	0	0	23	27	27	**5**	82	547
04:45 PM	1	65	28	11	105	**42**	10	11	9	**72**	78	24	140	7	249	0	0	0	0	0	**26**	25	**32**	0	**83**	509
05:00 PM	1	75	41	**23**	140	18	6	14	4	42	70	**30**	137	10	247	0	0	0	0	0	23	17	27	3	70	499
05:15 PM	**3**	**110**	**40**	**14**	**167**			**21**	**11**				**151**	**3**	**251**	**0**	**0**	**0**	**0**	**0**	**25**	**35**				**560**
Total Volume	6	352	153	59	570	107	30	58	31	226	301	109	556	37	1003	0	0	0	0	0	97	104	107	8	316	2115
% App. Total	1.1	61.8	26.8	10.4		47.3	13.3	25.7	13.7			10.9	55.4	3.7							30.7	32.9	33.9	2.5		
PHF	.500	.800	.869	.641	.853	.637	.682	.690	.705	.785	.918	.908	.921	.544	.979	.000	.000	.000	.000	.000	.933	.743	.836	.400	.952	.944

Counts Unlimited Inc.
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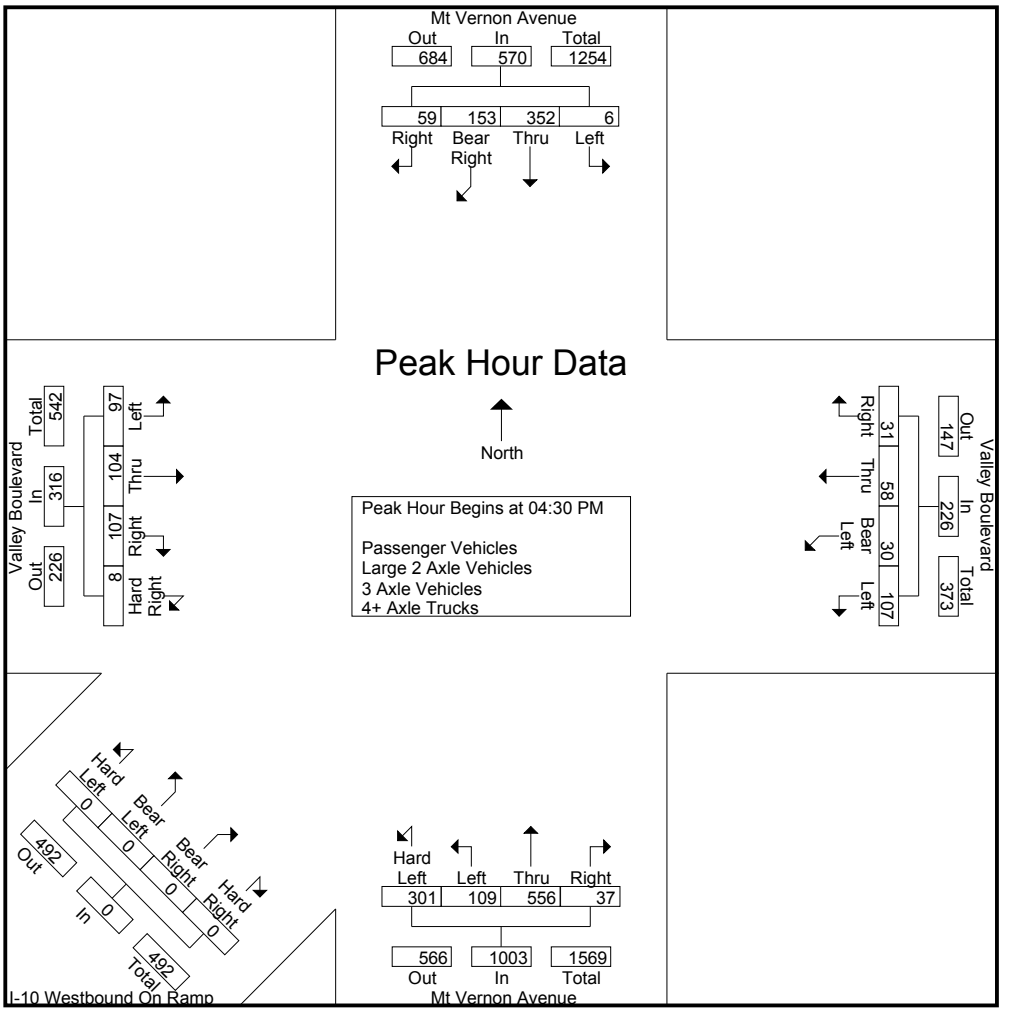


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:30 PM					04:00 PM					04:15 PM				
+0 mins.	1	**112**	**39**	**15**	**167**	**32**	**12**	11	7	62	**82**	29	128	**17**	**256**	0	0	0	0	0	25	16	**39**	3	**83**
+15 mins.	**5**	101	**45**	**17**	**168**	25	5	**17**	8	55	78	24	140	7	249	0	0	0	0	0	23	**27**	27	**5**	82
+30 mins.	1	102	44	11	158	21	11	12	7	51	70	**30**	137	10	247	0	0	0	0	0	**26**	25	32	0	83
+45 mins.	1	65	28	11	105	**42**	10	11	**9**	**72**	71	26	**151**	**3**	**251**	**0**	**0**	**0**	**0**	**0**	**23**	**17**	**27**	**3**	**70**
Total Volume		380	156	54	598	120	38	51	31	240	301	109	556	37	1003	0	0	0	0	0	97	85	125	11	318
% App. Total	1.3	63.5	26.1				15.8	21.2	12.9			10.9	55.4	3.7							30.5	26.7	39.3	3.5	
PHF	.400	.848	.867	.794	.890	.714	.792	.750	.861	.833	.918	.908	.921	.544	.979	.000	.000	.000	.000	.000	.933	.787	.801	.550	.958

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAPM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

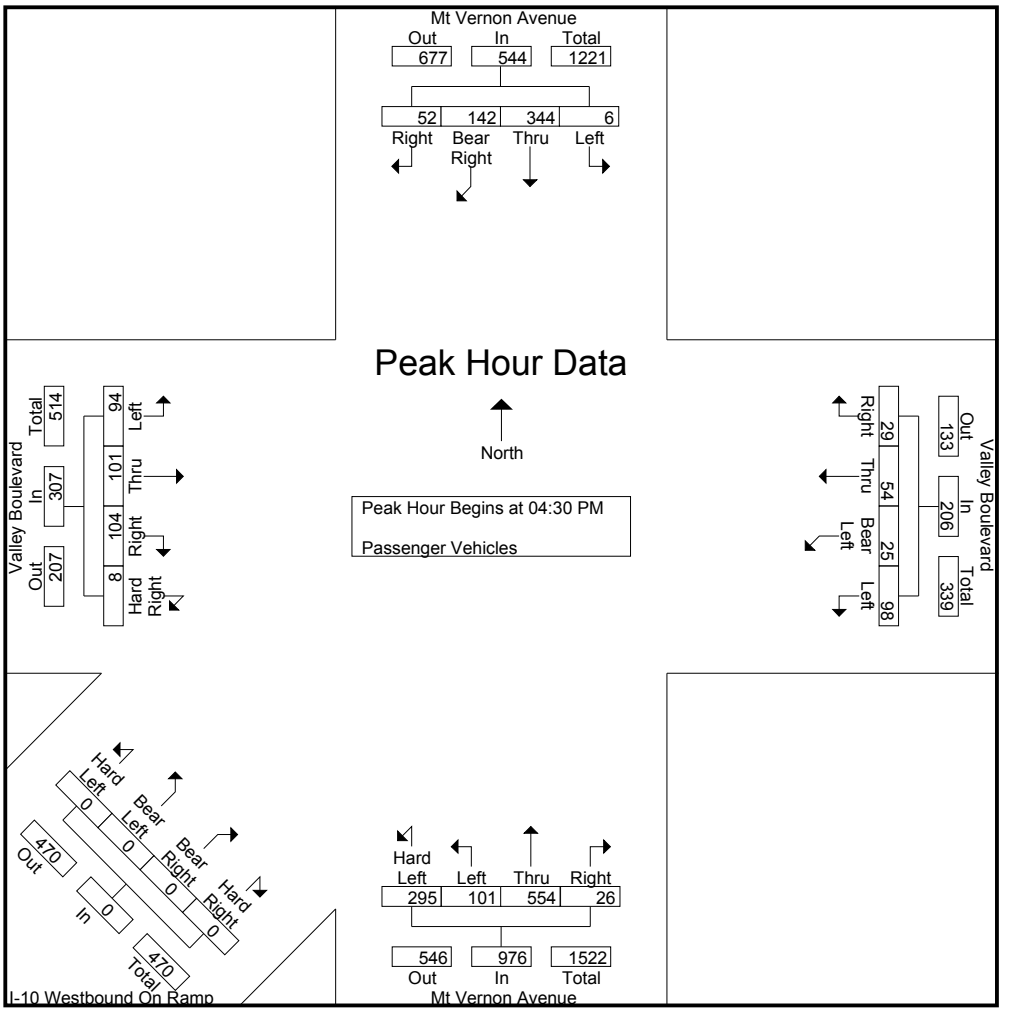
	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	1	108	36	13	158	31	10	7	5	53	57	13	110	4	184	0	0	0	0	0	23	8	21	1	53	448
04:15 PM	5	93	44	15	157	21	5	16	7	49	54	12	108	8	182	0	0	0	0	0	19	16	36	2	73	461
04:30 PM	1	99	38	9	147	21	9	11	7	48	81	27	127	12	247	0	0	0	0	0	23	26	26	5	80	522
04:45 PM	1	62	26	9	98	37	7	9	7	60	76	22	139	5	242	0	0	0	0	0	25	25	31	0	81	481
Total	8	362	144	46	560	110	31	43	26	210	268	74	484	29	855	0	0	0	0	0	90	75	114	8	287	1912
05:00 PM	1	75	38	23	137	16	6	14	4	40	70	28	137	7	242	0	0	0	0	0	22	15	26	3	66	485
05:15 PM	3	108	40	11	162	24	3	20	11	58	68	24	151	2	245	0	0	0	0	0	24	35	21	0	80	545
05:30 PM	2	97	38	11	148	19	6	11	7	43	53	22	136	10	221	0	0	0	0	0	25	17	29	0	71	483
05:45 PM	0	74	30	12	116	17	8	18	14	57	37	37	140	16	230	0	0	0	0	0	14	12	20	1	47	450
Total	6	354	146	57	563	76	23	63	36	198	228	111	564	35	938	0	0	0	0	0	85	79	96	4	264	1963
Grand Total		716	290	103	1123	186	54	106	62	408	496	185	1048		1793	0	0	0	0	0	175	154	210	12	551	3875
Apprch %		63.8	25.8			45.6	13.2		15.2		27.7	10.3	58.4								31.8	27.9	38.1			
		18.5									12.8															

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	1	99	38	9	147	21	**9**	11	7	48	**81**	27	127	**12**	**247**	0	0	0	0	0	23	26	26	**5**	80	522
04:45 PM	1	62	26	9	98	**37**	7	9	7	**60**	76	22	139	5	242	0	0	0	0	0	**25**	25	**31**	0	**81**	481
05:00 PM	1	75	38	**23**	137	16	6	14	4	40	70	**28**	137	7	242	0	0	0	0	0	22	15	26	3	66	485
05:15 PM	**3**	**108**	**40**		**162**			**20**	**11**				**151**	**2**	**245**	**0**	**0**	**0**	**0**	**0**	**24**	**35**				**545**
Total Volume	6	344	142	52	544	98	25	54	29	206	295	101	554	26	976	0	0	0	0	0	94	101	104	8	307	2033
% App. Total	1.1	63.2	26.1	9.6		47.6	12.1	26.2	14.1		30.2	10.3	56.8	2.7							30.6	32.9	33.9	2.6		
PHF	.500	.796	.888	.565	.840	.662	.694	.675	.659	.858	.910	.902	.917	.542	.988	.000	.000	.000	.000	.000	.940	.721	.839	.400	.948	.933

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAPM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	1	99	38	9	147	21	**9**	11	7	48	**81**	27	127	**12**	**247**	0	0	0	0	0	23	26	26	**5**	80
+15 mins.	1	62	26	9	98	**37**	7	9	7	**60**	76	22	139	5	242	0	0	0	0	0	**25**	25	**31**	0	**81**
+30 mins.	1	75	38	**23**	137	16	6	14	4	40	70	**28**	137	7	242	0	0	0	0	0	22	15	26	3	66
+45 mins.	**3**	**108**	**40**	11	**162**	24	3	**20**	**11**	58	68	24	**151**	**2**	**245**	**0**	**0**	**0**	**0**	**0**	**24**	**35**	21	0	80
Total Volume	6	344	142	52	544	98	25	54	29	206	295	101	554	26	976	0	0	0	0	0	94	101	104	8	307
% App. Total	1.1	63.2	26.1	9.6		47.6	12.1	26.2	14.1		30.2	10.3	56.8	2.7							30.6	32.9	33.9	2.6	
PHF	.500	.796	.888	.565	.840	.662	.694	.675	.659	.858	.910	.902	.917	.542	.988	.000	.000	.000	.000	.000	.940	.721	.839	.400	.948

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAPM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

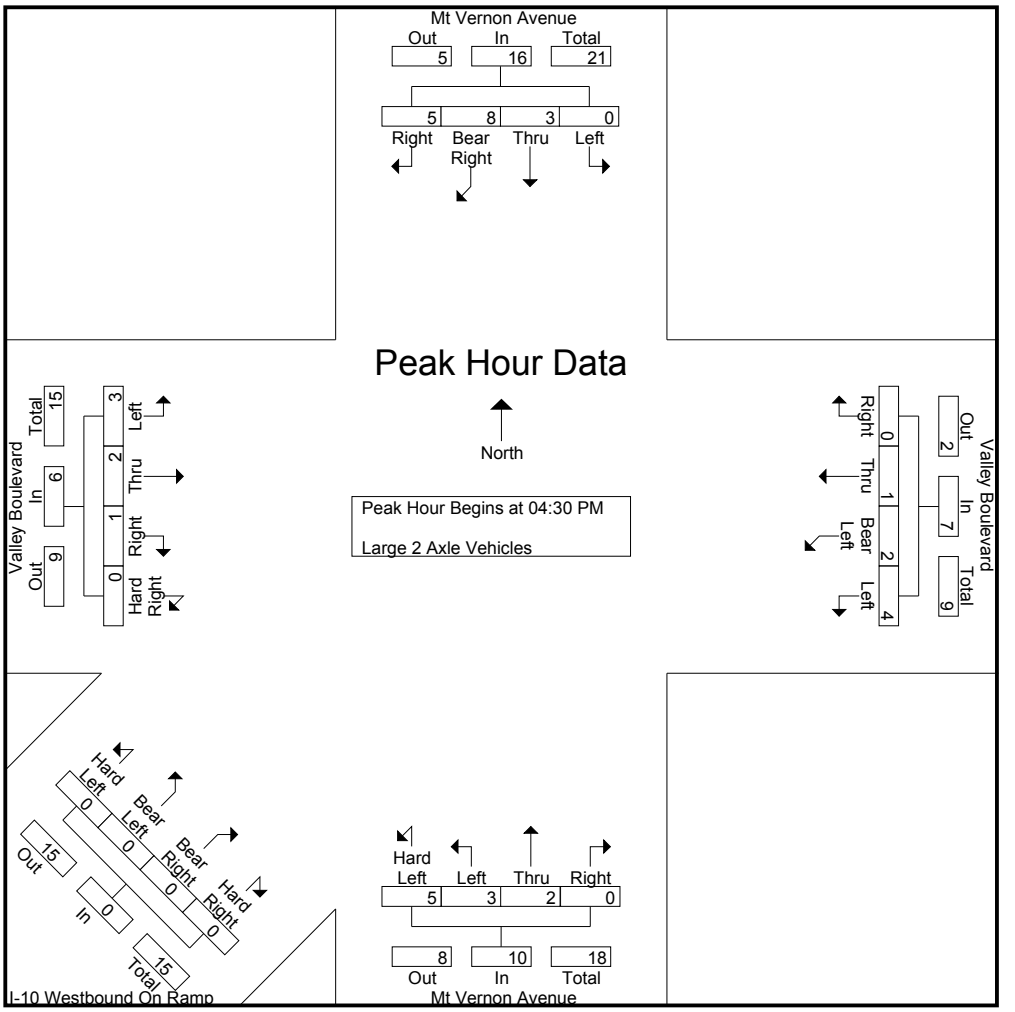
	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	0	2	1	1	4	1	1	1	1	4	4	2	4	1	11	0	0	0	0	0	1	0	1	0	2	21
04:15 PM	0	6	1	1	8	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	2	0	3	13
04:30 PM	0	0	5	2	7	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	1	1	0	2	12
04:45 PM	0	1	1	1	3	3	1	0	0	4	2	2	1	0	5	0	0	0	0	0	1	0	0	0	1	13
Total	0	9	8	5	22	5	3	2	1	11	6	4	7	1	18	0	0	0	0	0	3	1	4	0	8	59
05:00 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
05:15 PM	0	2	0	2	4	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	1	0	0	0	1	9
05:30 PM	0	1	0	1	2	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2	8
05:45 PM	0	2	2	1	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	8
Total	0	5	4	4	13	2	0	1	0	3	4	2	2	0	8	0	0	0	0	0	4	1	1	0	6	30
Grand Total	0	14	12	9	35	7	3	3	1	14	10	6	9	1	26	0	0	0	0	0	7	2	5	0	14	89
Apprch %	0	40	34.3	25.7		50	21.4	21.4	7.1		38.5	23.1	34.6	3.8		0	0	0	0		50	14.3	35.7	0		
Total %	0	15.7	13.5	10.1	39.3	7.9	3.4	3.4	1.1	15.7	11.2	6.7	10.1	1.1	29.2	0	0	0	0	0	7.9	2.2	5.6	0	15.7	

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	0	0	**5**	**2**	**7**	0	**1**	**1**	0	2	0	0	**1**	0	1	0	0	0	0	0	0	**1**	**1**	0	**2**	12
04:45 PM	0	1	1	1	3	**3**	1	0	0	**4**	2	**2**	1	0	**5**	0	0	0	0	0	**1**	0	0	0	1	**13**
05:00 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
05:15 PM	0	**2**	0	2	4	0	0	0	0	0	**3**	1	0	0	4	0	0	0	0	0	1	0	0	0	1	9
Total Volume	0	3	8	5	16	4	2	1	0	7	5	3	2	0	10	0	0	0	0	0	3	2	1	0	6	39
% App. Total	0	18.8	50	31.2		57.1	28.6	14.3	0		50	30	20	0		0	0	0	0		50	33.3	16.7	0		
PHF	.000	.375	.400	.625	.571	.333	.500	.250	.000	.438	.417	.375	.500	.000	.500	.000	.000	.000	.000	.000	.750	.500	.250	.000	.750	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAPM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	0	0	**5**	**2**	**7**	0	**1**	**1**	0	2	0	0	**1**	0	1	0	0	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	0	1	1	1	3	**3**	1	0	0	**4**	2	**2**	1	0	**5**	0	0	0	0	0	**1**	0	0	0	1
+30 mins.	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
+45 mins.	0	**2**	0	2	4	0	0	0	0	0	**3**	1	0	0	4	0	0	0	0	0	1	0	0	0	1
Total Volume	0	3	8	5	16	4	2	1	0	7	5	3	2	0	10	0	0	0	0	0	3	2	1	0	6
% App. Total	0	18.8	50	31.2		57.1	28.6	14.3	0		50	30	20	0		0	0	0	0		50	33.3	16.7	0	
PHF	.000	.375	.400	.625	.571	.333	.500	.250	.000	.438	.417	.375	.500	.000	.500	.000	.000	.000	.000	.000	.750	.500	.250	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAPM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	5
04:15 PM	0	0	0	1	1	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	4	0	0	0	4	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	1	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	0	1	0	2	3	0	1	2	1	4	0	1	0	3	4	0	0	0	0	0	6	1	1	0	8	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	2	2	1	0	1	1	3	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	9
Grand Total	0	1	0	4	5	1	1	3	2	7	0	4	0	4	8	0	0	0	0	0	6	1	1	0	8	28
Apprch %	0	20	0	80		14.3	14.3	42.9	28.6		0	50	0	50		0	0	0	0		75	12.5	12.5	0		
Total %	0	3.6	0	14.3	17.9	3.6	3.6	10.7	7.1	25	0	14.3	0	14.3	28.6	0	0	0	0	0	21.4	3.6	3.6	0	28.6	

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	**1**	0	**1**	**2**	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	2	3	0	1	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	1	0	1	8
% App. Total	0	33.3	0	66.7		0	100	0	0		0	33.3	0	66.7		0	0	0	0		0	0	100	0		
PHF	.000	.250	.000	.500	.375	.000	.250	.000	.000	.250	.000	.250	.000	.250	.375	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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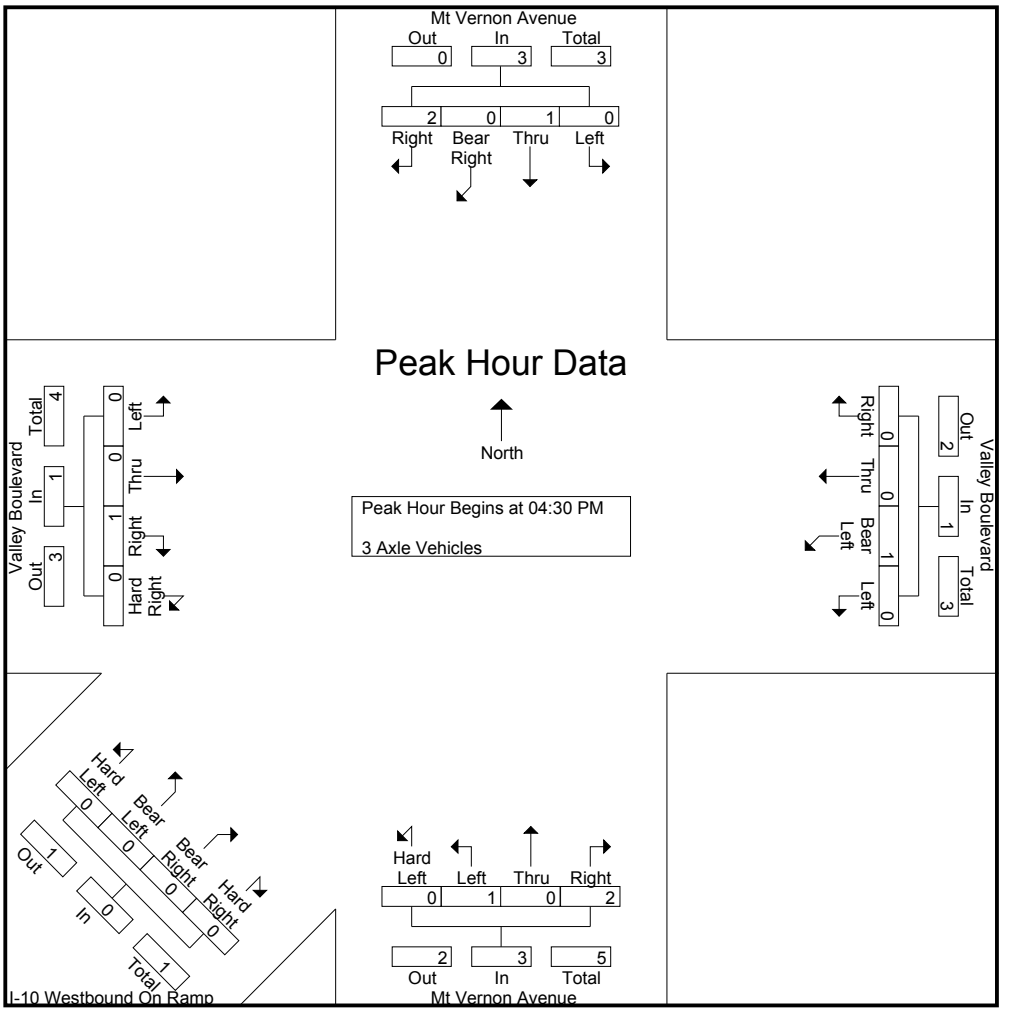
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	**2**	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	2	3	0	1	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	1	0	1
% App. Total	0	33.3	0	66.7		0	100	0	0		0	33.3	0	66.7		0	0	0	0		0	0	100	0	
PHF	.000	.250	.000	.500	.375	.000	.250	.000	.000	.250	.000	.250	.000	.250	.375	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAPM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

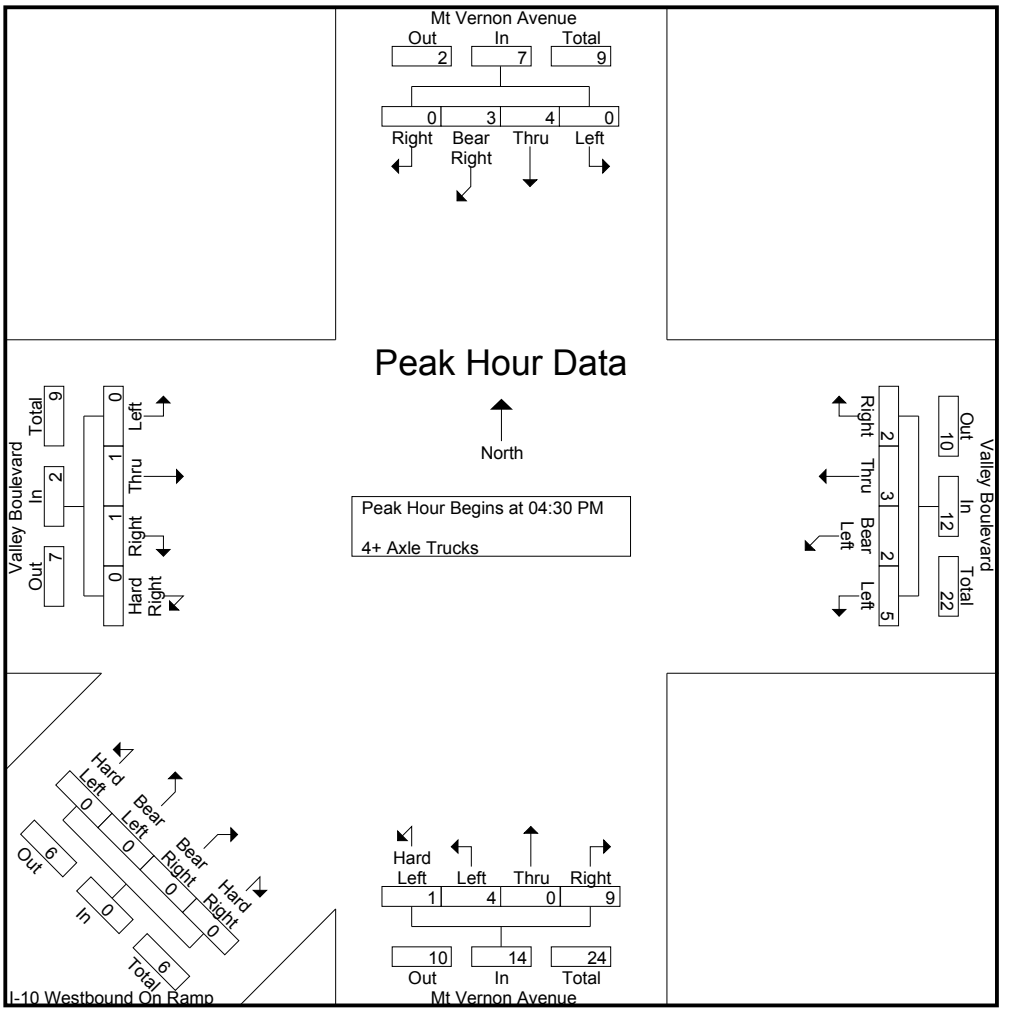
	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
04:00 PM	0	2	2	1	5	0	1	1	1	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	11
04:15 PM	0	2	0	0	2	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	1	0	1	1	3	13
04:30 PM	0	3	1	0	4	0	1	0	0	1	1	2	0	3	6	0	0	0	0	0	0	0	0	0	0	11
04:45 PM	0	1	1	0	2	2	1	2	2	7	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	11
Total	0	8	4	1	13	5	3	4	3	15	1	6	0	8	15	0	0	0	0	0	1	0	1	1	3	46
05:00 PM	0	0	1	0	1	1	0	0	0	1	0	1	0	3	4	0	0	0	0	0	0	1	1	0	2	8
05:15 PM	0	0	0	0	0	2	0	1	0	3	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	1	2	0	3	0	1	0	1	2	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	3	0	3	0	2	0	1	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	7
Total	0	1	6	0	7	3	3	1	2	9	0	3	0	7	10	0	0	0	0	0	0	1	1	0	2	28
Grand Total	0	9	10	1	20	8	6	5	5	24	1	9	0	15	25	0	0	0	0	0	1	1	2	1	5	74
Apprch %	0	45	50	5		33.3	25	20.8	20.8		4	36	0	60		0	0	0	0		20	20	40	20		
Total %	0	12.2	13.5	1.4	27	10.8	8.1	6.8	6.8	32.4	1.4	12.2	0	20.3	33.8	0	0	0	0	0	1.4	1.4	2.7	1.4	6.8	

	Mt Vernon Avenue Southbound					Valley Boulevard Westbound					Mt Vernon Avenue Northbound					I-10 Westbound On Ramp Northeastbound					Valley Boulevard Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	0	**3**	**1**	0	**4**	0	**1**	0	0	1	**1**	**2**	0	**3**	**6**	0	0	0	0	0	0	0	0	0	0	**11**
04:45 PM	0	1	1	0	2	**2**	1	**2**	**2**	**7**	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	11
05:00 PM	0	0	1	0	1	1	0	0	0	1	0	1	0	3	4	0	0	0	0	0	0	**1**	**1**	0	**2**	8
05:15 PM	0	0	0	0	0	2	0	1	0	3	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	4	3	0	7	5	2	3	2	12	1	4	0	9	14	0	0	0	0	0	0	1	1	0	2	35
% App. Total	0	57.1	42.9	0		41.7	16.7	25	16.7		7.1	28.6	0	64.3		0	0	0	0		0	50	50	0		
PHF	.000	.333	.750	.000	.438	.625	.500	.375	.250	.429	.250	.500	.000	.750	.583	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.795

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: Valley Boulevard/I-10 WB On Ramp
Weather: Sunny

File Name : CNMVVAPM
Site Code : 04113643
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	0	**3**	**1**	0	**4**	0	**1**	0	0	1	**1**	**2**	0	**3**	**6**	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	2	**2**	1	**2**	**2**	**7**	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	0	1	1	0	0	0	1	0	1	0	3	4	0	0	0	0	0	0	**1**	**1**	0	**2**
+45 mins.	0	0	0	0	0	2	0	1	0	3	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	3	0	7	5	2	3	2	12	1	4	0	9	14	0	0	0	0	0	0	1	1	0	2
% App. Total	0	57.1	42.9	0		41.7	16.7	25	16.7		7.1	28.6	0	64.3		0	0	0	0		0	50	50	0	
PHF	.000	.333	.750	.000	.438	.625	.500	.375	.250	.429	.250	.500	.000	.750	.583	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008

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

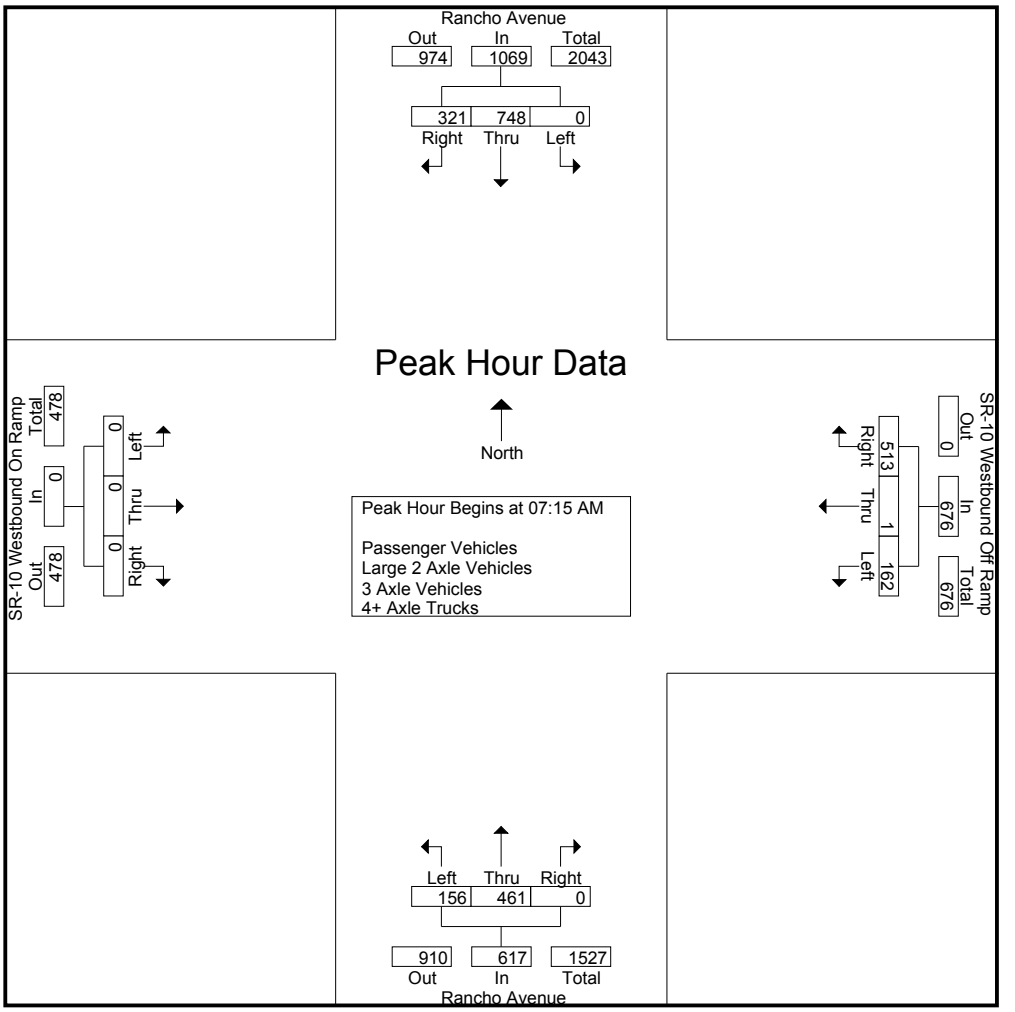
	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	144	71	215	31	1	135	167	30	99	0	129	0	0	0	0	511
07:15 AM	0	190	77	267	42	0	149	191	40	155	0	195	0	0	0	0	653
07:30 AM	0	191	75	266	43	0	136	179	40	106	0	146	0	0	0	0	591
07:45 AM	0	195	82	277	42	0	109	151	40	98	0	138	0	0	0	0	566
Total	0	720	305	1025	158	1	529	688	150	458	0	608	0	0	0	0	2321
08:00 AM	0	172	87	259	35	1	119	155	36	102	0	138	0	0	0	0	552
08:15 AM	0	170	46	216	39	1	86	126	31	90	0	121	0	0	0	0	463
08:30 AM	0	172	62	234	22	1	70	93	39	70	0	109	0	0	0	0	436
08:45 AM	0	155	61	216	26	1	76	103	36	99	0	135	0	0	0	0	454
Total	0	669	256	925	122	4	351	477	142	361	0	503	0	0	0	0	1905
Grand Total	0	1389	561	1950	280	5	880	1165	292	819	0	1111	0	0	0	0	4226
Apprch %	0	71.2	28.8		24	0.4	75.5		26.3	73.7	0		0	0	0		
Total %	0	32.9	13.3	46.1	6.6	0.1	20.8	27.6	6.9	19.4	0	26.3	0	0	0	0	
Passenger Vehicles	0	1345	539	1884	219	4	846	1069	259	746	0	1005	0	0	0	0	3958
% Passenger Vehicles	0	96.8	96.1	96.6	78.2	80	96.1	91.8	88.7	91.1	0	90.5	0	0	0	0	93.7
Large 2 Axle Vehicles	0	34	13	47	12	0	23	35	10	49	0	59	0	0	0	0	141
% Large 2 Axle Vehicles	0	2.4	2.3	2.4	4.3	0	2.6	3	3.4	6	0	5.3	0	0	0	0	3.3
3 Axle Vehicles	0	6	1	7	20	0	6	26	9	11	0	20	0	0	0	0	53
% 3 Axle Vehicles	0	0.4	0.2	0.4	7.1	0	0.7	2.2	3.1	1.3	0	1.8	0	0	0	0	1.3
4+ Axle Trucks	0	4	8	12	29	1	5	35	14	13	0	27	0	0	0	0	74
% 4+ Axle Trucks	0	0.3	1.4	0.6	10.4	20	0.6	3	4.8	1.6	0	2.4	0	0	0	0	1.8

	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	190	77	267	42	0	**149**	**191**	**40**	**155**	0	**195**	0	0	0	0	**653**
07:30 AM	0	191	75	266	**43**	0	136	179	40	106	0	146	0	0	0	0	591
07:45 AM	0	**195**	82	**277**	42	0	109	151	40	98	0	138	0	0	0	0	566
08:00 AM	0	172	**87**	259	35	**1**	119	155	36	102	0	138	0	0	0	0	552
Total Volume	0	748	321	1069	162	1	513	676	156	461	0	617	0	0	0	0	2362
% App. Total	0	70	30		24	0.1	75.9		25.3	74.7	0		0	0	0		
PHF	.000	.959	.922	.965	.942	.250	.861	.885	.975	.744	.000	.791	.000	.000	.000	.000	.904

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	190	77	267	42	0	**149**	**191**	**40**	**155**	0	**195**	0	0	0	0
+15 mins.	0	191	75	266	**43**	0	136	179	40	106	0	146	0	0	0	0
+30 mins.	0	**195**	82	**277**	42	0	109	151	40	98	0	138	0	0	0	0
+45 mins.	0	172	**87**	259	35	**1**	119	155	36	102	0	138	0	0	0	0
Total Volume	0	748	321	1069	162	1	513	676	156	461	0	617	0	0	0	0
% App. Total	0	70	30		24	0.1	75.9		25.3	74.7	0		0	0	0	
PHF	.000	.959	.922	.965	.942	.250	.861	.885	.975	.744	.000	.791	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008

Groups Printed- Passenger Vehicles

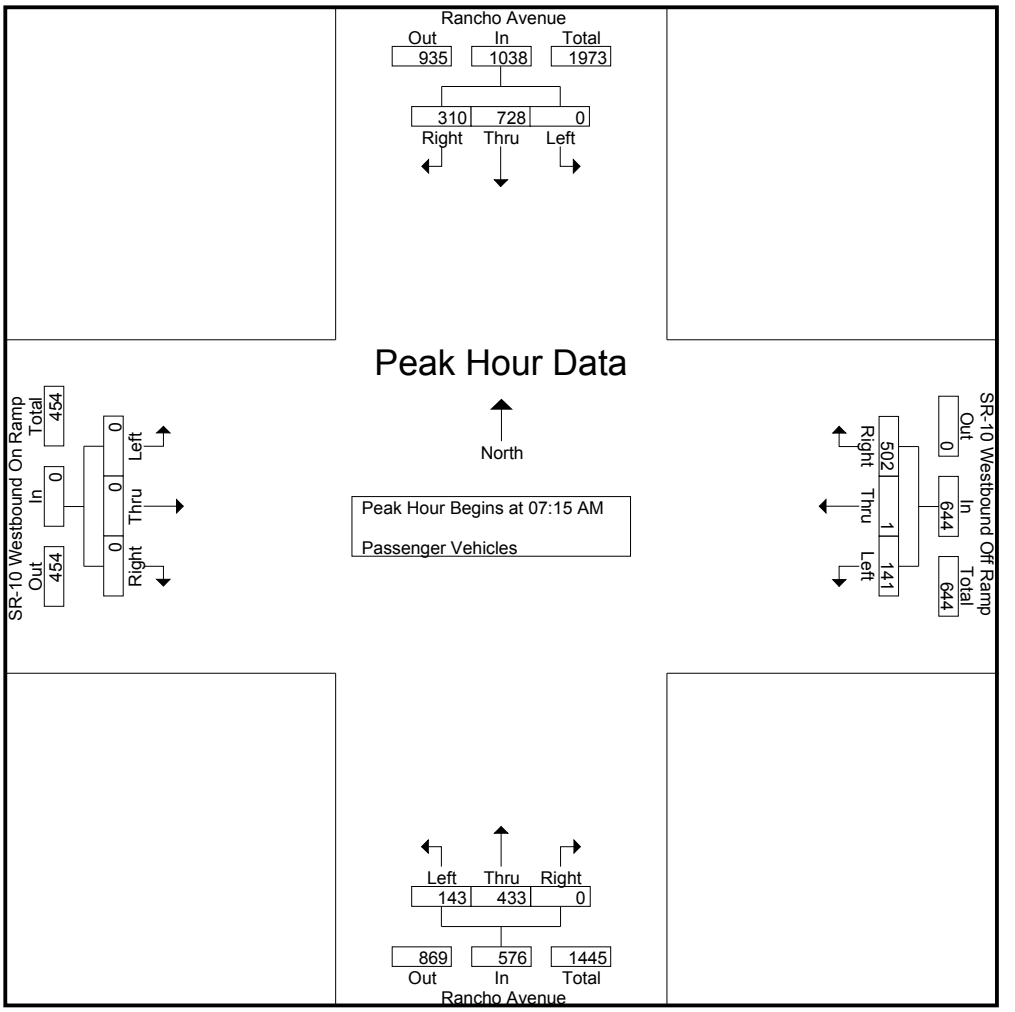
	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	138	69	207	26	1	126	153	27	95	0	122	0	0	0	0	482
07:15 AM	0	185	75	260	37	0	146	183	38	147	0	185	0	0	0	0	628
07:30 AM	0	190	72	262	41	0	132	173	38	104	0	142	0	0	0	0	577
07:45 AM	0	187	79	266	36	0	108	144	35	89	0	124	0	0	0	0	534
Total	0	700	295	995	140	1	512	653	138	435	0	573	0	0	0	0	2221
08:00 AM	0	166	84	250	27	1	116	144	32	93	0	125	0	0	0	0	519
08:15 AM	0	161	45	206	20	1	82	103	30	81	0	111	0	0	0	0	420
08:30 AM	0	164	57	221	17	0	69	86	32	51	0	83	0	0	0	0	390
08:45 AM	0	154	58	212	15	1	67	83	27	86	0	113	0	0	0	0	408
Total	0	645	244	889	79	3	334	416	121	311	0	432	0	0	0	0	1737
Grand Total	0	1345	539	1884	219	4	846	1069	259	746	0	1005	0	0	0	0	3958
Apprch %	0	71.4	28.6		20.5	0.4	79.1		25.8	74.2	0		0	0	0		
Total %	0	34	13.6	47.6	5.5	0.1	21.4	27	6.5	18.8	0	25.4	0	0	0	0	

	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	185	75	260	37	0	**146**	**183**	**38**	**147**	0	**185**	0	0	0	0	**628**
07:30 AM	0	**190**	72	262	**41**	0	132	173	38	104	0	142	0	0	0	0	577
07:45 AM	0	187	79	**266**	36	0	108	144	35	89	0	124	0	0	0	0	534
08:00 AM	0	166	**84**	250	27	**1**	116	144	32	93	0	125	0	0	0	0	519
Total Volume	0	728	310	1038	141	1	502	644	143	433	0	576	0	0	0	0	2258
% App. Total	0	70.1	29.9		21.9	0.2	78		24.8	75.2	0		0	0	0		
PHF	.000	.958	.923	.976	.860	.250	.860	.880	.941	.736	.000	.778	.000	.000	.000	.000	.899

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	185	75	260	37	0	**146**	**183**	**38**	**147**	0	**185**	0	0	0	0
+15 mins.	0	**190**	72	262	**41**	0	132	173	38	104	0	142	0	0	0	0
+30 mins.	0	187	79	**266**	36	0	108	144	35	89	0	124	0	0	0	0
+45 mins.	0	166	**84**	250	27	**1**	116	144	32	93	0	125	0	0	0	0
Total Volume	0	728	310	1038	141	1	502	644	143	433	0	576	0	0	0	0
% App. Total	0	70.1	29.9		21.9	0.2	78		24.8	75.2	0		0	0	0	
PHF	.000	.958	.923	.976	.860	.250	.860	.880	.941	.736	.000	.778	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008

Groups Printed- Large 2 Axle Vehicles

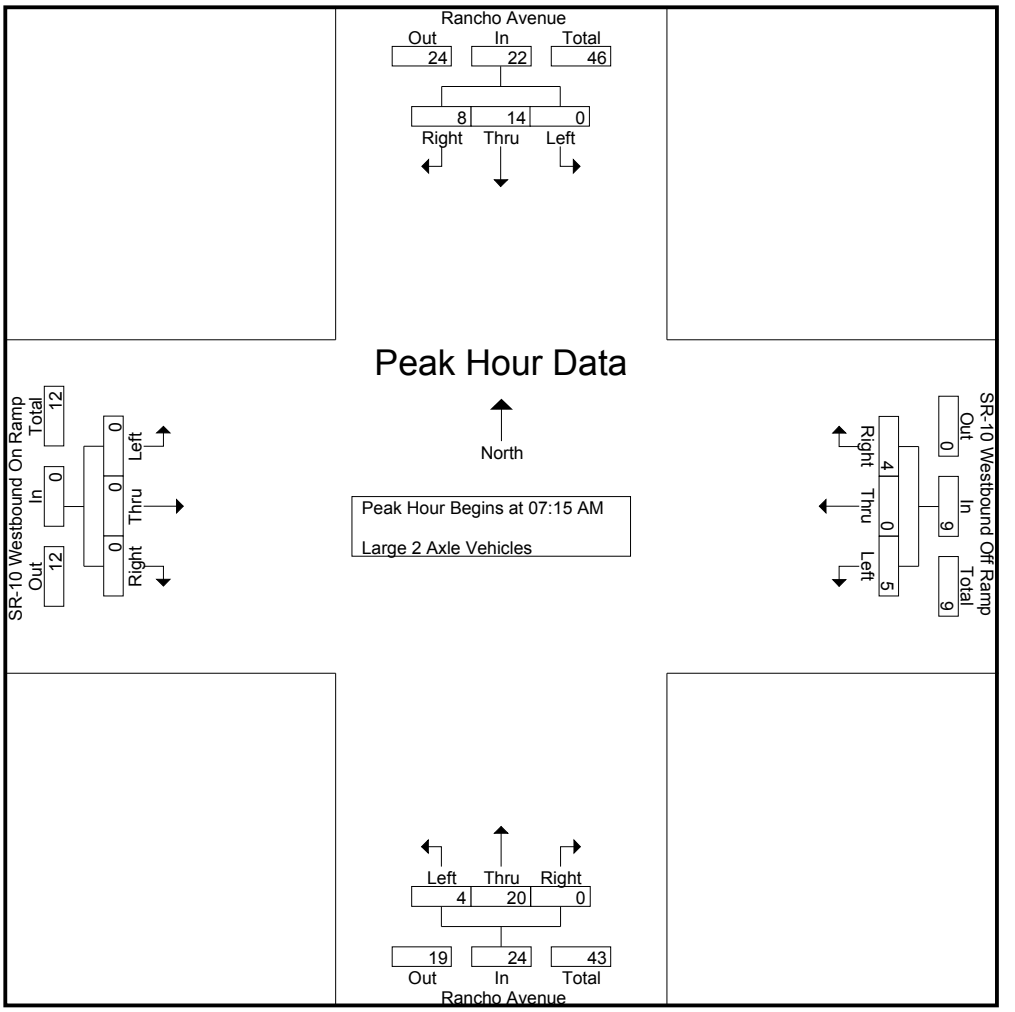
	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	8	8	0	1	0	1	0	0	0	0	15
07:15 AM	0	5	1	6	1	0	1	2	0	3	0	3	0	0	0	0	11
07:30 AM	0	1	1	2	1	0	1	2	1	1	0	2	0	0	0	0	6
07:45 AM	0	6	3	9	0	0	0	0	2	8	0	10	0	0	0	0	19
Total	0	18	5	23	2	0	10	12	3	13	0	16	0	0	0	0	51
08:00 AM	0	2	3	5	3	0	2	5	1	8	0	9	0	0	0	0	19
08:15 AM	0	6	1	7	2	0	3	5	0	7	0	7	0	0	0	0	19
08:30 AM	0	7	3	10	0	0	1	1	3	10	0	13	0	0	0	0	24
08:45 AM	0	1	1	2	5	0	7	12	3	11	0	14	0	0	0	0	28
Total	0	16	8	24	10	0	13	23	7	36	0	43	0	0	0	0	90
Grand Total	0	34	13	47	12	0	23	35	10	49	0	59	0	0	0	0	141
Apprch %	0	72.3	27.7		34.3	0	65.7		16.9	83.1	0		0	0	0		
Total %	0	24.1	9.2	33.3	8.5	0	16.3	24.8	7.1	34.8	0	41.8	0	0	0	0	

	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	1	6	1	0	1	2	0	3	0	3	0	0	0	0	11
07:30 AM	0	1	1	2	1	0	1	2	1	1	0	2	0	0	0	0	6
07:45 AM	0	**6**	**3**	**9**	0	0	0	0	**2**	**8**	0	**10**	0	0	0	0	**19**
08:00 AM	0	2	3	5	**3**	0	**2**	**5**	1	8	0	9	0	0	0	0	19
Total Volume	0	14	8	22	5	0	4	9	4	20	0	24	0	0	0	0	55
% App. Total	0	63.6	36.4		55.6	0	44.4		16.7	83.3	0		0	0	0		
PHF	.000	.583	.667	.611	.417	.000	.500	.450	.500	.625	.000	.600	.000	.000	.000	.000	.724

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	5	1	6	1	0	1	2	0	3	0	3	0	0	0	0
+15 mins.	0	1	1	2	1	0	1	2	1	1	0	2	0	0	0	0
+30 mins.	0	**6**	**3**	**9**	0	0	0	0	**2**	**8**	0	**10**	0	0	0	0
+45 mins.	0	2	3	5	**3**	0	**2**	**5**	1	8	0	9	0	0	0	0
Total Volume	0	14	8	22	5	0	4	9	4	20	0	24	0	0	0	0
% App. Total	0	63.6	36.4		55.6	0	44.4		16.7	83.3	0		0	0	0	
PHF	.000	.583	.667	.611	.417	.000	.500	.450	.500	.625	.000	.600	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008

Groups Printed- 3 Axle Vehicles

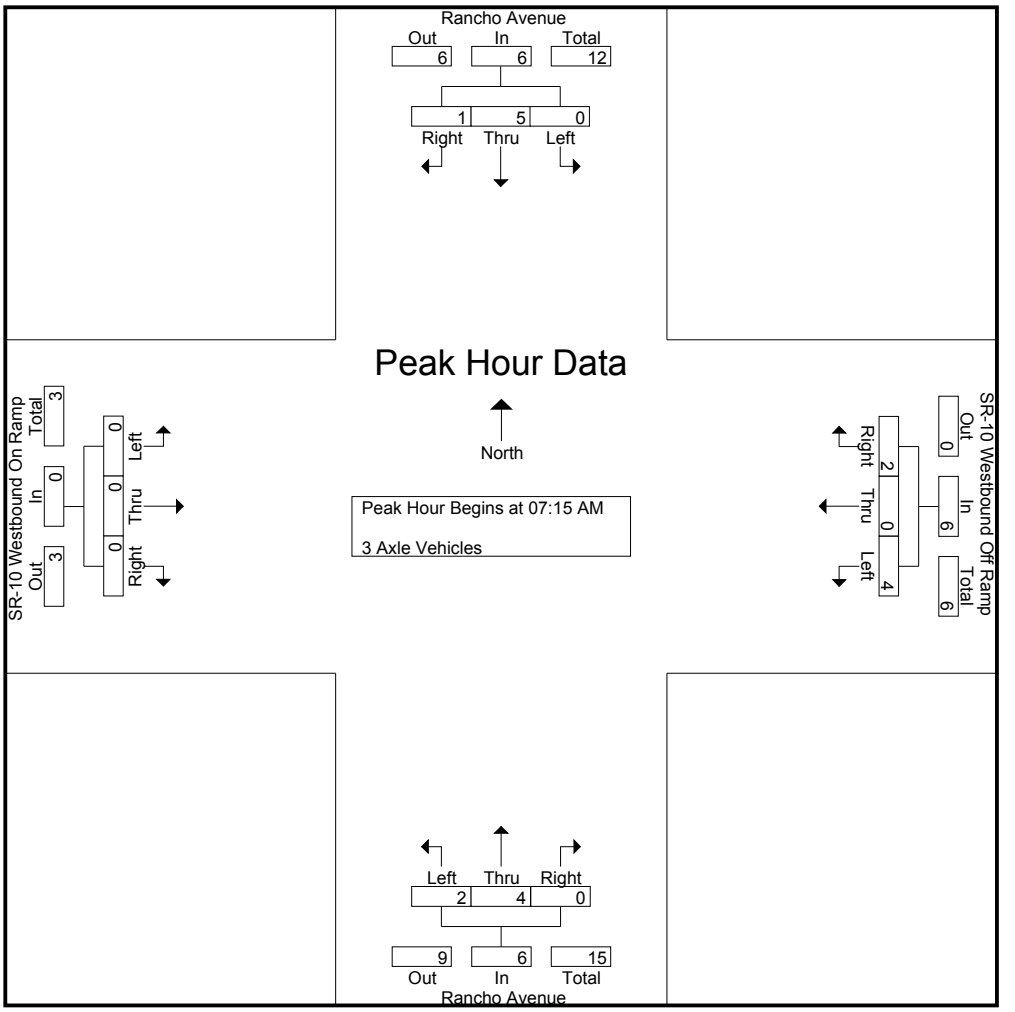
	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	1	2	3	2	0	5	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	0	1	1	0	0	2	2	1	1	0	2	0	0	0	0	5
07:45 AM	0	1	0	1	2	0	0	2	1	0	0	1	0	0	0	0	4
Total	0	1	1	2	3	0	3	6	5	6	0	11	0	0	0	0	19
08:00 AM	0	4	0	4	2	0	0	2	0	0	0	0	0	0	0	0	6
08:15 AM	0	1	0	1	11	0	1	12	0	1	0	1	0	0	0	0	14
08:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:45 AM	0	0	0	0	4	0	2	6	4	0	0	4	0	0	0	0	10
Total	0	5	0	5	17	0	3	20	4	5	0	9	0	0	0	0	34
Grand Total	0	6	1	7	20	0	6	26	9	11	0	20	0	0	0	0	53
Apprch %	0	85.7	14.3		76.9	0	23.1		45	55	0		0	0	0		
Total %	0	11.3	1.9	13.2	37.7	0	11.3	49.1	17	20.8	0	37.7	0	0	0	0	

	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	3
07:30 AM	0	0	**1**	1	0	0	**2**	**2**	**1**	1	0	2	0	0	0	0	5
07:45 AM	0	1	0	1	**2**	0	0	2	1	0	0	1	0	0	0	0	4
08:00 AM	0	**4**	0	**4**	2	0	0	2	0	0	0	0	0	0	0	0	**6**
Total Volume	0	5	1	6	4	0	2	6	2	4	0	6	0	0	0	0	18
% App. Total	0	83.3	16.7		66.7	0	33.3		33.3	66.7	0		0	0	0		
PHF	.000	.313	.250	.375	.500	.000	.250	.750	.500	.333	.000	.500	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	**2**	**2**	**1**	1	0	2	0	0	0	0
+30 mins.	0	1	0	1	**2**	0	0	2	1	0	0	1	0	0	0	0
+45 mins.	0	**4**	0	**4**	2	0	0	2	0	0	0	0	0	0	0	0
Total Volume	0	5	1	6	4	0	2	6	2	4	0	6	0	0	0	0
% App. Total	0	83.3	16.7		66.7	0	33.3		33.3	66.7	0		0	0	0	
PHF	.000	.313	.250	.375	.500	.000	.250	.750	.500	.333	.000	.500	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: SR-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008

Groups Printed- 4+ Axle Trucks

	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	4	0	0	4	0	1	0	1	0	0	0	0	7
07:15 AM	0	0	1	1	4	0	2	6	2	2	0	4	0	0	0	0	11
07:30 AM	0	0	1	1	1	0	1	2	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	0	1	4	0	1	5	2	1	0	3	0	0	0	0	9
Total	0	1	4	5	13	0	4	17	4	4	0	8	0	0	0	0	30
08:00 AM	0	0	0	0	3	0	1	4	3	1	0	4	0	0	0	0	8
08:15 AM	0	2	0	2	6	0	0	6	1	1	0	2	0	0	0	0	10
08:30 AM	0	1	2	3	5	1	0	6	4	5	0	9	0	0	0	0	18
08:45 AM	0	0	2	2	2	0	0	2	2	2	0	4	0	0	0	0	8
Total	0	3	4	7	16	1	1	18	10	9	0	19	0	0	0	0	44
Grand Total	0	4	8	12	29	1	5	35	14	13	0	27	0	0	0	0	74
Apprch %	0	33.3	66.7		82.9	2.9	14.3		51.9	48.1	0		0	0	0		
Total %	0	5.4	10.8	16.2	39.2	1.4	6.8	47.3	18.9	17.6	0	36.5	0	0	0	0	

	Rancho Avenue Southbound				SR-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				SR-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	**4**	0	**2**	**6**	2	**2**	0	**4**	0	0	0	0	**11**
07:30 AM	0	0	1	1	1	0	1	2	0	0	0	0	0	0	0	0	3
07:45 AM	0	**1**	0	1	4	0	1	5	2	1	0	3	0	0	0	0	9
08:00 AM	0	0	0	0	3	0	1	4	**3**	1	0	4	0	0	0	0	8
Total Volume	0	1	2	3	12	0	5	17	7	4	0	11	0	0	0	0	31
% App. Total	0	33.3	66.7		70.6	0	29.4		63.6	36.4	0		0	0	0		
PHF	.000	.250	.500	.750	.750	.000	.625	.708	.583	.500	.000	.688	.000	.000	.000	.000	.705

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
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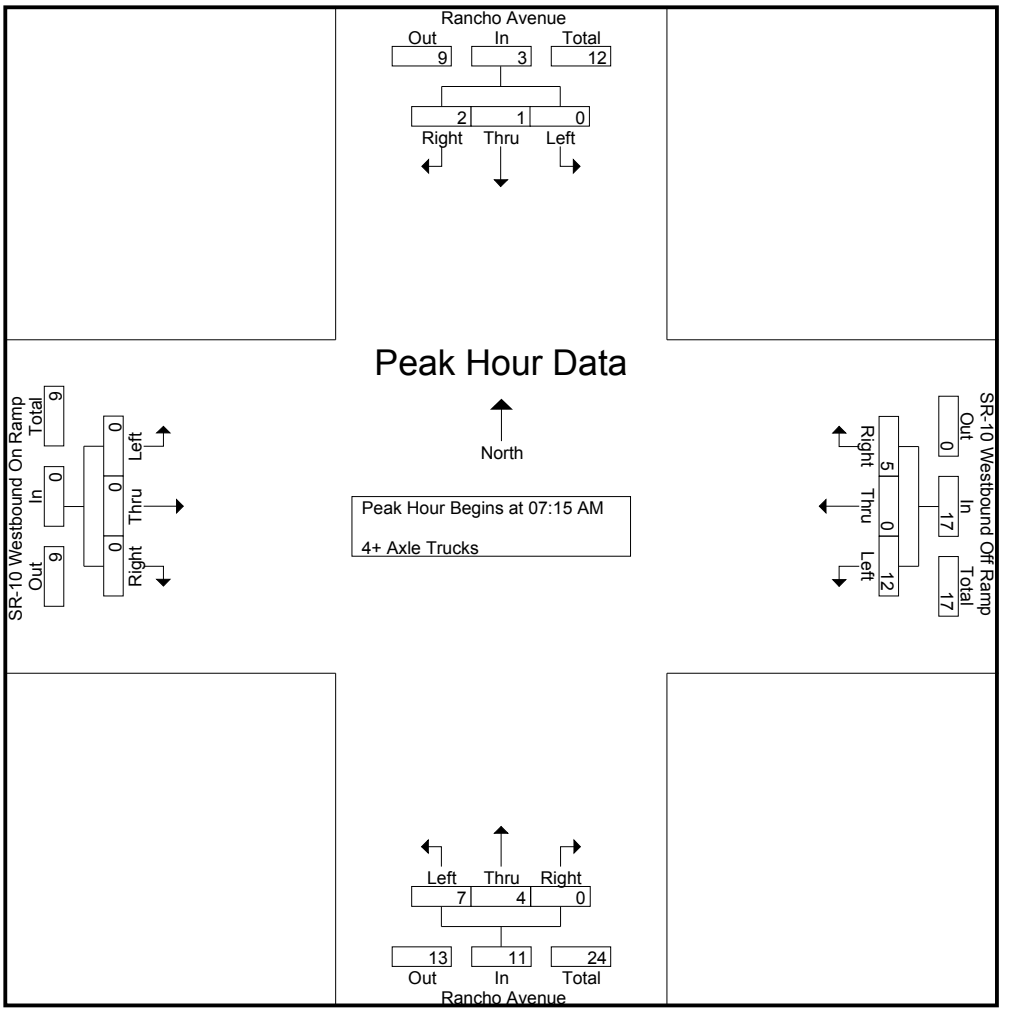
Weather: Sunny

File Name : CNRA10WAM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**1**	**1**	**4**	0	**2**	**6**	2	**2**	0	**4**	0	0	0	0
+15 mins.	0	0	1	1	1	0	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	4	0	1	5	2	1	0	3	0	0	0	0
+45 mins.	0	0	0	0	3	0	1	4	**3**	1	0	4	0	0	0	0
Total Volume	0	1	2	3	12	0	5	17	7	4	0	11	0	0	0	0
% App. Total	0	33.3	66.7		70.6	0	29.4		63.6	36.4	0		0	0	0	
PHF	.000	.250	.500	.750	.750	.000	.625	.708	.583	.500	.000	.688	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 1

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

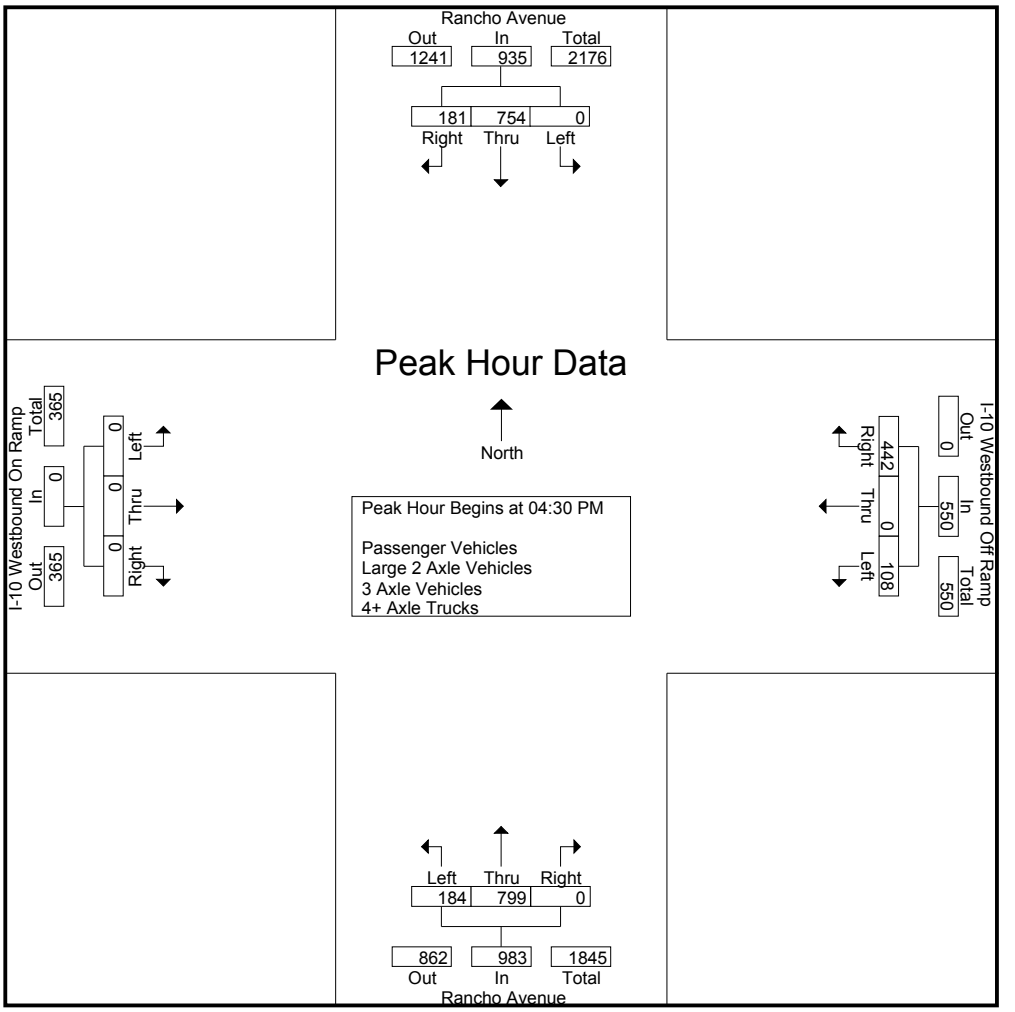
	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	191	40	231	27	1	96	124	34	169	0	203	0	0	0	0	558
04:15 PM	0	194	62	256	20	0	98	118	39	190	0	229	0	0	0	0	603
04:30 PM	0	182	50	232	18	0	109	127	48	182	0	230	0	0	0	0	589
04:45 PM	0	193	38	231	30	0	95	125	50	220	0	270	0	0	0	0	626
Total	0	760	190	950	95	1	398	494	171	761	0	932	0	0	0	0	2376
05:00 PM	0	179	51	230	36	0	125	161	44	195	0	239	0	0	0	0	630
05:15 PM	0	200	42	242	24	0	113	137	42	202	0	244	0	0	0	0	623
05:30 PM	0	179	39	218	26	1	110	137	34	188	0	222	0	0	0	0	577
05:45 PM	0	159	43	202	24	1	104	129	35	202	0	237	0	0	0	0	568
Total	0	717	175	892	110	2	452	564	155	787	0	942	0	0	0	0	2398
Grand Total	0	1477	365	1842	205	3	850	1058	326	1548	0	1874	0	0	0	0	4774
Apprch %	0	80.2	19.8		19.4	0.3	80.3		17.4	82.6	0		0	0	0		
Total %	0	30.9	7.6	38.6	4.3	0.1	17.8	22.2	6.8	32.4	0	39.3	0	0	0	0	
Passenger Vehicles	0	1460	357	1817	187	2	825	1014	313	1505	0	1818	0	0	0	0	4649
% Passenger Vehicles	0	98.8	97.8	98.6	91.2	66.7	97.1	95.8	96	97.2	0	97	0	0	0	0	97.4
Large 2 Axle Vehicles	0	14	2	16	4	1	21	26	9	34	0	43	0	0	0	0	85
% Large 2 Axle Vehicles	0	0.9	0.5	0.9	2	33.3	2.5	2.5	2.8	2.2	0	2.3	0	0	0	0	1.8
3 Axle Vehicles	0	2	2	4	3	0	2	5	2	6	0	8	0	0	0	0	17
% 3 Axle Vehicles	0	0.1	0.5	0.2	1.5	0	0.2	0.5	0.6	0.4	0	0.4	0	0	0	0	0.4
4+ Axle Trucks	0	1	4	5	11	0	2	13	2	3	0	5	0	0	0	0	23
% 4+ Axle Trucks	0	0.1	1.1	0.3	5.4	0	0.2	1.2	0.6	0.2	0	0.3	0	0	0	0	0.5

	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	182	50	232	18	0	109	127	48	182	0	230	0	0	0	0	589
04:45 PM	0	193	38	231	30	0	95	125	**50**	**220**	0	**270**	0	0	0	0	626
05:00 PM	0	179	**51**	230	**36**	0	**125**	**161**	44	195	0	239	0	0	0	0	**630**
05:15 PM	0	**200**	42	**242**	24	0	113	137	42	202	0	244	0	0	0	0	623
Total Volume	0	754	181	935	108	0	442	550	184	799	0	983	0	0	0	0	2468
% App. Total	0	80.6	19.4		19.6	0	80.4		18.7	81.3	0		0	0	0		
PHF	.000	.943	.887	.966	.750	.000	.884	.854	.920	.908	.000	.910	.000	.000	.000	.000	.979

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	182	50	232	18	0	109	127	48	182	0	230	0	0	0	0
+15 mins.	0	193	38	231	30	0	95	125	**50**	**220**	0	**270**	0	0	0	0
+30 mins.	0	179	**51**	230	**36**	0	**125**	**161**	44	195	0	239	0	0	0	0
+45 mins.	0	**200**	42	**242**	24	0	113	137	42	202	0	244	0	0	0	0
Total Volume	0	754	181	935	108	0	442	550	184	799	0	983	0	0	0	0
% App. Total	0	80.6	19.4		19.6	0	80.4		18.7	81.3	0		0	0	0	
PHF	.000	.943	.887	.966	.750	.000	.884	.854	.920	.908	.000	.910	.000	.000	.000	.000

Counts Unlimited Inc.
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City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008

Groups Printed- Passenger Vehicles

	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	187	38	225	22	1	92	115	30	163	0	193	0	0	0	0	533
04:15 PM	0	191	61	252	18	0	94	112	38	187	0	225	0	0	0	0	589
04:30 PM	0	181	49	230	16	0	103	119	48	174	0	222	0	0	0	0	571
04:45 PM	0	189	37	226	28	0	93	121	46	212	0	258	0	0	0	0	605
Total	0	748	185	933	84	1	382	467	162	736	0	898	0	0	0	0	2298
05:00 PM	0	179	50	229	32	0	123	155	44	191	0	235	0	0	0	0	619
05:15 PM	0	198	40	238	23	0	112	135	38	198	0	236	0	0	0	0	609
05:30 PM	0	178	39	217	25	1	106	132	34	181	0	215	0	0	0	0	564
05:45 PM	0	157	43	200	23	0	102	125	35	199	0	234	0	0	0	0	559
Total	0	712	172	884	103	1	443	547	151	769	0	920	0	0	0	0	2351
Grand Total	0	1460	357	1817	187	2	825	1014	313	1505	0	1818	0	0	0	0	4649
Apprch %	0	80.4	19.6		18.4	0.2	81.4		17.2	82.8	0		0	0	0		
Total %	0	31.4	7.7	39.1	4	0	17.7	21.8	6.7	32.4	0	39.1	0	0	0	0	

	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	181	49	230	16	0	103	119	**48**	174	0	222	0	0	0	0	571
04:45 PM	0	189	37	226	28	0	93	121	46	**212**	0	**258**	0	0	0	0	605
05:00 PM	0	179	**50**	229	**32**	0	**123**	**155**	44	191	0	235	0	0	0	0	**619**
05:15 PM	0	**198**	40	**238**	23	0	112	135	38	198	0	236	0	0	0	0	609
Total Volume	0	747	176	923	99	0	431	530	176	775	0	951	0	0	0	0	2404
% App. Total	0	80.9	19.1		18.7	0	81.3		18.5	81.5	0		0	0	0		
PHF	.000	.943	.880	.970	.773	.000	.876	.855	.917	.914	.000	.922	.000	.000	.000	.000	.971

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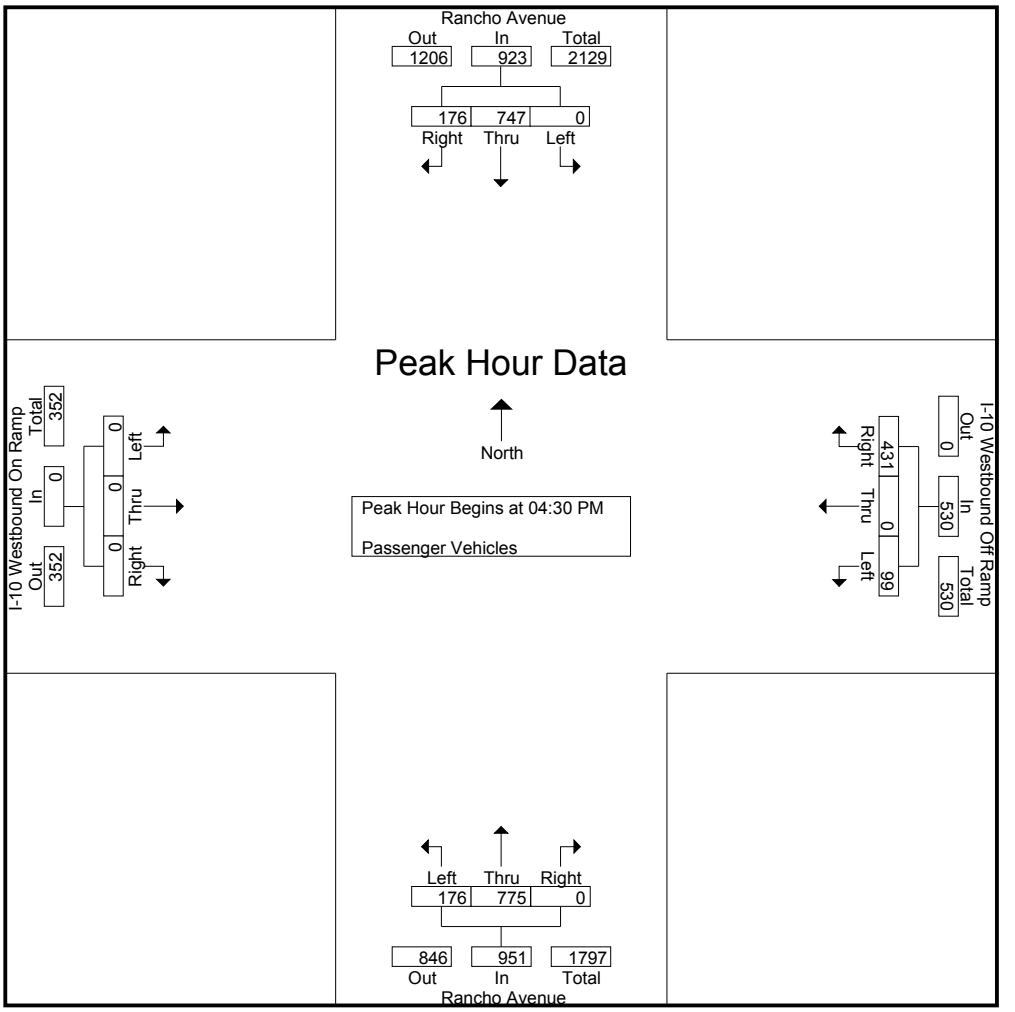

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	181	49	230	16	0	103	119	**48**	174	0	222	0	0	0	0
+15 mins.	0	189	37	226	28	0	93	121	46	**212**	0	**258**	0	0	0	0
+30 mins.	0	179	**50**	229	**32**	0	**123**	**155**	44	191	0	235	0	0	0	0
+45 mins.	0	**198**	40	**238**	23	0	112	135	38	198	0	236	0	0	0	0
Total Volume	0	747	176	923	99	0	431	530	176	775	0	951	0	0	0	0
% App. Total	0	80.9	19.1		18.7	0	81.3		18.5	81.5	0		0	0	0	
PHF	.000	.943	.880	.970	.773	.000	.876	.855	.917	.914	.000	.922	.000	.000	.000	.000

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City of Colton
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Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008
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Groups Printed- Large 2 Axle Vehicles

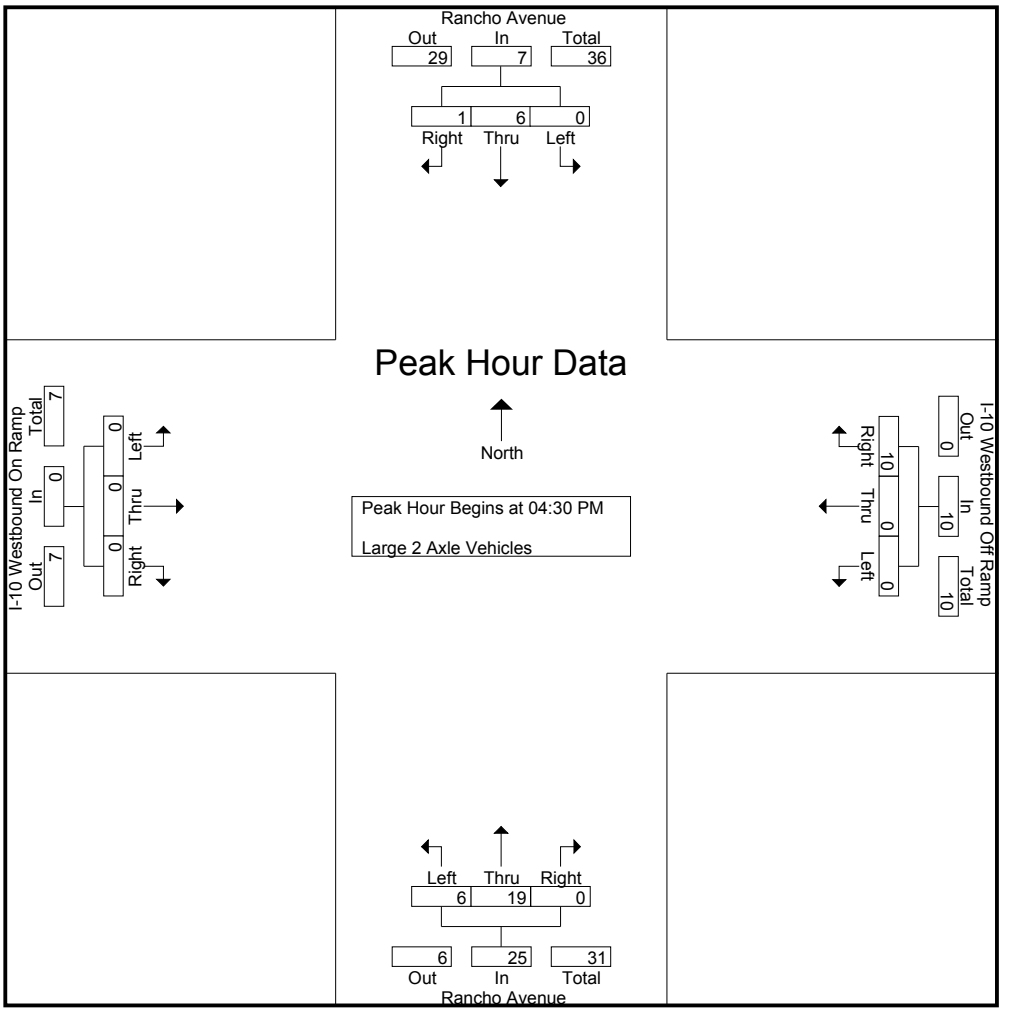
	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	1	5	3	0	4	7	2	5	0	7	0	0	0	0	19
04:15 PM	0	3	0	3	1	0	3	4	1	3	0	4	0	0	0	0	11
04:30 PM	0	1	0	1	0	0	5	5	0	7	0	7	0	0	0	0	13
04:45 PM	0	4	1	5	0	0	2	2	2	5	0	7	0	0	0	0	14
Total	0	12	2	14	4	0	14	18	5	20	0	25	0	0	0	0	57
05:00 PM	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	1	1	4	4	0	8	0	0	0	0	10
05:30 PM	0	1	0	1	0	0	4	4	0	7	0	7	0	0	0	0	12
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	1	7	8	4	14	0	18	0	0	0	0	28
Grand Total	0	14	2	16	4	1	21	26	9	34	0	43	0	0	0	0	85
Apprch %	0	87.5	12.5		15.4	3.8	80.8		20.9	79.1	0		0	0	0		
Total %	0	16.5	2.4	18.8	4.7	1.2	24.7	30.6	10.6	40	0	50.6	0	0	0	0	

	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	**5**	**5**	0	**7**	0	7	0	0	0	0	13
04:45 PM	0	**4**	**1**	**5**	0	0	2	2	2	5	0	7	0	0	0	0	**14**
05:00 PM	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	1	1	**4**	4	0	**8**	0	0	0	0	10
Total Volume	0	6	1	7	0	0	10	10	6	19	0	25	0	0	0	0	42
% App. Total	0	85.7	14.3		0	0	100		24	76	0		0	0	0		
PHF	.000	.375	.250	.350	.000	.000	.500	.500	.375	.679	.000	.781	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	**5**	**5**	0	**7**	0	7	0	0	0	0
+15 mins.	0	**4**	**1**	**5**	0	0	2	2	2	5	0	7	0	0	0	0
+30 mins.	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	1	1	**4**	4	0	**8**	0	0	0	0
Total Volume	0	6	1	7	0	0	10	10	6	19	0	25	0	0	0	0
% App. Total	0	85.7	14.3		0	0	100		24	76	0		0	0	0	
PHF	.000	.375	.250	.350	.000	.000	.500	.500	.375	.679	.000	.781	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

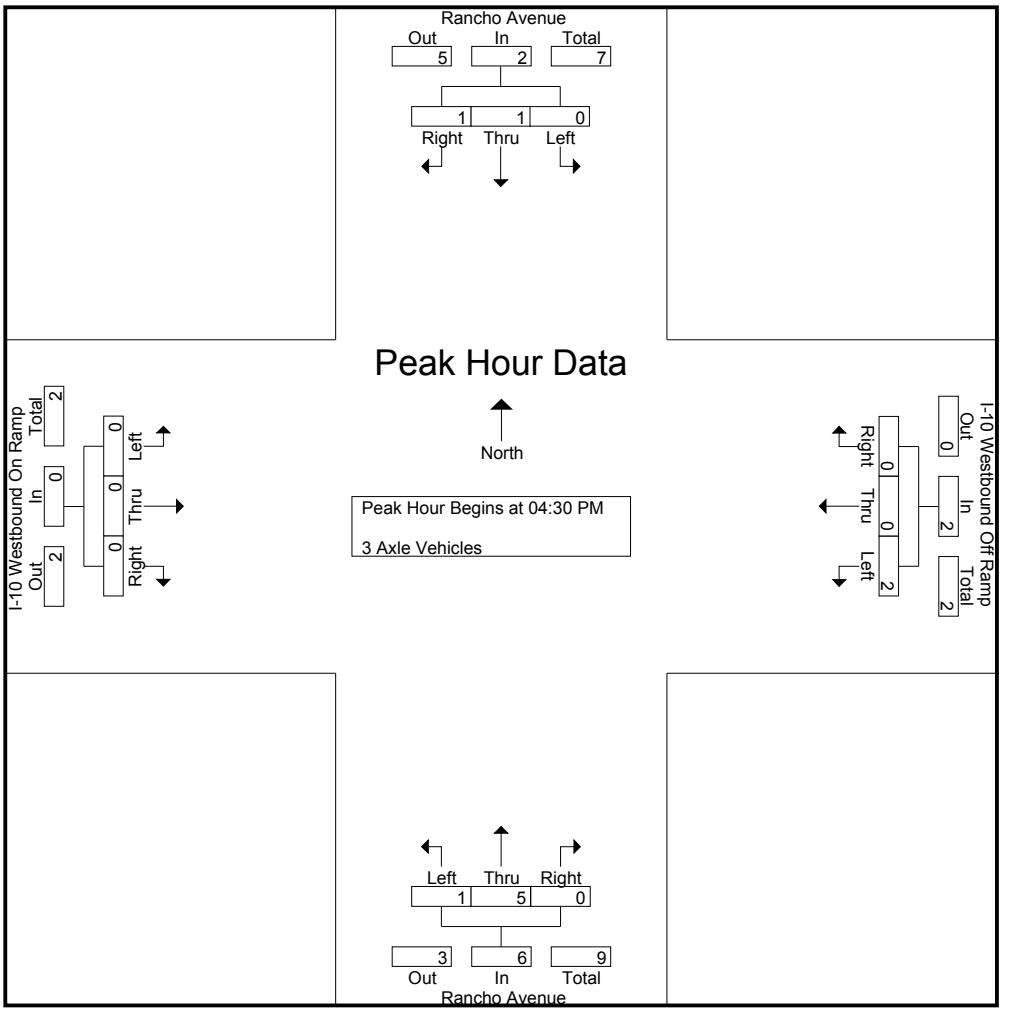
	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	2	1	3	0	4	0	0	0	0	6
Total	0	0	1	1	2	0	0	2	2	4	0	6	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	1	0	2	3	0	1	0	1	0	0	0	0	5
Total	0	2	1	3	1	0	2	3	0	2	0	2	0	0	0	0	8
Grand Total	0	2	2	4	3	0	2	5	2	6	0	8	0	0	0	0	17
Apprch %	0	50	50		60	0	40		25	75	0		0	0	0		
Total %	0	11.8	11.8	23.5	17.6	0	11.8	29.4	11.8	35.3	0	47.1	0	0	0	0	

	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	**2**	0	0	**2**	**1**	**3**	0	**4**	0	0	0	0	**6**
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	1	2	2	0	0	2	1	5	0	6	0	0	0	0	10
% App. Total	0	50	50		100	0	0		16.7	83.3	0		0	0	0		
PHF	.000	.250	.250	.250	.250	.000	.000	.250	.250	.417	.000	.375	.000	.000	.000	.000	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	**2**	0	0	**2**	**1**	**3**	0	**4**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	2	0	0	2	1	5	0	6	0	0	0	0
% App. Total	0	50	50		100	0	0		16.7	83.3	0		0	0	0	
PHF	.000	.250	.250	.250	.250	.000	.000	.250	.250	.417	.000	.375	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

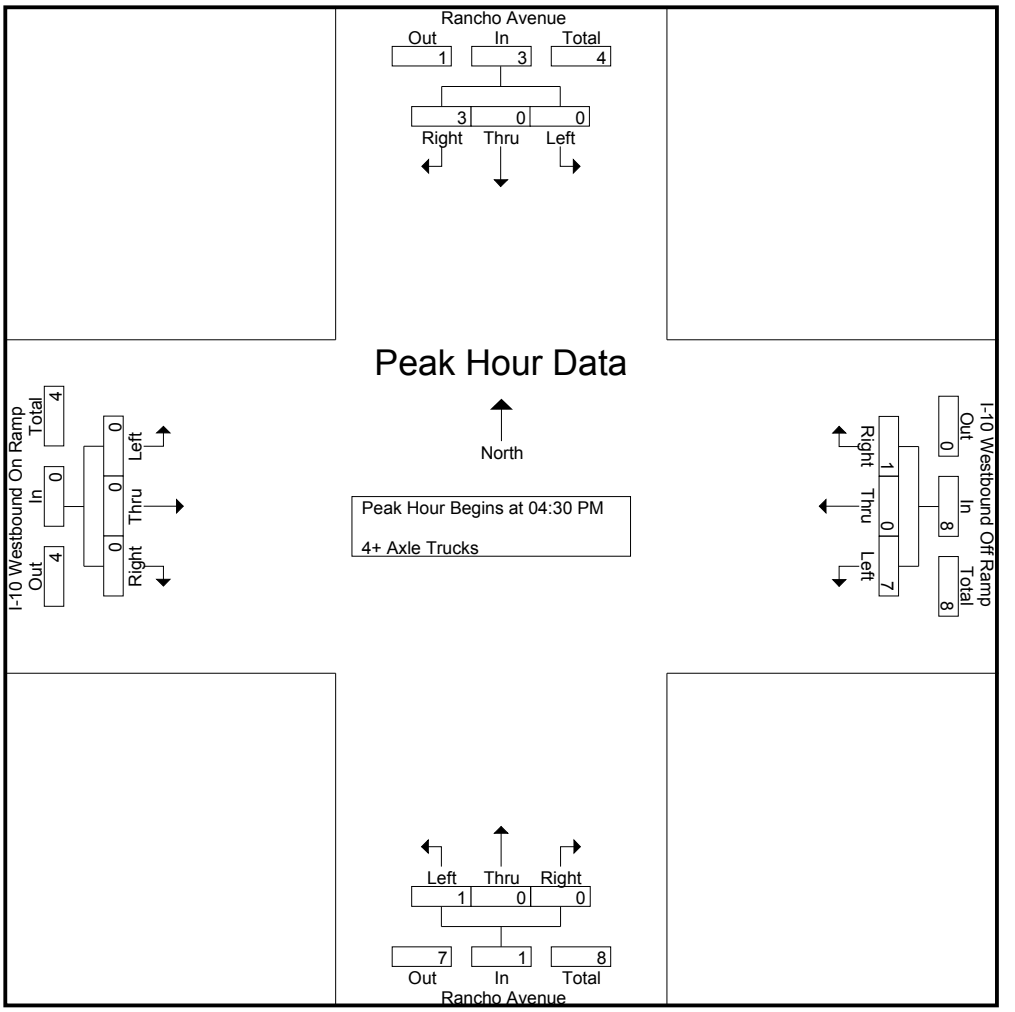
	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	2	0	0	2	1	1	0	2	0	0	0	0	5
04:15 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	1	1	2	0	1	3	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	2	2	5	0	2	7	2	1	0	3	0	0	0	0	12
05:00 PM	0	0	1	1	4	0	0	4	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	1	2	3	6	0	0	6	0	2	0	2	0	0	0	0	11
Grand Total	0	1	4	5	11	0	2	13	2	3	0	5	0	0	0	0	23
Apprch %	0	20	80		84.6	0	15.4		40	60	0		0	0	0		
Total %	0	4.3	17.4	21.7	47.8	0	8.7	56.5	8.7	13	0	21.7	0	0	0	0	

	Rancho Avenue Southbound				I-10 Westbound Off Ramp Westbound				Rancho Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	**1**	2	0	**1**	3	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
05:00 PM	0	0	1	1	**4**	0	0	**4**	0	0	0	0	0	0	0	0	**5**
05:15 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	3	3	7	0	1	8	1	0	0	1	0	0	0	0	12
% App. Total	0	0	100		87.5	0	12.5		100	0	0		0	0	0		
PHF	.000	.000	.750	.750	.438	.000	.250	.500	.250	.000	.000	.250	.000	.000	.000	.000	.600

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10WPM
Site Code : 04113649
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	**1**	2	0	**1**	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	0	1	1	**4**	0	0	**4**	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	3	3	7	0	1	8	1	0	0	1	0	0	0	0
% App. Total	0	0	100		87.5	0	12.5		100	0	0		0	0	0	
PHF	.000	.000	.750	.750	.438	.000	.250	.500	.250	.000	.000	.250	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008

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

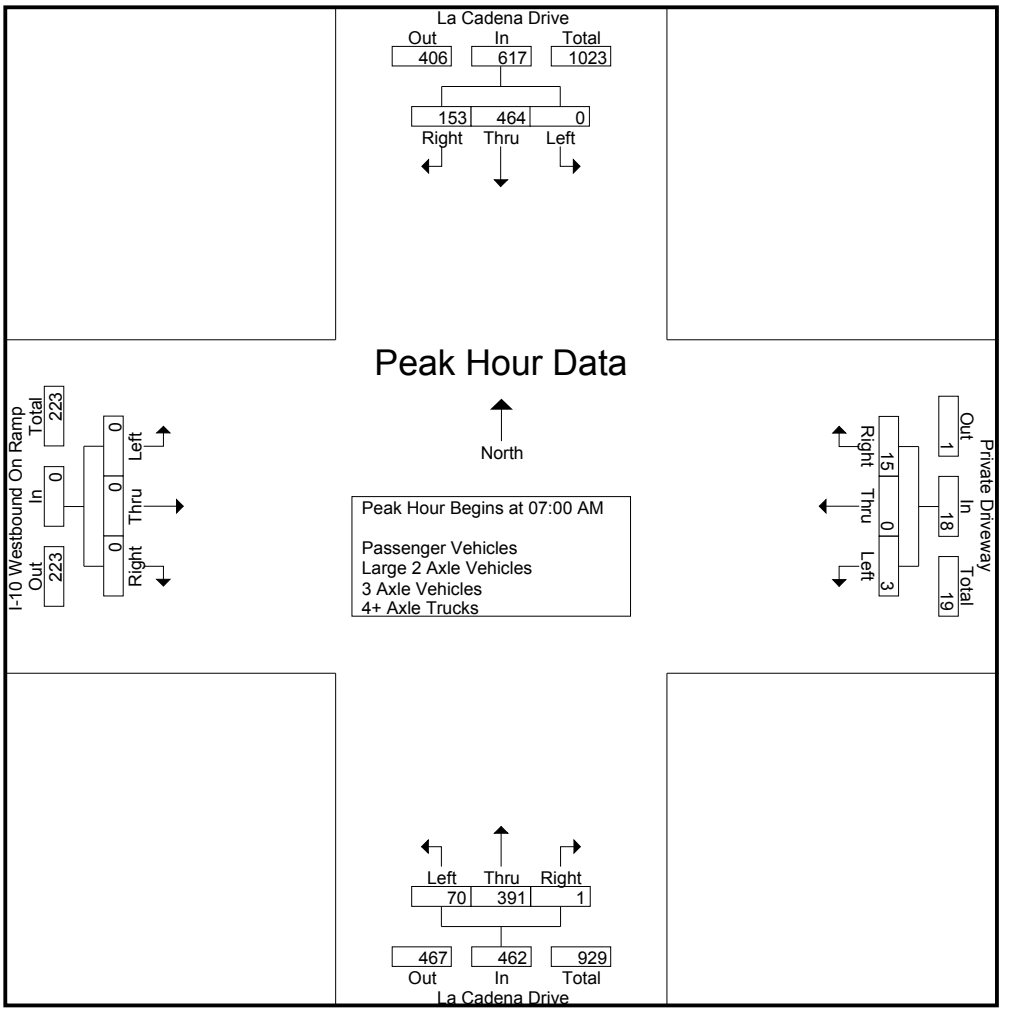
	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	78	33	111	1	0	2	3	18	106	0	124	0	0	0	0	238
07:15 AM	0	129	35	164	0	0	6	6	17	114	1	132	0	0	0	0	302
07:30 AM	0	135	50	185	1	0	4	5	26	79	0	105	0	0	0	0	295
07:45 AM	0	122	35	157	1	0	3	4	9	92	0	101	0	0	0	0	262
Total	0	464	153	617	3	0	15	18	70	391	1	462	0	0	0	0	1097
08:00 AM	0	100	32	132	1	0	3	4	15	82	0	97	0	0	0	0	233
08:15 AM	0	72	31	103	1	0	5	6	13	74	0	87	0	0	0	0	196
08:30 AM	0	61	23	84	1	0	7	8	13	66	0	79	0	0	0	0	171
08:45 AM	0	59	27	86	3	0	1	4	7	65	0	72	0	0	0	0	162
Total	0	292	113	405	6	0	16	22	48	287	0	335	0	0	0	0	762
Grand Total	0	756	266	1022	9	0	31	40	118	678	1	797	0	0	0	0	1859
Apprch %	0	74	26		22.5	0	77.5		14.8	85.1	0.1		0	0	0		
Total %	0	40.7	14.3	55	0.5	0	1.7	2.2	6.3	36.5	0.1	42.9	0	0	0	0	
Passenger Vehicles	0	667	246	913	8	0	30	38	99	593	0	692	0	0	0	0	1643
% Passenger Vehicles	0	88.2	92.5	89.3	88.9	0	96.8	95	83.9	87.5	0	86.8	0	0	0	0	88.4
Large 2 Axle Vehicles	0	31	13	44	1	0	0	1	18	49	0	67	0	0	0	0	112
% Large 2 Axle Vehicles	0	4.1	4.9	4.3	11.1	0	0	2.5	15.3	7.2	0	8.4	0	0	0	0	6
3 Axle Vehicles	0	17	3	20	0	0	0	0	1	10	1	12	0	0	0	0	32
% 3 Axle Vehicles	0	2.2	1.1	2	0	0	0	0	0.8	1.5	100	1.5	0	0	0	0	1.7
4+ Axle Trucks	0	41	4	45	0	0	1	1	0	26	0	26	0	0	0	0	72
% 4+ Axle Trucks	0	5.4	1.5	4.4	0	0	3.2	2.5	0	3.8	0	3.3	0	0	0	0	3.9

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	78	33	111	**1**	0	2	3	18	106	0	124	0	0	0	0	238
07:15 AM	0	129	35	164	0	0	**6**	**6**	17	**114**	**1**	**132**	0	0	0	0	**302**
07:30 AM	0	**135**	**50**	**185**	1	0	4	5	**26**	79	0	105	0	0	0	0	295
07:45 AM	0	122	35	157	1	0	3	4	9	92	0	101	0	0	0	0	262
Total Volume	0	464	153	617	3	0	15	18	70	391	1	462	0	0	0	0	1097
% App. Total	0	75.2	24.8		16.7	0	83.3		15.2	84.6	0.2		0	0	0		
PHF	.000	.859	.765	.834	.750	.000	.625	.750	.673	.857	.250	.875	.000	.000	.000	.000	.908

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	0	129	35	164	**1**	0	3	4	18	106	0	124	0	0	0	0
+15 mins.	0	**135**	**50**	**185**	1	0	3	4	17	**114**	**1**	**132**	0	0	0	0
+30 mins.	0	122	35	157	1	0	5	6	**26**	79	0	105	0	0	0	0
+45 mins.	0	100	32	132	1	0	**7**	**8**	9	92	0	101	0	0	0	0
Total Volume	0	486	152	638	4	0	18	22	70	391	1	462	0	0	0	0
% App. Total	0	76.2	23.8		18.2	0	81.8		15.2	84.6	0.2		0	0	0	
PHF	.000	.900	.760	.862	1.000	.000	.643	.688	.673	.857	.250	.875	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008

Groups Printed- Passenger Vehicles

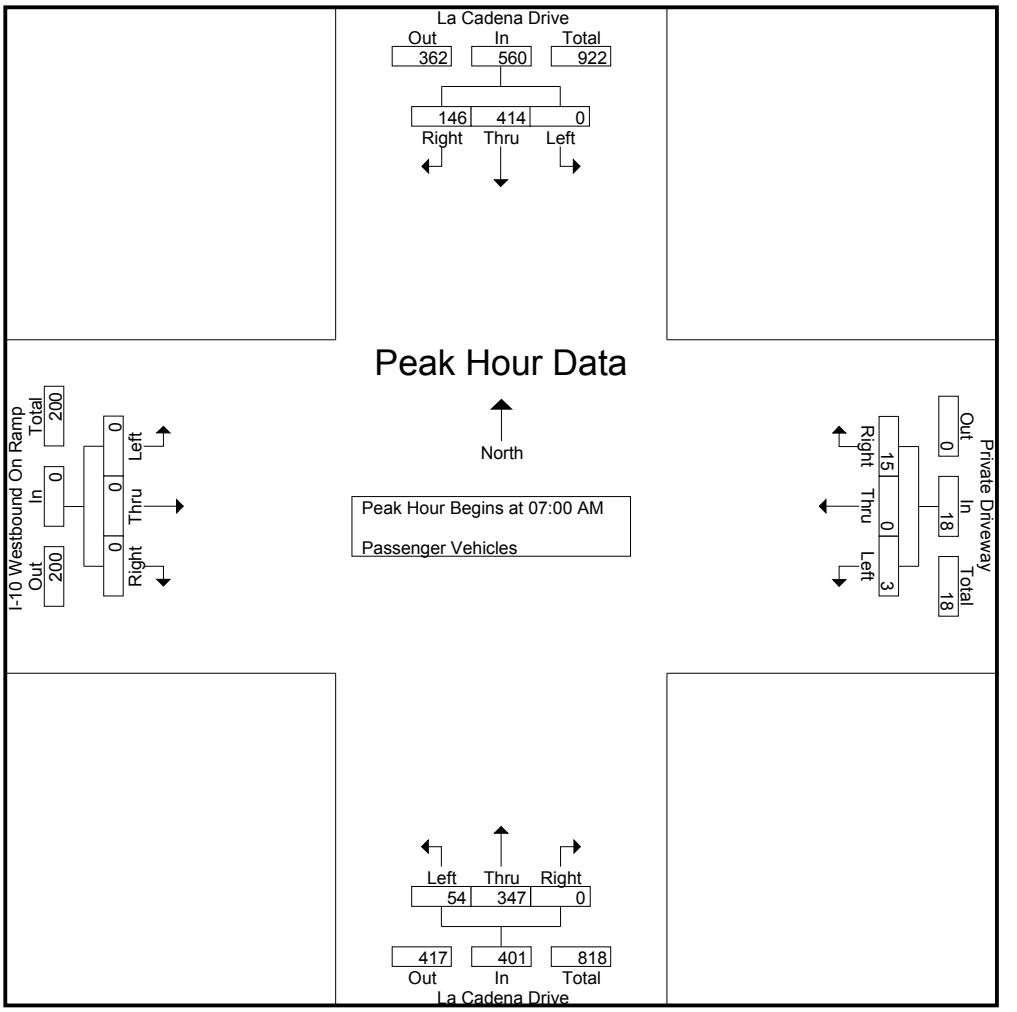
	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	74	31	105	1	0	2	3	15	96	0	111	0	0	0	0	219
07:15 AM	0	116	32	148	0	0	6	6	13	103	0	116	0	0	0	0	270
07:30 AM	0	117	49	166	1	0	4	5	17	67	0	84	0	0	0	0	255
07:45 AM	0	107	34	141	1	0	3	4	9	81	0	90	0	0	0	0	235
Total	0	414	146	560	3	0	15	18	54	347	0	401	0	0	0	0	979
08:00 AM	0	90	29	119	1	0	3	4	14	68	0	82	0	0	0	0	205
08:15 AM	0	61	26	87	1	0	5	6	13	65	0	78	0	0	0	0	171
08:30 AM	0	48	21	69	0	0	6	6	12	57	0	69	0	0	0	0	144
08:45 AM	0	54	24	78	3	0	1	4	6	56	0	62	0	0	0	0	144
Total	0	253	100	353	5	0	15	20	45	246	0	291	0	0	0	0	664
Grand Total	0	667	246	913	8	0	30	38	99	593	0	692	0	0	0	0	1643
Apprch %	0	73.1	26.9		21.1	0	78.9		14.3	85.7	0		0	0	0		
Total %	0	40.6	15	55.6	0.5	0	1.8	2.3	6	36.1	0	42.1	0	0	0	0	

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	74	31	105	**1**	0	2	3	15	96	0	111	0	0	0	0	219
07:15 AM	0	116	32	148	0	0	**6**	**6**	13	**103**	0	**116**	0	0	0	0	**270**
07:30 AM	0	**117**	**49**	**166**	1	0	4	5	**17**	67	0	84	0	0	0	0	255
07:45 AM	0	107	34	141	1	0	3	4	9	81	0	90	0	0	0	0	235
Total Volume	0	414	146	560	3	0	15	18	54	347	0	401	0	0	0	0	979
% App. Total	0	73.9	26.1		16.7	0	83.3		13.5	86.5	0		0	0	0		
PHF	.000	.885	.745	.843	.750	.000	.625	.750	.794	.842	.000	.864	.000	.000	.000	.000	.906

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	0	116	32	148	**1**	0	3	4	15	96	0	111	0	0	0	0
+15 mins.	0	**117**	**49**	**166**	1	0	3	4	13	**103**	0	**116**	0	0	0	0
+30 mins.	0	107	34	141	1	0	5	**6**	**17**	67	0	84	0	0	0	0
+45 mins.	0	90	29	119	0	0	**6**	6	9	81	0	90	0	0	0	0
Total Volume	0	430	144	574	3	0	17	20	54	347	0	401	0	0	0	0
% App. Total	0	74.9	25.1		15	0	85		13.5	86.5	0		0	0	0	
PHF	.000	.919	.735	.864	.750	.000	.708	.833	.794	.842	.000	.864	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008

Groups Printed- Large 2 Axle Vehicles

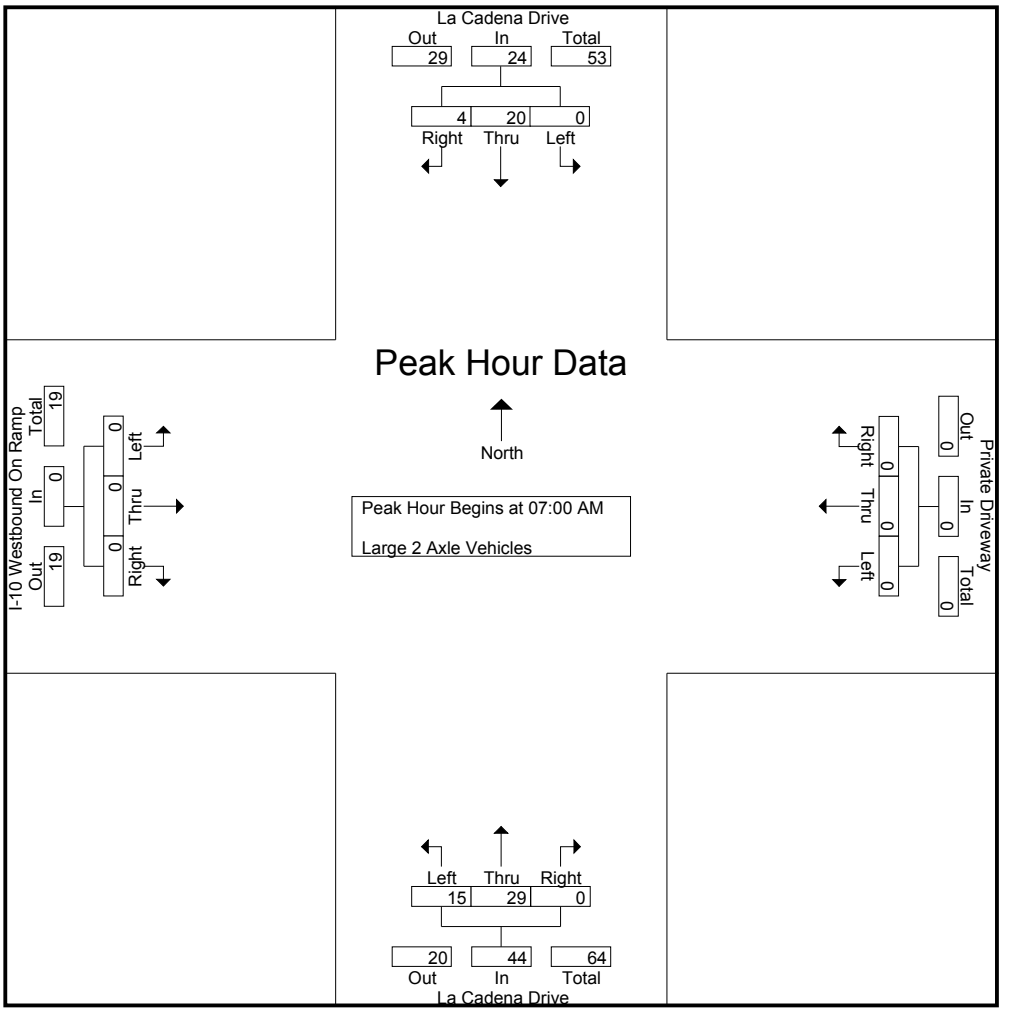
	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	3	5	0	8	0	0	0	0	9
07:15 AM	0	5	1	6	0	0	0	0	4	6	0	10	0	0	0	0	16
07:30 AM	0	7	1	8	0	0	0	0	8	9	0	17	0	0	0	0	25
07:45 AM	0	8	1	9	0	0	0	0	0	9	0	9	0	0	0	0	18
Total	0	20	4	24	0	0	0	0	15	29	0	44	0	0	0	0	68
08:00 AM	0	2	2	4	0	0	0	0	1	8	0	9	0	0	0	0	13
08:15 AM	0	5	4	9	0	0	0	0	0	4	0	4	0	0	0	0	13
08:30 AM	0	3	1	4	1	0	0	1	1	3	0	4	0	0	0	0	9
08:45 AM	0	1	2	3	0	0	0	0	1	5	0	6	0	0	0	0	9
Total	0	11	9	20	1	0	0	1	3	20	0	23	0	0	0	0	44
Grand Total	0	31	13	44	1	0	0	1	18	49	0	67	0	0	0	0	112
Apprch %	0	70.5	29.5		100	0	0		26.9	73.1	0		0	0	0		
Total %	0	27.7	11.6	39.3	0.9	0	0	0.9	16.1	43.8	0	59.8	0	0	0	0	

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	0	0	0	0	3	5	0	8	0	0	0	0	9
07:15 AM	0	5	1	6	0	0	0	0	4	6	0	10	0	0	0	0	16
07:30 AM	0	7	1	8	0	0	0	0	**8**	**9**	0	**17**	0	0	0	0	**25**
07:45 AM	0	**8**	1	**9**	0	0	0	0	0	9	0	9	0	0	0	0	18
Total Volume	0	20	4	24	0	0	0	0	15	29	0	44	0	0	0	0	68
% App. Total	0	83.3	16.7		0	0	0		34.1	65.9	0		0	0	0		
PHF	.000	.625	1.000	.667	.000	.000	.000	.000	.469	.806	.000	.647	.000	.000	.000	.000	.680

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	0	0	0	0	3	5	0	8	0	0	0	0
+15 mins.	0	5	1	6	0	0	0	0	4	6	0	10	0	0	0	0
+30 mins.	0	7	1	8	0	0	0	0	**8**	**9**	0	**17**	0	0	0	0
+45 mins.	0	**8**	1	**9**	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	0	20	4	24	0	0	0	0	15	29	0	44	0	0	0	0
% App. Total	0	83.3	16.7		0	0	0		34.1	65.9	0		0	0	0	
PHF	.000	.625	1.000	.667	.000	.000	.000	.000	.469	.806	.000	.647	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

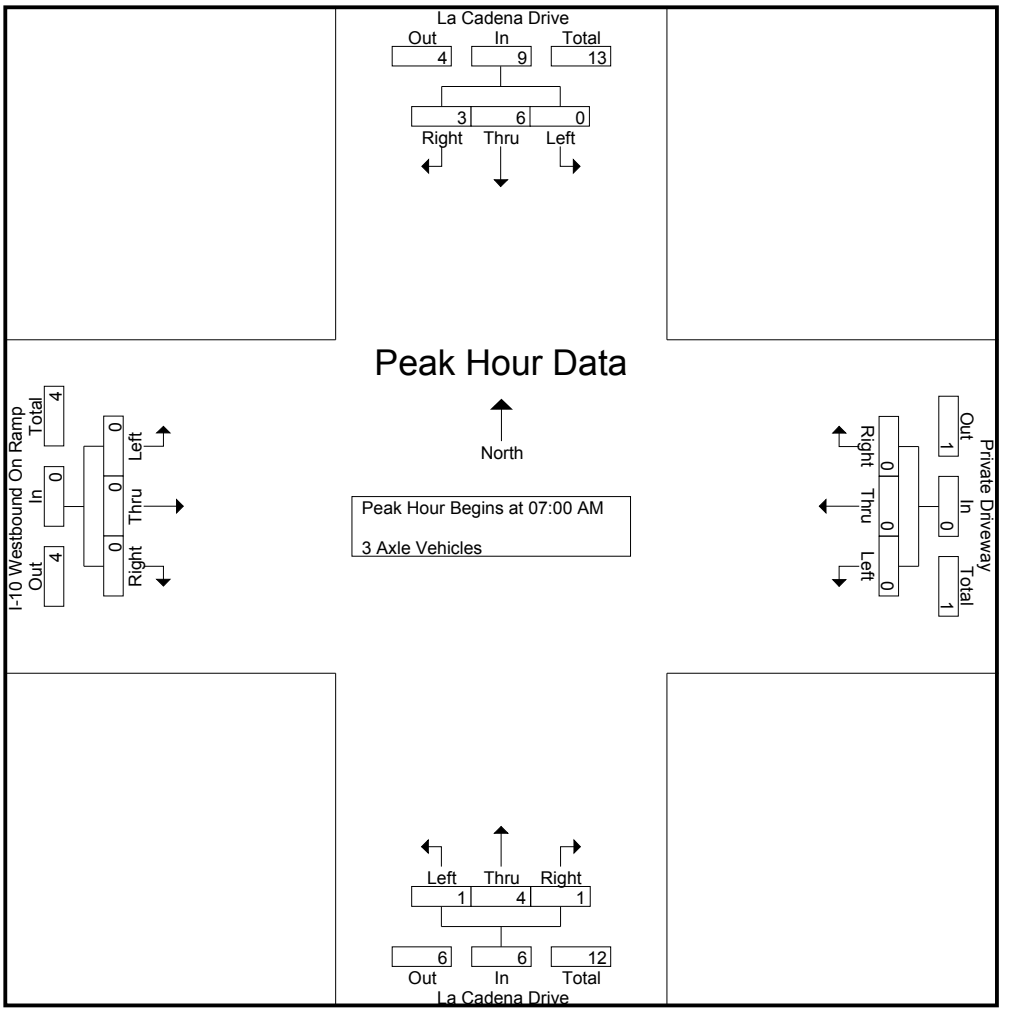
	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:15 AM	0	1	2	3	0	0	0	0	0	0	1	1	0	0	0	0	4
07:30 AM	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	6	3	9	0	0	0	0	1	4	1	6	0	0	0	0	15
08:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	11	0	11	0	0	0	0	0	6	0	6	0	0	0	0	17
Grand Total	0	17	3	20	0	0	0	0	1	10	1	12	0	0	0	0	32
Apprch %	0	85	15		0	0	0		8.3	83.3	8.3		0	0	0		
Total %	0	53.1	9.4	62.5	0	0	0	0	3.1	31.2	3.1	37.5	0	0	0	0	

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	1	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
07:15 AM	0	1	**2**	3	0	0	0	0	0	0	**1**	1	0	0	0	0	4
07:30 AM	0	2	0	2	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**5**
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	6	3	9	0	0	0	0	1	4	1	6	0	0	0	0	15
% App. Total	0	66.7	33.3		0	0	0		16.7	66.7	16.7		0	0	0		
PHF	.000	.750	.375	.750	.000	.000	.000	.000	.250	.500	.250	.500	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	1	**3**	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	**2**	3	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	6	3	9	0	0	0	0	1	4	1	6	0	0	0	0
% App. Total	0	66.7	33.3		0	0	0		16.7	66.7	16.7		0	0	0	
PHF	.000	.750	.375	.750	.000	.000	.000	.000	.250	.500	.250	.500	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008

Groups Printed- 4+ Axle Trucks

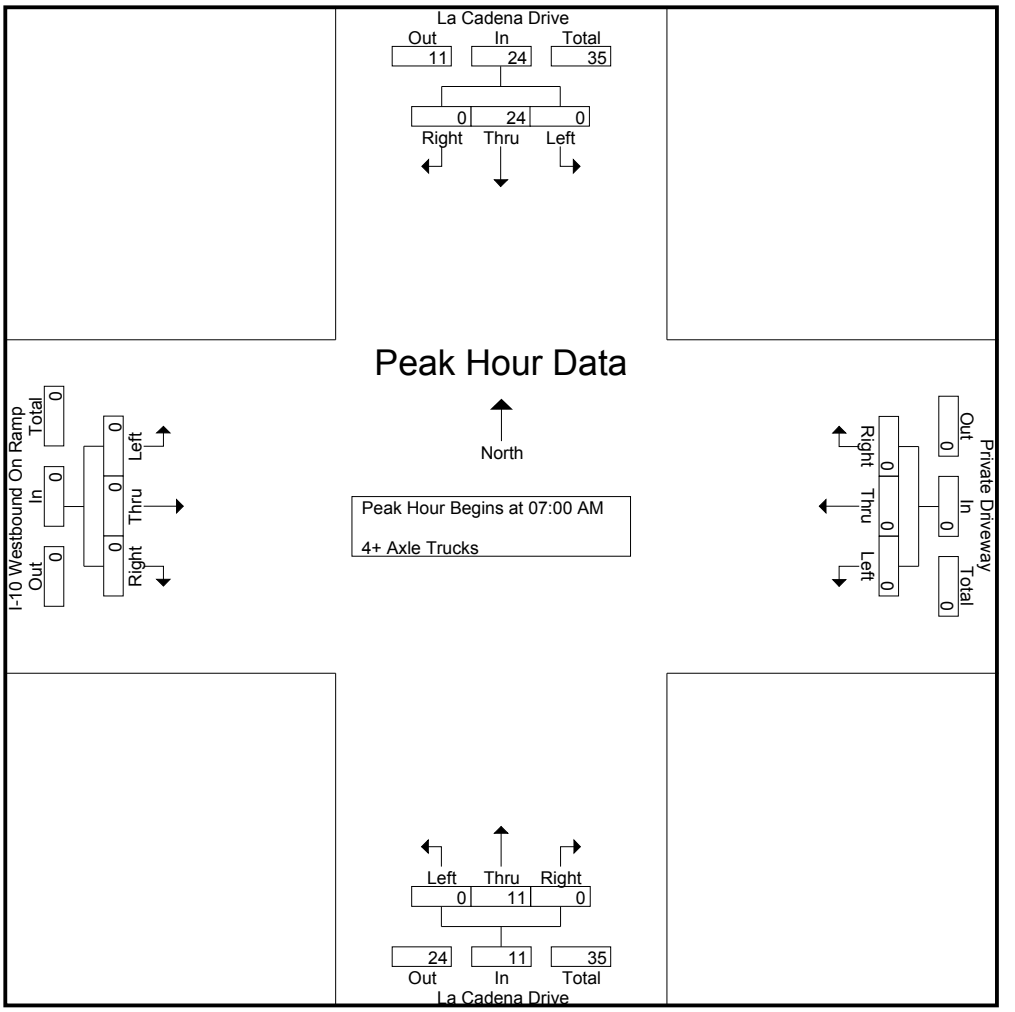
	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:15 AM	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
07:30 AM	0	9	0	9	0	0	0	0	0	1	0	1	0	0	0	0	10
07:45 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Total	0	24	0	24	0	0	0	0	0	11	0	11	0	0	0	0	35
08:00 AM	0	5	1	6	0	0	0	0	0	5	0	5	0	0	0	0	11
08:15 AM	0	4	1	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:30 AM	0	7	1	8	0	0	1	1	0	4	0	4	0	0	0	0	13
08:45 AM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	0	17	4	21	0	0	1	1	0	15	0	15	0	0	0	0	37
Grand Total	0	41	4	45	0	0	1	1	0	26	0	26	0	0	0	0	72
Apprch %	0	91.1	8.9		0	0	100		0	100	0		0	0	0		
Total %	0	56.9	5.6	62.5	0	0	1.4	1.4	0	36.1	0	36.1	0	0	0	0	

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:15 AM	0	7	0	7	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**12**
07:30 AM	0	**9**	0	**9**	0	0	0	0	0	1	0	1	0	0	0	0	10
07:45 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Total Volume	0	24	0	24	0	0	0	0	0	11	0	11	0	0	0	0	35
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.729

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramps
Weather: Sunny

File Name : CNCA10WAM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	7	0	7	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	**9**	0	**9**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	24	0	24	0	0	0	0	0	11	0	11	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 1

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

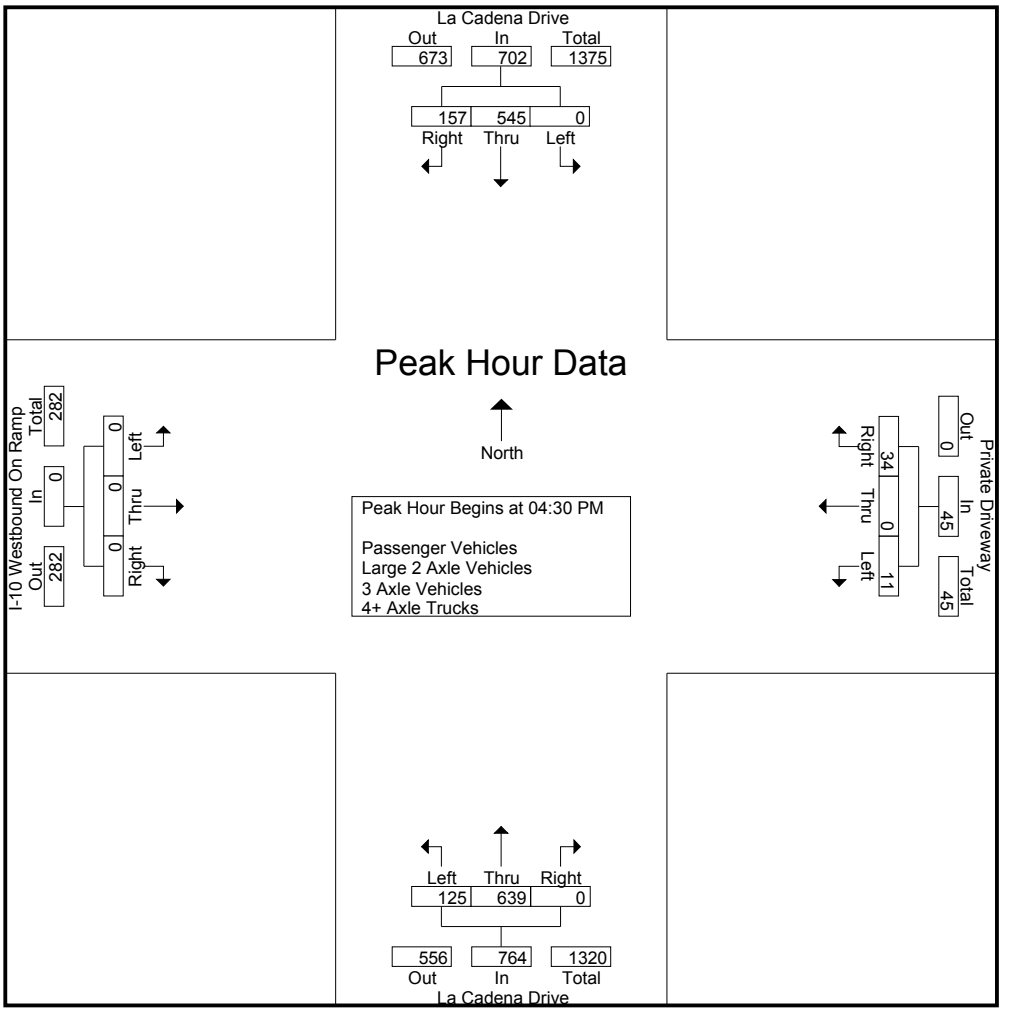
	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	141	28	169	2	0	12	14	33	206	0	239	0	0	0	0	422
04:15 PM	0	116	37	153	0	0	7	7	37	157	0	194	0	0	0	0	354
04:30 PM	0	133	38	171	1	0	5	6	23	178	0	201	0	0	0	0	378
04:45 PM	0	117	30	147	2	0	11	13	29	155	0	184	0	0	0	0	344
Total	0	507	133	640	5	0	35	40	122	696	0	818	0	0	0	0	1498
05:00 PM	0	160	53	213	5	0	8	13	33	151	0	184	0	0	0	0	410
05:15 PM	0	135	36	171	3	0	10	13	40	155	0	195	0	0	0	0	379
05:30 PM	0	128	39	167	3	0	7	10	27	149	0	176	0	0	0	0	353
05:45 PM	0	128	21	149	2	0	7	9	26	145	0	171	0	0	0	0	329
Total	0	551	149	700	13	0	32	45	126	600	0	726	0	0	0	0	1471
Grand Total	0	1058	282	1340	18	0	67	85	248	1296	0	1544	0	0	0	0	2969
Apprch %	0	79	21		21.2	0	78.8		16.1	83.9	0		0	0	0		
Total %	0	35.6	9.5	45.1	0.6	0	2.3	2.9	8.4	43.7	0	52	0	0	0	0	
Passenger Vehicles	0	981	274	1255	18	0	67	85	243	1258	0	1501	0	0	0	0	2841
% Passenger Vehicles	0	92.7	97.2	93.7	100	0	100	100	98	97.1	0	97.2	0	0	0	0	95.7
Large 2 Axle Vehicles	0	20	5	25	0	0	0	0	5	17	0	22	0	0	0	0	47
% Large 2 Axle Vehicles	0	1.9	1.8	1.9	0	0	0	0	2	1.3	0	1.4	0	0	0	0	1.6
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0.2
4+ Axle Trucks	0	56	3	59	0	0	0	0	0	17	0	17	0	0	0	0	76
% 4+ Axle Trucks	0	5.3	1.1	4.4	0	0	0	0	0	1.3	0	1.1	0	0	0	0	2.6

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	133	38	171	1	0	5	6	23	**178**	0	**201**	0	0	0	0	378
04:45 PM	0	117	30	147	2	0	**11**	**13**	29	155	0	184	0	0	0	0	344
05:00 PM	0	**160**	**53**	**213**	**5**	0	8	13	33	151	0	184	0	0	0	0	**410**
05:15 PM	0	135	36	171	3	0	10	13	**40**	155	0	195	0	0	0	0	379
Total Volume	0	545	157	702	11	0	34	45	125	639	0	764	0	0	0	0	1511
% App. Total	0	77.6	22.4		24.4	0	75.6		16.4	83.6	0		0	0	0		
PHF	.000	.852	.741	.824	.550	.000	.773	.865	.781	.897	.000	.950	.000	.000	.000	.000	.921

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	133	38	171	2	0	**11**	**13**	33	**206**	0	**239**	0	0	0	0
+15 mins.	0	117	30	147	**5**	0	8	13	**37**	157	0	194	0	0	0	0
+30 mins.	0	**160**	**53**	**213**	3	0	10	13	23	178	0	201	0	0	0	0
+45 mins.	0	135	36	171	3	0	7	10	29	155	0	184	0	0	0	0
Total Volume	0	545	157	702	13	0	36	49	122	696	0	818	0	0	0	0
% App. Total	0	77.6	22.4		26.5	0	73.5		14.9	85.1	0		0	0	0	
PHF	.000	.852	.741	.824	.650	.000	.818	.942	.824	.845	.000	.856	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

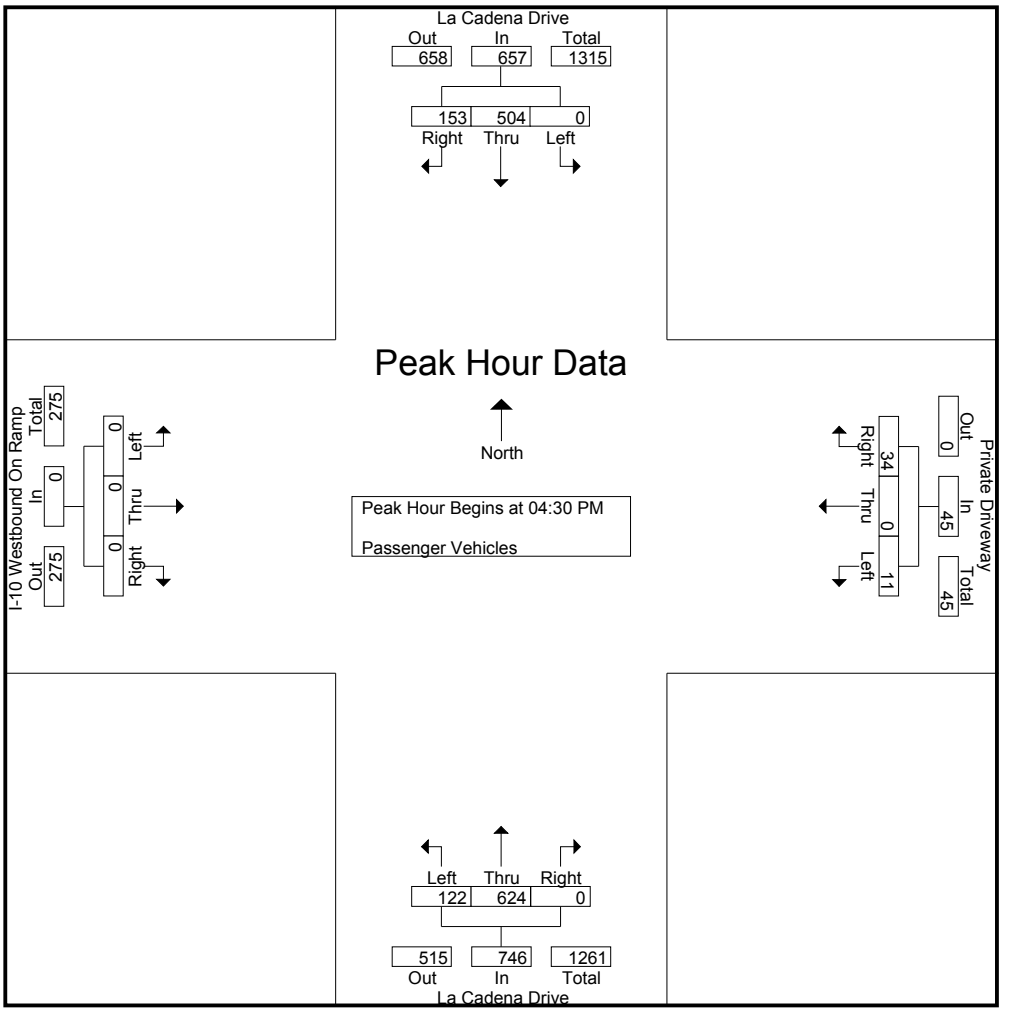
	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	129	27	156	2	0	12	14	32	196	0	228	0	0	0	0	398
04:15 PM	0	112	35	147	0	0	7	7	37	154	0	191	0	0	0	0	345
04:30 PM	0	125	38	163	1	0	5	6	22	175	0	197	0	0	0	0	366
04:45 PM	0	110	28	138	2	0	11	13	28	151	0	179	0	0	0	0	330
Total	0	476	128	604	5	0	35	40	119	676	0	795	0	0	0	0	1439
05:00 PM	0	143	53	196	5	0	8	13	32	145	0	177	0	0	0	0	386
05:15 PM	0	126	34	160	3	0	10	13	40	153	0	193	0	0	0	0	366
05:30 PM	0	119	38	157	3	0	7	10	27	142	0	169	0	0	0	0	336
05:45 PM	0	117	21	138	2	0	7	9	25	142	0	167	0	0	0	0	314
Total	0	505	146	651	13	0	32	45	124	582	0	706	0	0	0	0	1402
Grand Total	0	981	274	1255	18	0	67	85	243	1258	0	1501	0	0	0	0	2841
Apprch %	0	78.2	21.8		21.2	0	78.8		16.2	83.8	0		0	0	0		
Total %	0	34.5	9.6	44.2	0.6	0	2.4	3	8.6	44.3	0	52.8	0	0	0	0	

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	125	38	163	1	0	5	6	22	**175**	0	**197**	0	0	0	0	366
04:45 PM	0	110	28	138	2	0	**11**	**13**	28	151	0	179	0	0	0	0	330
05:00 PM	0	**143**	**53**	**196**	**5**	0	8	13	32	145	0	177	0	0	0	0	**386**
05:15 PM	0	126	34	160	3	0	10	13	**40**	153	0	193	0	0	0	0	366
Total Volume	0	504	153	657	11	0	34	45	122	624	0	746	0	0	0	0	1448
% App. Total	0	76.7	23.3		24.4	0	75.6		16.4	83.6	0		0	0	0		
PHF	.000	.881	.722	.838	.550	.000	.773	.865	.763	.891	.000	.947	.000	.000	.000	.000	.938

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	125	38	163	2	0	**11**	**13**	32	**196**	0	**228**	0	0	0	0
+15 mins.	0	110	28	138	**5**	0	8	13	**37**	154	0	191	0	0	0	0
+30 mins.	0	**143**	**53**	**196**	3	0	10	13	22	175	0	197	0	0	0	0
+45 mins.	0	126	34	160	3	0	7	10	28	151	0	179	0	0	0	0
Total Volume	0	504	153	657	13	0	36	49	119	676	0	795	0	0	0	0
% App. Total	0	76.7	23.3		26.5	0	73.5		15	85	0		0	0	0	
PHF	.000	.881	.722	.838	.650	.000	.818	.942	.804	.862	.000	.872	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	1	6	0	0	0	0	1	4	0	5	0	0	0	0	11
04:15 PM	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
04:45 PM	0	4	2	6	0	0	0	0	1	3	0	4	0	0	0	0	10
Total	0	14	4	18	0	0	0	0	3	8	0	11	0	0	0	0	29
05:00 PM	0	1	0	1	0	0	0	0	1	5	0	6	0	0	0	0	7
05:15 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:45 PM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
Total	0	6	1	7	0	0	0	0	2	9	0	11	0	0	0	0	18
Grand Total	0	20	5	25	0	0	0	0	5	17	0	22	0	0	0	0	47
Apprch %	0	80	20		0	0	0		22.7	77.3	0		0	0	0		
Total %	0	42.6	10.6	53.2	0	0	0	0	10.6	36.2	0	46.8	0	0	0	0	

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	0	0	0	**1**	1	0	2	0	0	0	0	4
04:45 PM	0	**4**	**2**	**6**	0	0	0	0	1	3	0	4	0	0	0	0	**10**
05:00 PM	0	1	0	1	0	0	0	0	1	**5**	0	**6**	0	0	0	0	7
05:15 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	8	3	11	0	0	0	0	3	10	0	13	0	0	0	0	24
% App. Total	0	72.7	27.3		0	0	0		23.1	76.9	0		0	0	0		
PHF	.000	.500	.375	.458	.000	.000	.000	.000	.750	.500	.000	.542	.000	.000	.000	.000	.600

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
Start Date : 3/27/2008
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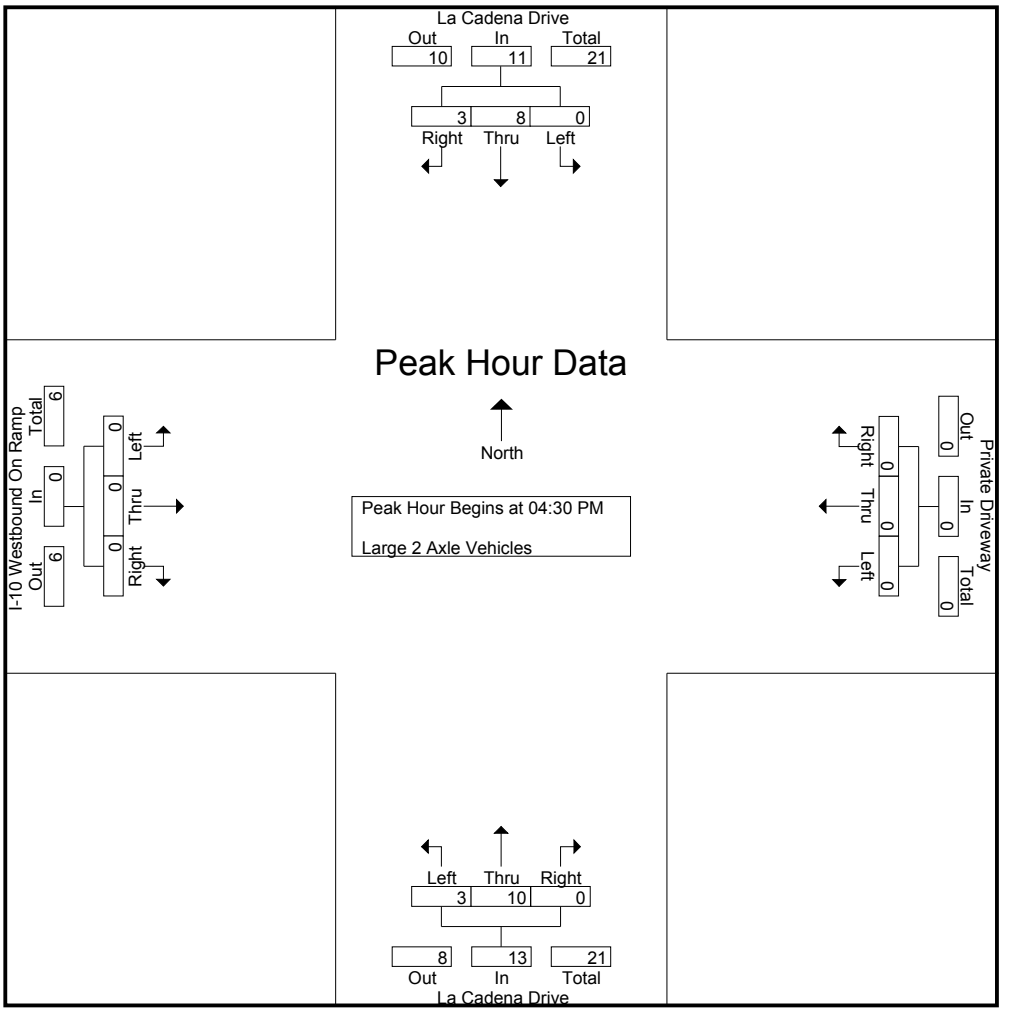

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	0	2	0	0	0	0	**1**	1	0	2	0	0	0	0
+15 mins.	0	**4**	**2**	**6**	0	0	0	0	1	3	0	4	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	**5**	0	**6**	0	0	0	0
+45 mins.	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	8	3	11	0	0	0	0	3	10	0	13	0	0	0	0
% App. Total	0	72.7	27.3		0	0	0		23.1	76.9	0		0	0	0	
PHF	.000	.500	.375	.458	.000	.000	.000	.000	.750	.500	.000	.542	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
Start Date : 3/27/2008

Groups Printed- 3 Axle Vehicles

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	20	0	20	0	0	0	0	0	80	0	80	0	0	0	0	

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
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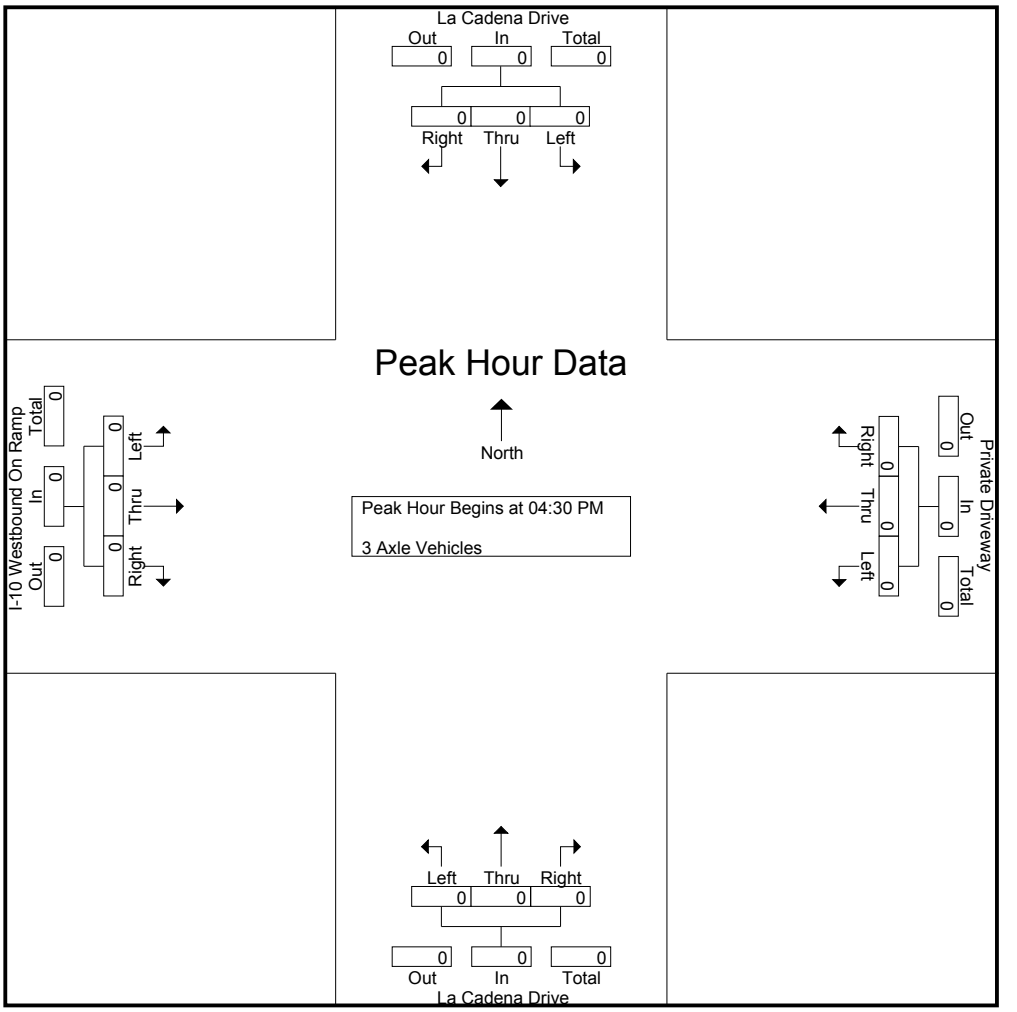

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
04:15 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	16	1	17	0	0	0	0	0	8	0	8	0	0	0	0	25
05:00 PM	0	16	0	16	0	0	0	0	0	1	0	1	0	0	0	0	17
05:15 PM	0	8	1	9	0	0	0	0	0	1	0	1	0	0	0	0	10
05:30 PM	0	8	1	9	0	0	0	0	0	4	0	4	0	0	0	0	13
05:45 PM	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
Total	0	40	2	42	0	0	0	0	0	9	0	9	0	0	0	0	51
Grand Total	0	56	3	59	0	0	0	0	0	17	0	17	0	0	0	0	76
Apprch %	0	94.9	5.1		0	0	0		0	100	0		0	0	0		
Total %	0	73.7	3.9	77.6	0	0	0	0	0	22.4	0	22.4	0	0	0	0	

	La Cadena Drive Southbound				Private Driveway Westbound				La Cadena Drive Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	6	0	6	0	0	0	0	0	**2**	0	**2**	0	0	0	0	8
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:00 PM	0	**16**	0	**16**	0	0	0	0	0	1	0	1	0	0	0	0	**17**
05:15 PM	0	8	**1**	9	0	0	0	0	0	1	0	1	0	0	0	0	10
Total Volume	0	33	1	34	0	0	0	0	0	5	0	5	0	0	0	0	39
% App. Total	0	97.1	2.9		0	0	0		0	100	0		0	0	0		
PHF	.000	.516	.250	.531	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.574

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: I-10 Westbound On Ramp
Weather: Sunny

File Name : CNCA10WPM
Site Code : 04113699
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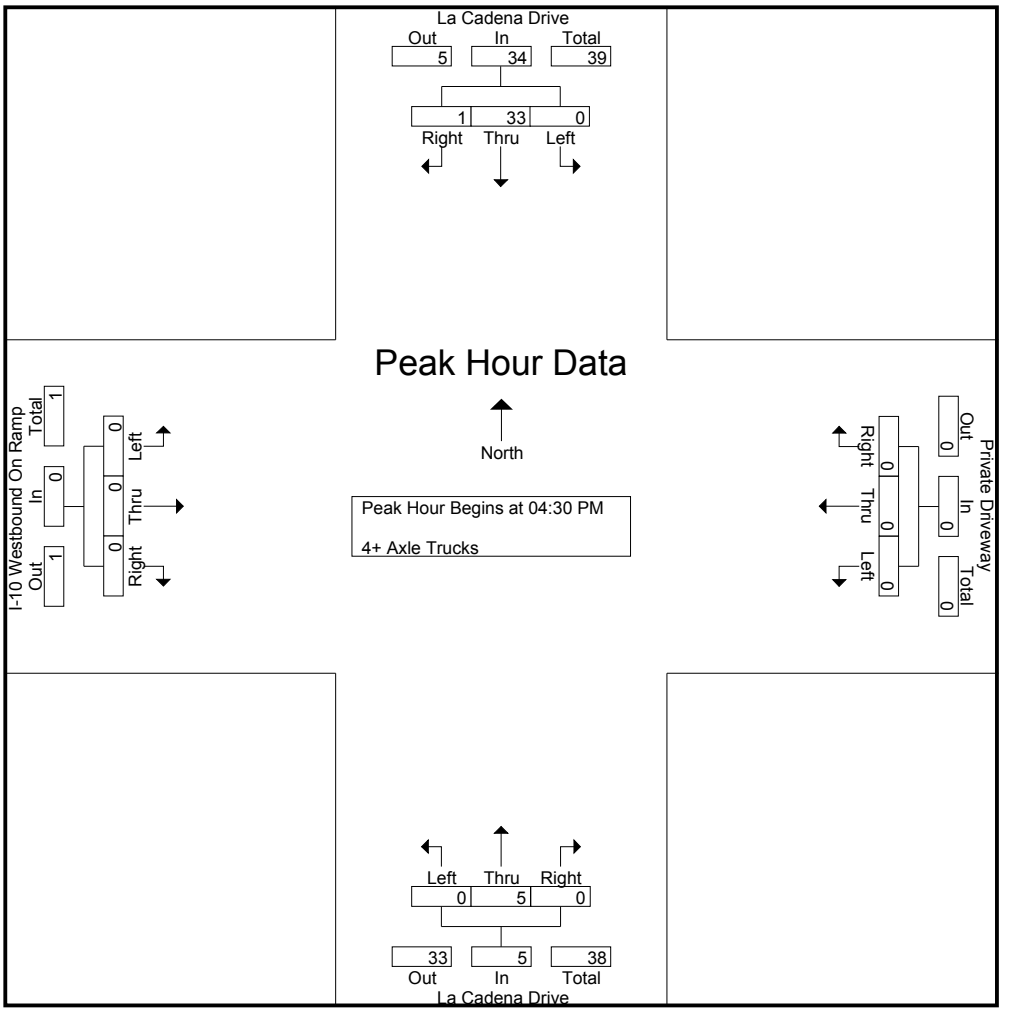

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	6	0	6	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	**16**	0	**16**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	8	**1**	9	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	33	1	34	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	97.1	2.9		0	0	0		0	100	0		0	0	0	
PHF	.000	.516	.250	.531	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 1

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

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	41	41	2	97	99	35	0	35	175
07:15 AM	0	100	100	1	84	85	40	0	40	225
07:30 AM	0	78	78	3	67	70	36	0	36	184
07:45 AM	0	65	65	4	65	69	53	0	53	187
Total	0	284	284	10	313	323	164	0	164	771
08:00 AM	0	47	47	2	49	51	24	0	24	122
08:15 AM	0	56	56	7	56	63	33	0	33	152
08:30 AM	0	59	59	7	45	52	25	0	25	136
08:45 AM	0	37	37	4	52	56	22	0	22	115
Total	0	199	199	20	202	222	104	0	104	525
Grand Total	0	483	483	30	515	545	268	0	268	1296
Apprch %	0	100		5.5	94.5		100	0		
Total %	0	37.3	37.3	2.3	39.7	42.1	20.7	0	20.7	
Passenger Vehicles	0	437	437	27	487	514	250	0	250	1201
% Passenger Vehicles	0	90.5	90.5	90	94.6	94.3	93.3	0	93.3	92.7
Large 2 Axle Vehicles	0	28	28	1	12	13	9	0	9	50
% Large 2 Axle Vehicles	0	5.8	5.8	3.3	2.3	2.4	3.4	0	3.4	3.9
3 Axle Vehicles	0	11	11	0	10	10	1	0	1	22
% 3 Axle Vehicles	0	2.3	2.3	0	1.9	1.8	0.4	0	0.4	1.7
4+ Axle Trucks	0	7	7	2	6	8	8	0	8	23
% 4+ Axle Trucks	0	1.4	1.4	6.7	1.2	1.5	3	0	3	1.8

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	41	41	2	**97**	**99**	35	0	35	175
07:15 AM	0	**100**	**100**	1	84	85	40	0	40	**225**
07:30 AM	0	78	78	3	67	70	36	0	36	184
07:45 AM	0	65	65	**4**	65	69	**53**	0	**53**	187
Total Volume	0	284	284	10	313	323	164	0	164	771
% App. Total	0	100		3.1	96.9		100	0		
PHF	.000	.710	.710	.625	.807	.816	.774	.000	.774	.857

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
Site Code : 04113629
Start Date : 3/27/2008
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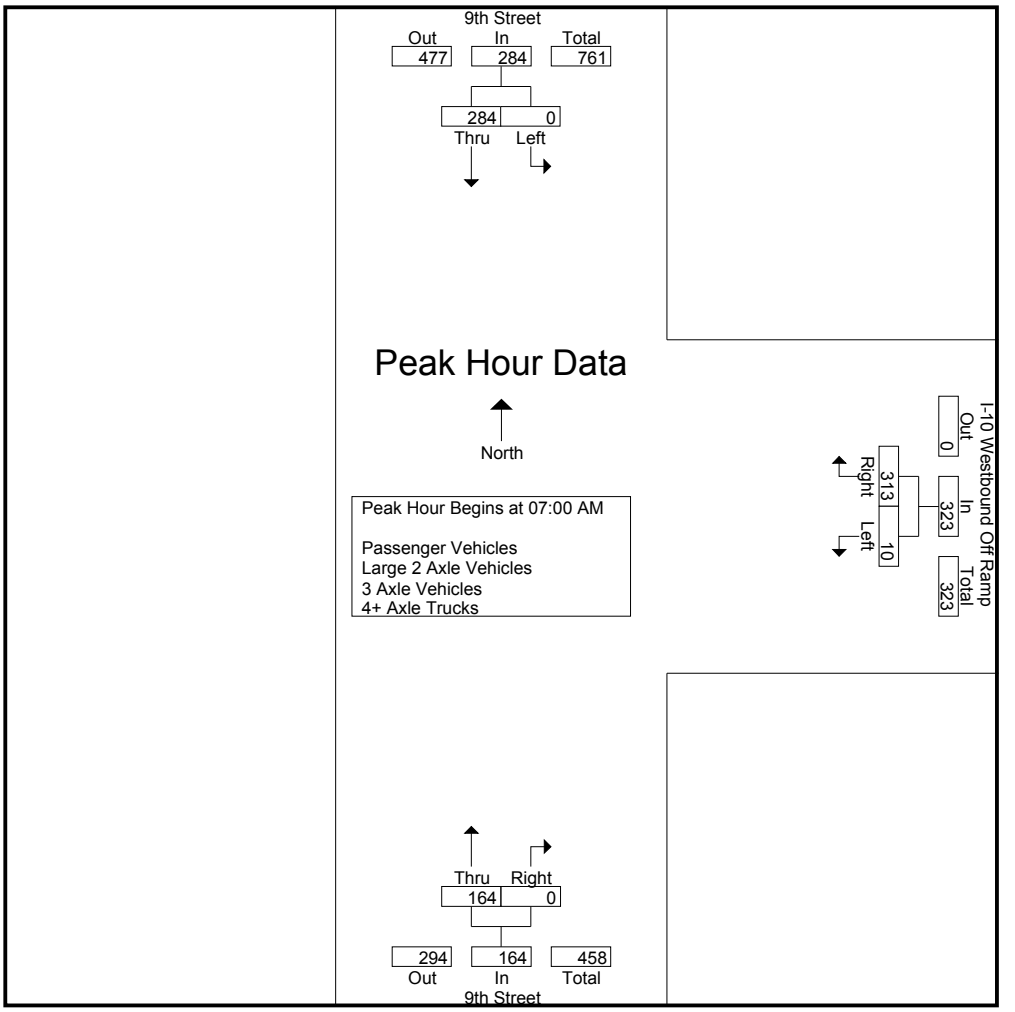

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	0	**100**	**100**	2	**97**	**99**	35	0	35
+15 mins.	0	78	78	1	84	85	40	0	40
+30 mins.	0	65	65	3	67	70	36	0	36
+45 mins.	0	47	47	**4**	65	69	**53**	0	**53**
Total Volume	0	290	290	10	313	323	164	0	164
% App. Total	0	100		3.1	96.9		100	0	
PHF	.000	.725	.725	.625	.807	.816	.774	.000	.774

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	36	36	2	93	95	34	0	34	165
07:15 AM	0	93	93	1	84	85	38	0	38	216
07:30 AM	0	70	70	3	62	65	33	0	33	168
07:45 AM	0	65	65	3	59	62	49	0	49	176
Total	0	264	264	9	298	307	154	0	154	725
08:00 AM	0	38	38	2	45	47	22	0	22	107
08:15 AM	0	47	47	6	53	59	33	0	33	139
08:30 AM	0	55	55	7	43	50	23	0	23	128
08:45 AM	0	33	33	3	48	51	18	0	18	102
Total	0	173	173	18	189	207	96	0	96	476
Grand Total	0	437	437	27	487	514	250	0	250	1201
Apprch %	0	100		5.3	94.7		100	0		
Total %	0	36.4	36.4	2.2	40.5	42.8	20.8	0	20.8	

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	36	36	2	**93**	**95**	34	0	34	165
07:15 AM	0	**93**	**93**	1	84	85	38	0	38	**216**
07:30 AM	0	70	70	**3**	62	65	33	0	33	168
07:45 AM	0	65	65	3	59	62	**49**	0	**49**	176
Total Volume	0	264	264	9	298	307	154	0	154	725
% App. Total	0	100		2.9	97.1		100	0		
PHF	.000	.710	.710	.750	.801	.808	.786	.000	.786	.839

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
Site Code : 04113629
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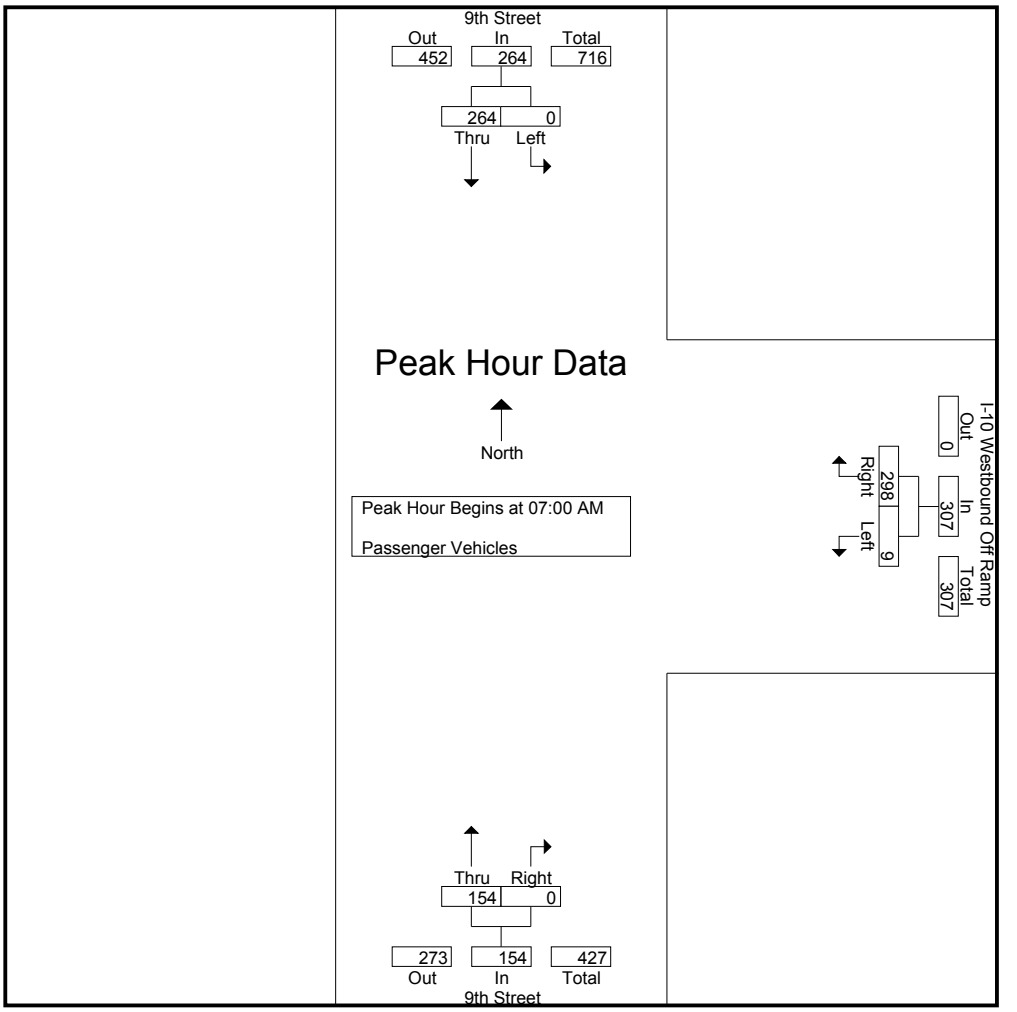

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	0	**93**	**93**	2	**93**	**95**	34	0	34
+15 mins.	0	70	70	1	84	85	38	0	38
+30 mins.	0	65	65	**3**	62	65	33	0	33
+45 mins.	0	38	38	3	59	62	**49**	0	**49**
Total Volume	0	266	266	9	298	307	154	0	154
% App. Total	0	100		2.9	97.1		100	0	
PHF	.000	.715	.715	.750	.801	.808	.786	.000	.786

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
Site Code : 04113629
Start Date : 3/27/2008
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Groups Printed- Large 2 Axle Vehicles

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	3	3	0	2	2	0	0	0	5
07:15 AM	0	3	3	0	0	0	0	0	0	3
07:30 AM	0	6	6	0	1	1	3	0	3	10
07:45 AM	0	0	0	1	5	6	0	0	0	6
Total	0	12	12	1	8	9	3	0	3	24
08:00 AM	0	6	6	0	2	2	1	0	1	9
08:15 AM	0	6	6	0	1	1	0	0	0	7
08:30 AM	0	2	2	0	0	0	2	0	2	4
08:45 AM	0	2	2	0	1	1	3	0	3	6
Total	0	16	16	0	4	4	6	0	6	26
Grand Total	0	28	28	1	12	13	9	0	9	50
Apprch %	0	100		7.7	92.3		100	0		
Total %	0	56	56	2	24	26	18	0	18	

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	3	3	0	2	2	0	0	0	5
07:15 AM	0	3	3	0	0	0	0	0	0	3
07:30 AM	0	**6**	**6**	0	1	1	**3**	0	**3**	**10**
07:45 AM	0	0	0	**1**	**5**	**6**	0	0	0	6
Total Volume	0	12	12	1	8	9	3	0	3	24
% App. Total	0	100		11.1	88.9		100	0		
PHF	.000	.500	.500	.250	.400	.375	.250	.000	.250	.600

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
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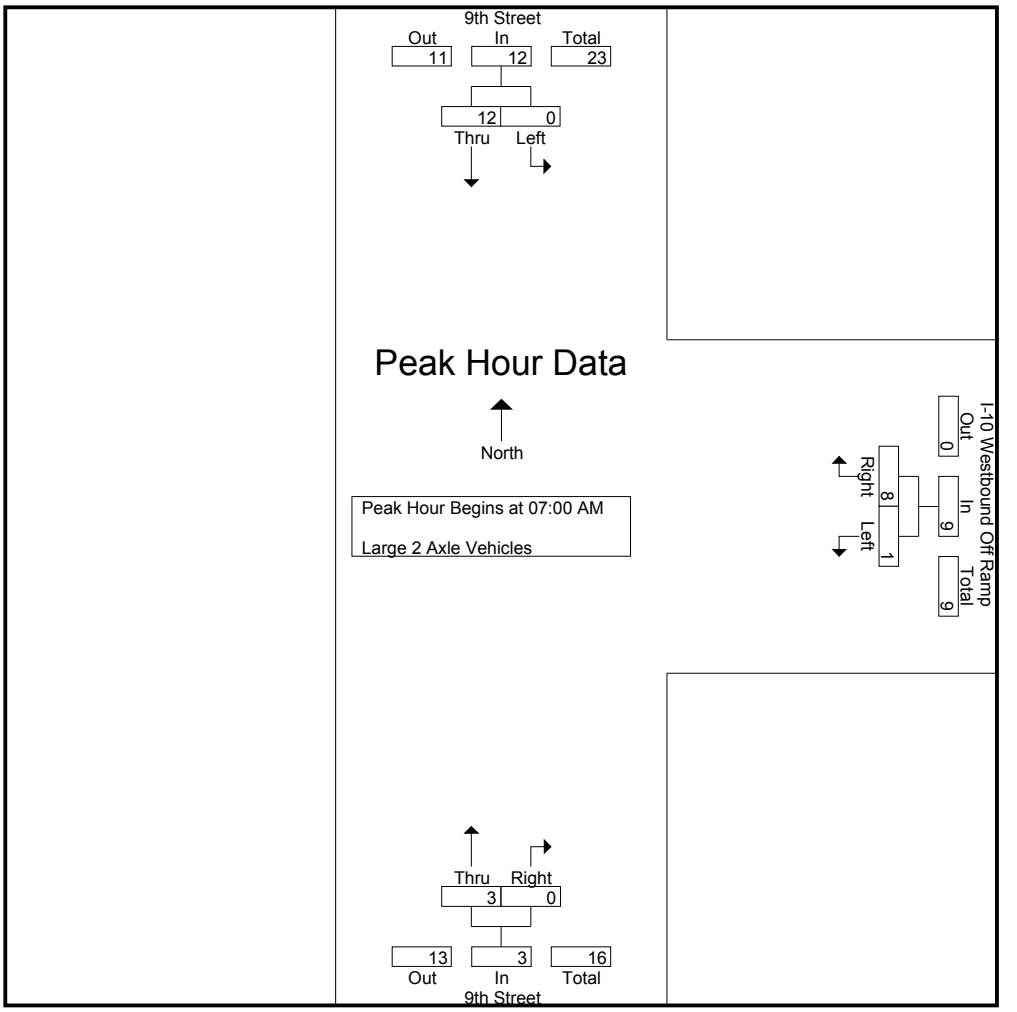

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	3	3	0	2	2	0	0	0
+15 mins.	0	3	3	0	0	0	0	0	0
+30 mins.	0	**6**	**6**	0	1	1	**3**	0	**3**
+45 mins.	0	0	0	**1**	**5**	**6**	0	0	0
Total Volume	0	12	12	1	8	9	3	0	3
% App. Total	0	100		11.1	88.9		100	0	
PHF	.000	.500	.500	.250	.400	.375	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
Site Code : 04113629
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Groups Printed- 3 Axle Vehicles

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	1	1	0	1	1	0	0	0	2
07:15 AM	0	2	2	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	3	3	0	0	0	3
07:45 AM	0	0	0	0	1	1	1	0	1	2
Total	0	3	3	0	5	5	1	0	1	9
08:00 AM	0	2	2	0	1	1	0	0	0	3
08:15 AM	0	3	3	0	1	1	0	0	0	4
08:30 AM	0	1	1	0	1	1	0	0	0	2
08:45 AM	0	2	2	0	2	2	0	0	0	4
Total	0	8	8	0	5	5	0	0	0	13
Grand Total	0	11	11	0	10	10	1	0	1	22
Apprch %	0	100		0	100		100	0		
Total %	0	50	50	0	45.5	45.5	4.5	0	4.5	

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	1	1	0	0	0	2
07:15 AM	0	**2**	**2**	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	**3**	**3**	0	0	0	**3**
07:45 AM	0	0	0	0	1	1	**1**	0	**1**	2
Total Volume	0	3	3	0	5	5	1	0	1	9
% App. Total	0	100		0	100		100	0		
PHF	.000	.375	.375	.000	.417	.417	.250	.000	.250	.750

Counts Unlimited Inc.
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City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

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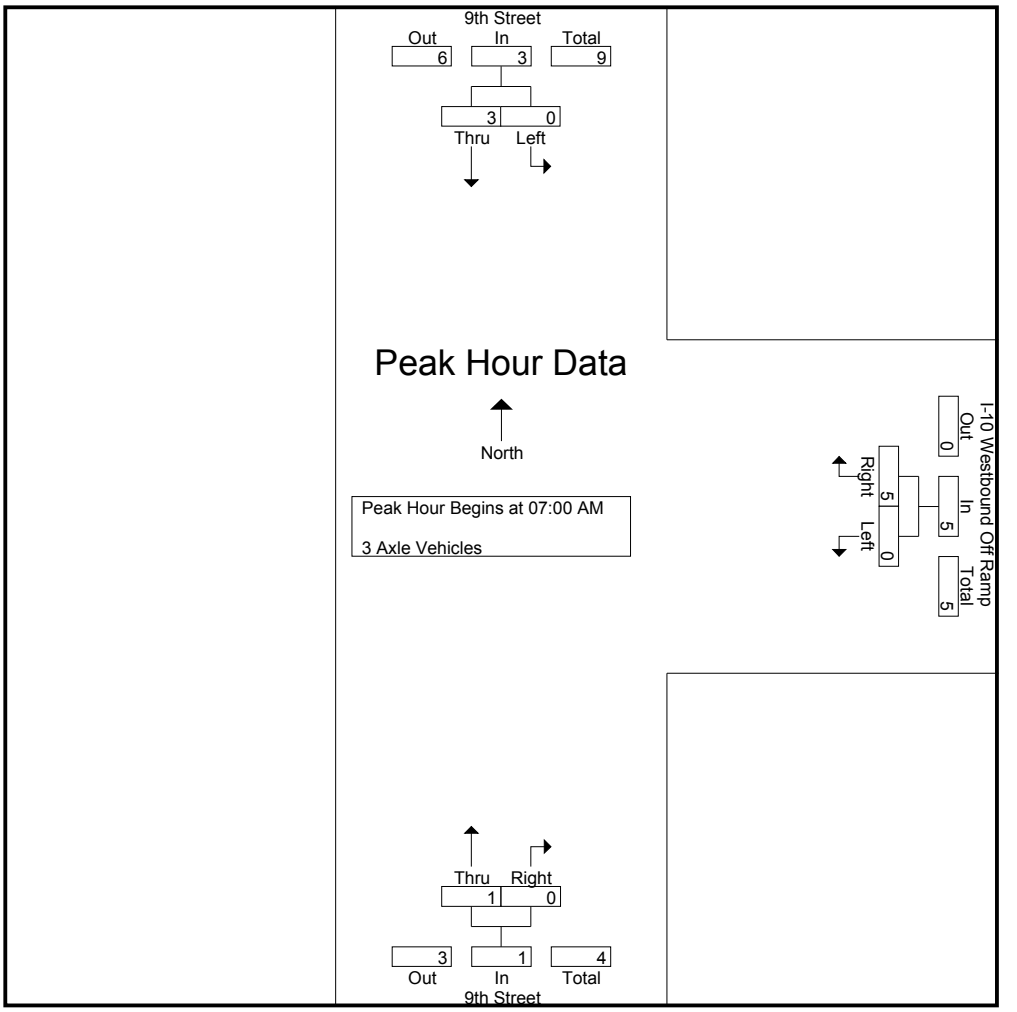

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	1	1	0	0	0
+15 mins.	0	**2**	**2**	0	0	0	0	0	0
+30 mins.	0	0	0	0	**3**	**3**	0	0	0
+45 mins.	0	0	0	0	1	1	**1**	0	**1**
Total Volume	0	3	3	0	5	5	1	0	1
% App. Total	0	100		0	100		100	0	
PHF	.000	.375	.375	.000	.417	.417	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	1	1	0	1	1	1	0	1	3
07:15 AM	0	2	2	0	0	0	2	0	2	4
07:30 AM	0	2	2	0	1	1	0	0	0	3
07:45 AM	0	0	0	0	0	0	3	0	3	3
Total	0	5	5	0	2	2	6	0	6	13
08:00 AM	0	1	1	0	1	1	1	0	1	3
08:15 AM	0	0	0	1	1	2	0	0	0	2
08:30 AM	0	1	1	0	1	1	0	0	0	2
08:45 AM	0	0	0	1	1	2	1	0	1	3
Total	0	2	2	2	4	6	2	0	2	10
Grand Total	0	7	7	2	6	8	8	0	8	23
Apprch %	0	100		25	75		100	0		
Total %	0	30.4	30.4	8.7	26.1	34.8	34.8	0	34.8	

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	**1**	**1**	1	0	1	3
07:15 AM	0	**2**	**2**	0	0	0	2	0	2	**4**
07:30 AM	0	2	2	0	1	1	0	0	0	3
07:45 AM	0	0	0	0	0	0	**3**	0	**3**	3
Total Volume	0	5	5	0	2	2	6	0	6	13
% App. Total	0	100		0	100		100	0		
PHF	.000	.625	.625	.000	.500	.500	.500	.000	.500	.813

Counts Unlimited Inc.
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City of Colton
N/S: 9th Street
E/W: I-10 Westbound Off Ramp
Weather: Sunny

File Name : CN910WAM
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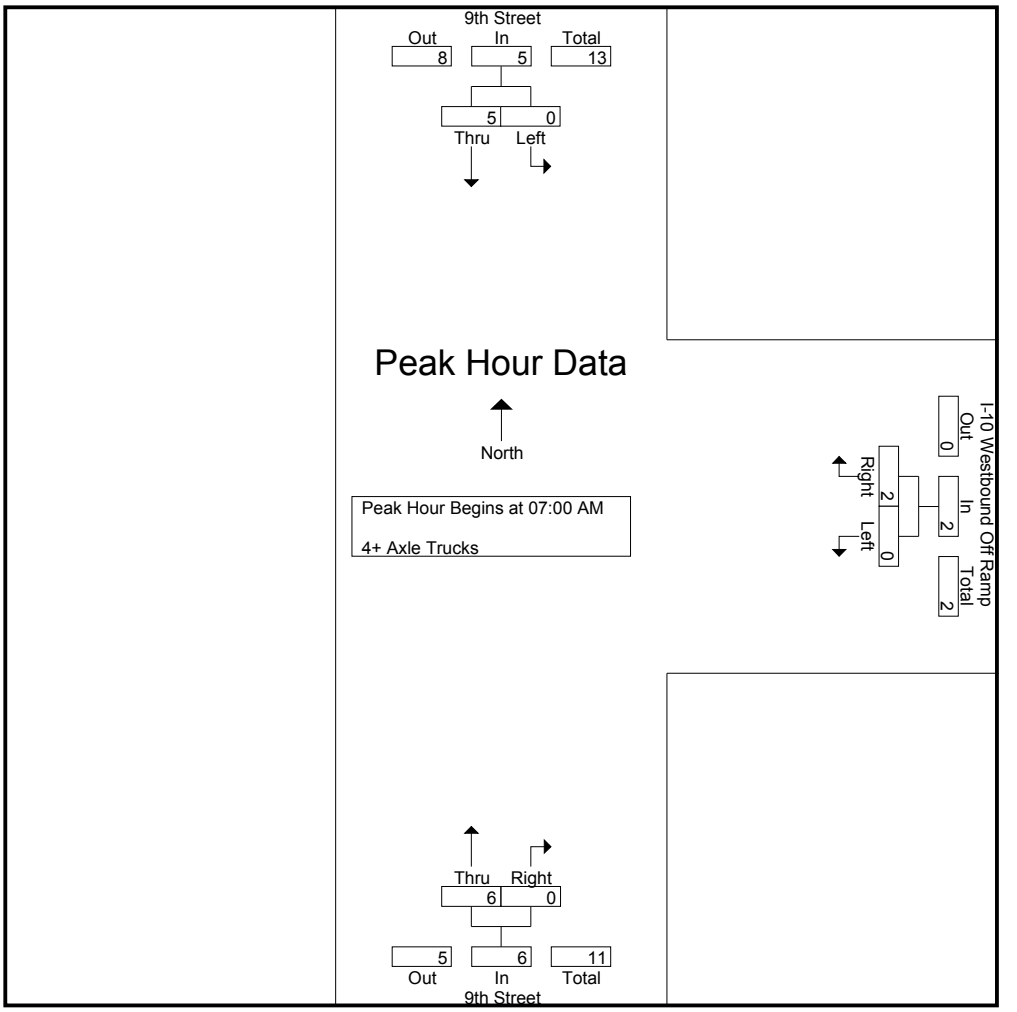

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	**1**	**1**	1	0	1
+15 mins.	0	**2**	**2**	0	0	0	2	0	2
+30 mins.	0	2	2	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	**3**	0	**3**
Total Volume	0	5	5	0	2	2	6	0	6
% App. Total	0	100		0	100		100	0	
PHF	.000	.625	.625	.000	.500	.500	.500	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound Off Ramps
Weather: Sunny

File Name : CN910WPM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	91	91	4	80	84	83	0	83	258
04:15 PM	0	67	67	6	84	90	47	0	47	204
04:30 PM	0	66	66	2	64	66	58	0	58	190
04:45 PM	0	72	72	0	51	51	63	0	63	186
Total	0	296	296	12	279	291	251	0	251	838
05:00 PM	0	78	78	2	66	68	69	0	69	215
05:15 PM	0	66	66	3	69	72	58	0	58	196
05:30 PM	0	56	56	2	62	64	64	0	64	184
05:45 PM	0	60	60	1	59	60	34	0	34	154
Total	0	260	260	8	256	264	225	0	225	749
Grand Total	0	556	556	20	535	555	476	0	476	1587
Apprch %	0	100		3.6	96.4		100	0		
Total %	0	35	35	1.3	33.7	35	30	0	30	
Passenger Vehicles	0	546	546	19	524	543	471	0	471	1560
% Passenger Vehicles	0	98.2	98.2	95	97.9	97.8	98.9	0	98.9	98.3
Large 2 Axle Vehicles	0	3	3	0	7	7	4	0	4	14
% Large 2 Axle Vehicles	0	0.5	0.5	0	1.3	1.3	0.8	0	0.8	0.9
3 Axle Vehicles	0	4	4	0	1	1	0	0	0	5
% 3 Axle Vehicles	0	0.7	0.7	0	0.2	0.2	0	0	0	0.3
4+ Axle Trucks	0	3	3	1	3	4	1	0	1	8
% 4+ Axle Trucks	0	0.5	0.5	5	0.6	0.7	0.2	0	0.2	0.5

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**91**	**91**	4	80	84	**83**	0	**83**	**258**
04:15 PM	0	67	67	**6**	**84**	**90**	47	0	47	204
04:30 PM	0	66	66	2	64	66	58	0	58	190
04:45 PM	0	72	72	0	51	51	63	0	63	186
Total Volume	0	296	296	12	279	291	251	0	251	838
% App. Total	0	100		4.1	95.9		100	0		
PHF	.000	.813	.813	.500	.830	.808	.756	.000	.756	.812

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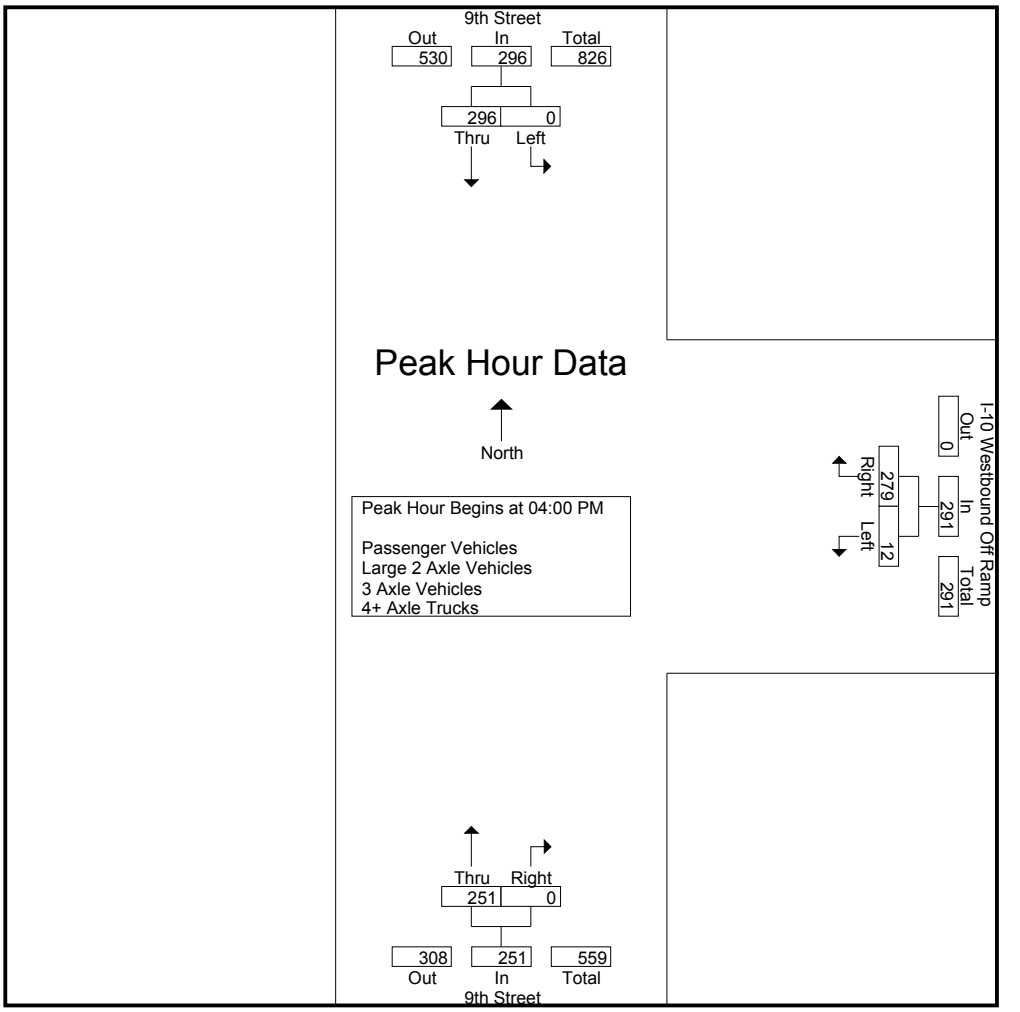

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	0	**91**	**91**	4	80	84	63	0	63
+15 mins.	0	67	67	**6**	**84**	**90**	**69**	0	**69**
+30 mins.	0	66	66	2	64	66	58	0	58
+45 mins.	0	72	72	0	51	51	64	0	64
Total Volume	0	296	296	12	279	291	254	0	254
% App. Total	0	100		4.1	95.9		100	0	
PHF	.000	.813	.813	.500	.830	.808	.920	.000	.920

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City of Colton
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E/W: I-10 Eastbound Off Ramps
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Groups Printed- Passenger Vehicles

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	89	89	4	78	82	80	0	80	251
04:15 PM	0	66	66	5	81	86	47	0	47	199
04:30 PM	0	64	64	2	62	64	58	0	58	186
04:45 PM	0	71	71	0	51	51	63	0	63	185
Total	0	290	290	11	272	283	248	0	248	821
05:00 PM	0	76	76	2	65	67	69	0	69	212
05:15 PM	0	66	66	3	68	71	57	0	57	194
05:30 PM	0	55	55	2	61	63	64	0	64	182
05:45 PM	0	59	59	1	58	59	33	0	33	151
Total	0	256	256	8	252	260	223	0	223	739
Grand Total	0	546	546	19	524	543	471	0	471	1560
Apprch %	0	100		3.5	96.5		100	0		
Total %	0	35	35	1.2	33.6	34.8	30.2	0	30.2	

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**89**	**89**	4	78	82	**80**	0	**80**	**251**
04:15 PM	0	66	66	**5**	**81**	**86**	47	0	47	199
04:30 PM	0	64	64	2	62	64	58	0	58	186
04:45 PM	0	71	71	0	51	51	63	0	63	185
Total Volume	0	290	290	11	272	283	248	0	248	821
% App. Total	0	100		3.9	96.1		100	0		
PHF	.000	.815	.815	.550	.840	.823	.775	.000	.775	.818

Counts Unlimited Inc.
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City of Colton
N/S: 9th Street
E/W: I-10 Eastbound Off Ramps
Weather: Sunny

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Start Date : 3/27/2008
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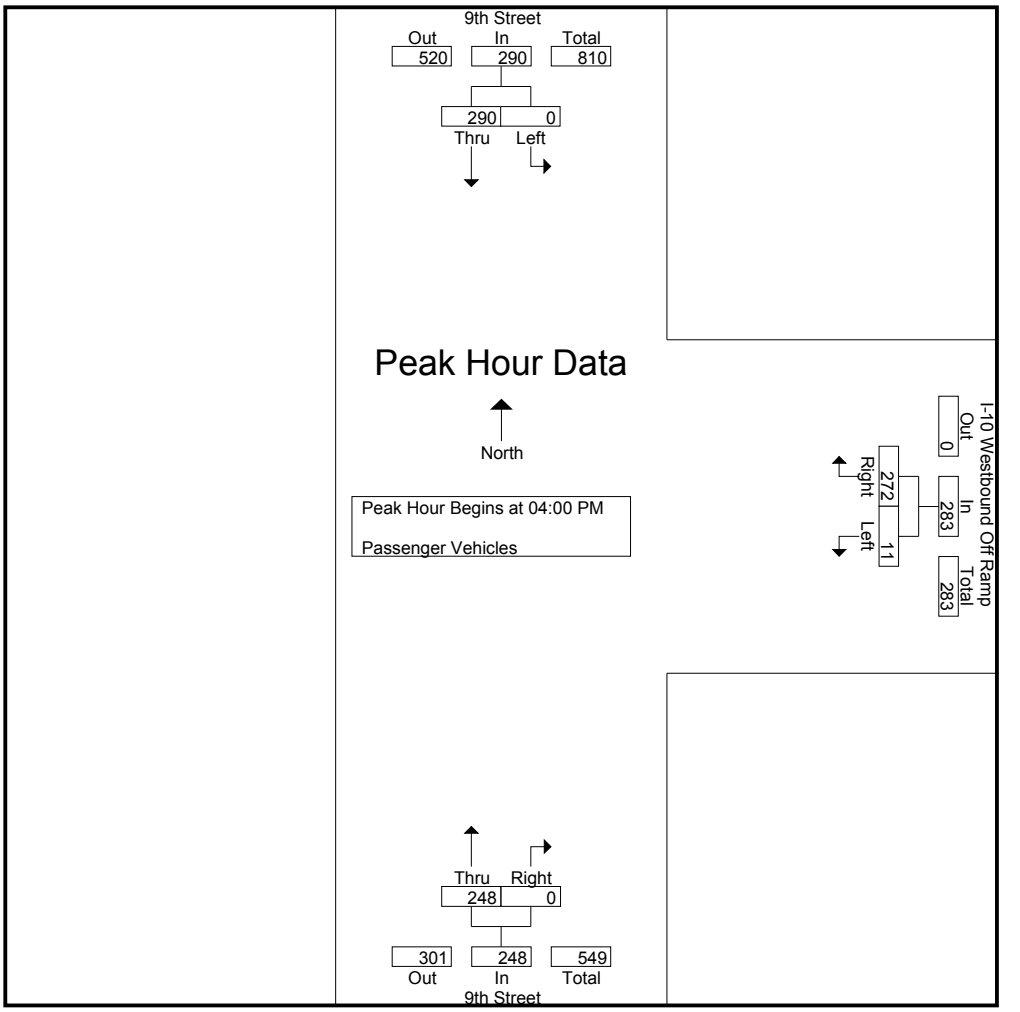


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	0	**89**	**89**	4	78	82	63	0	63
+15 mins.	0	66	66	**5**	**81**	**86**	**69**	0	**69**
+30 mins.	0	64	64	2	62	64	57	0	57
+45 mins.	0	71	71	0	51	51	64	0	64
Total Volume	0	290	290	11	272	283	253	0	253
% App. Total	0	100		3.9	96.1		100	0	
PHF	.000	.815	.815	.550	.840	.823	.917	.000	.917

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound Off Ramps
Weather: Sunny

File Name : CN910WPM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

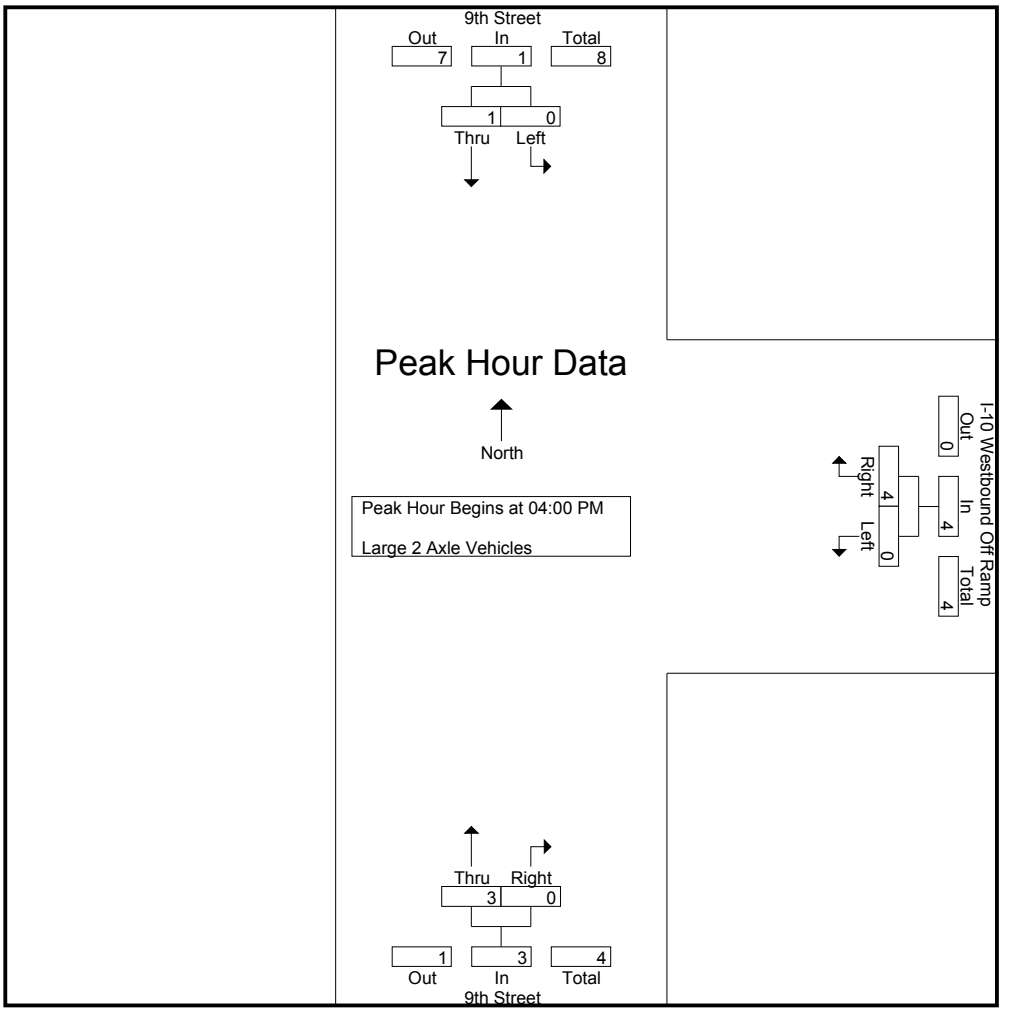
	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	0	0	0	1	1	3	0	3	4
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	1	1	0	2	2	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	4	4	3	0	3	8
05:00 PM	0	1	1	0	1	1	0	0	0	2
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	1	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	3	3	1	0	1	6
Grand Total	0	3	3	0	7	7	4	0	4	14
Apprch %	0	100		0	100		100	0		
Total %	0	21.4	21.4	0	50	50	28.6	0	28.6	

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	1	1	**3**	0	**3**	**4**
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	**1**	**1**	0	**2**	**2**	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	4	4	3	0	3	8
% App. Total	0	100		0	100		100	0		
PHF	.000	.250	.250	.000	.500	.500	.250	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound Off Ramps
Weather: Sunny

File Name : CN910WPM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	1	1	**3**	0	**3**
+15 mins.	0	**1**	**1**	0	1	1	0	0	0
+30 mins.	0	0	0	0	**2**	**2**	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	2	2	0	4	4	3	0	3
% App. Total	0	100		0	100		100	0	
PHF	.000	.500	.500	.000	.500	.500	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound Off Ramps
Weather: Sunny

File Name : CN910WPM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

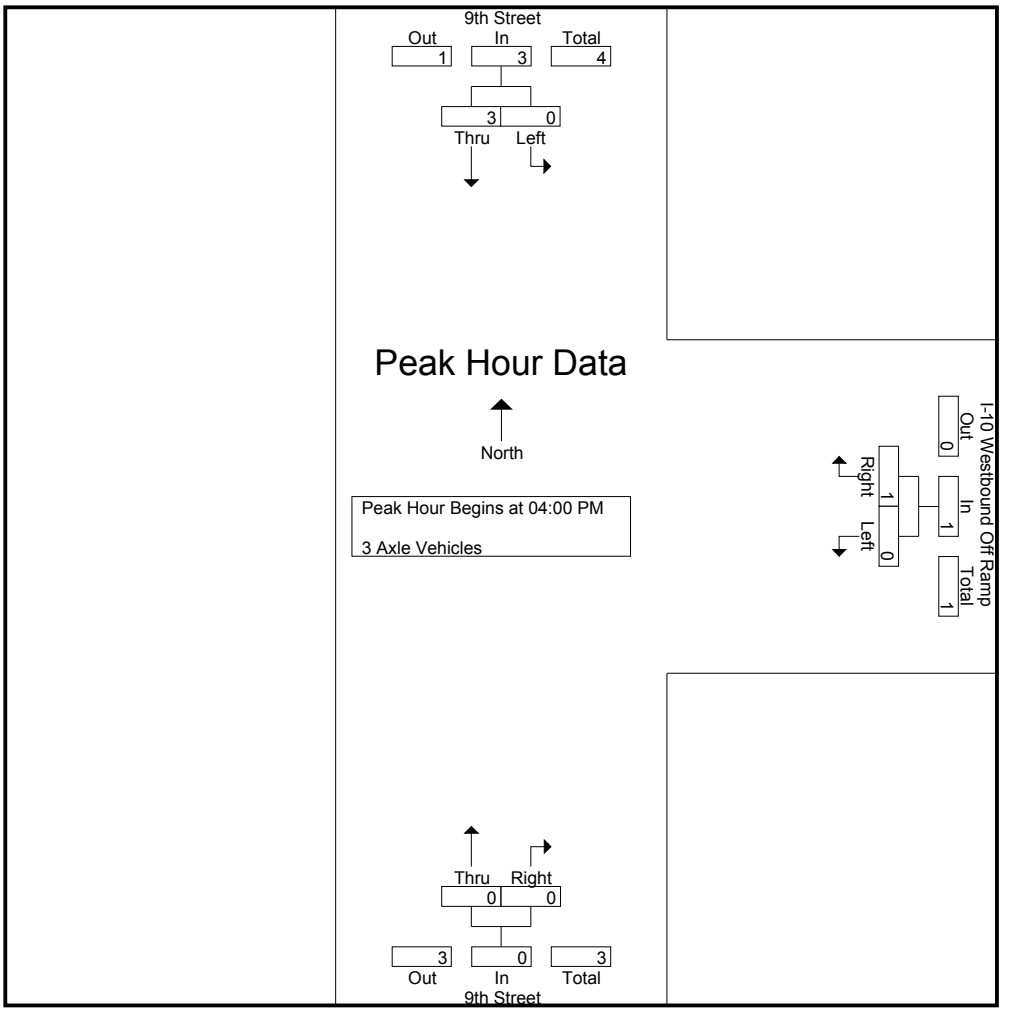
	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	2	2	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	3	3	0	1	1	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	4	4	0	1	1	0	0	0	5
Apprch %	0	100		0	100		0	0		
Total %	0	80	80	0	20	20	0	0	0	

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**2**	**2**	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	**1**	**1**	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	3	3	0	1	1	0	0	0	4
% App. Total	0	100		0	100		0	0		
PHF	.000	.375	.375	.000	.250	.250	.000	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound Off Ramps
Weather: Sunny

File Name : CN910WPM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**2**	**2**	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	3	3	0	1	1	0	0	0
% App. Total	0	100		0	100		0	0	
PHF	.000	.375	.375	.000	.250	.250	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound Off Ramps
Weather: Sunny

File Name : CN910WPM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

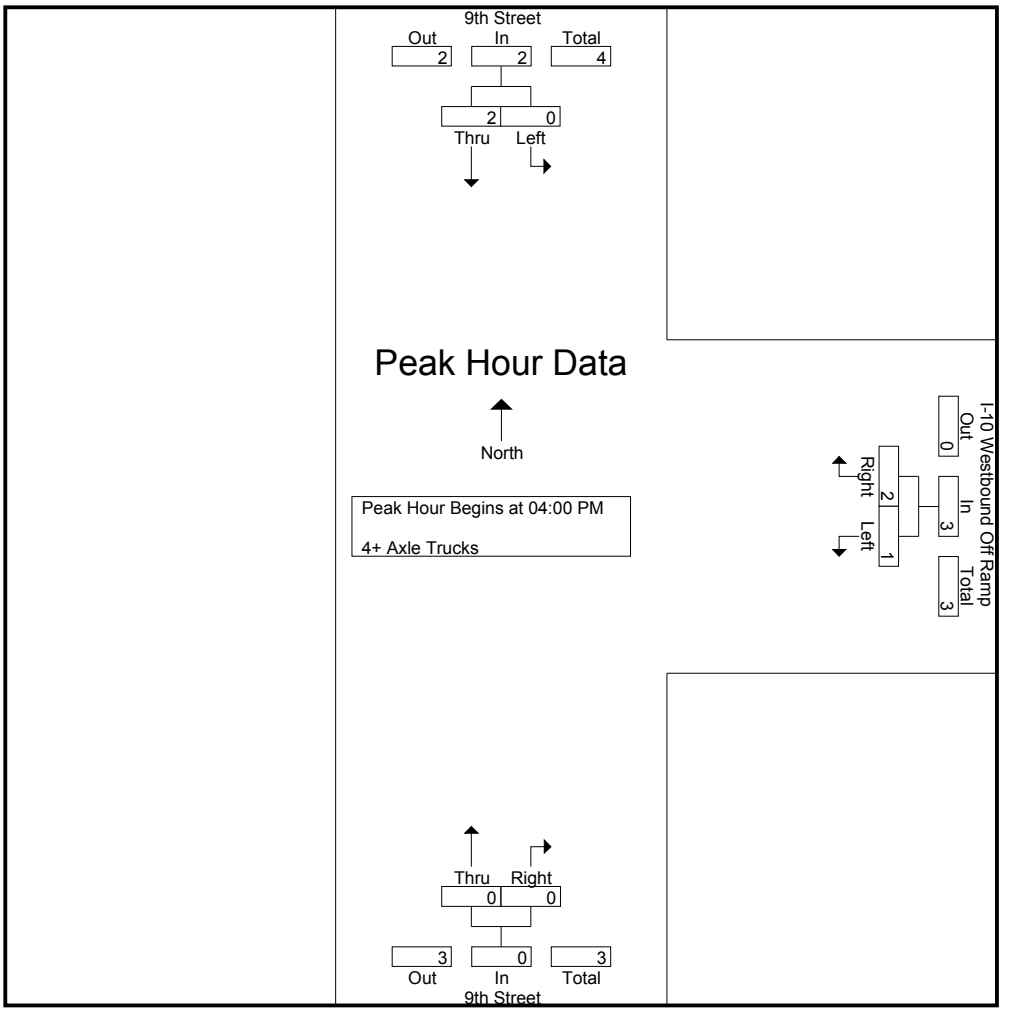
	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	1	1	1	1	2	0	0	0	3
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	1	2	3	0	0	0	5
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	1	1	0	1	1	1	0	1	3
Grand Total	0	3	3	1	3	4	1	0	1	8
Apprch %	0	100		25	75		100	0		
Total %	0	37.5	37.5	12.5	37.5	50	12.5	0	12.5	

	9th Street Southbound			I-10 Westbound Off Ramp Westbound			9th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	**1**	1	0	0	0	1
04:15 PM	0	**1**	**1**	**1**	1	**2**	0	0	0	**3**
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	1	2	3	0	0	0	5
% App. Total	0	100		33.3	66.7		0	0		
PHF	.000	.500	.500	.250	.500	.375	.000	.000	.000	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound Off Ramps
Weather: Sunny

File Name : CN910WPM
Site Code : 04113629
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:30 PM		
+0 mins.	0	**1**	**1**	0	**1**	1	0	0	0
+15 mins.	0	1	1	**1**	1	**2**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	**1**	0	**1**
Total Volume	0	3	3	1	2	3	1	0	1
% App. Total	0	100		33.3	66.7		100	0	
PHF	.000	.750	.750	.250	.500	.375	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 1

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

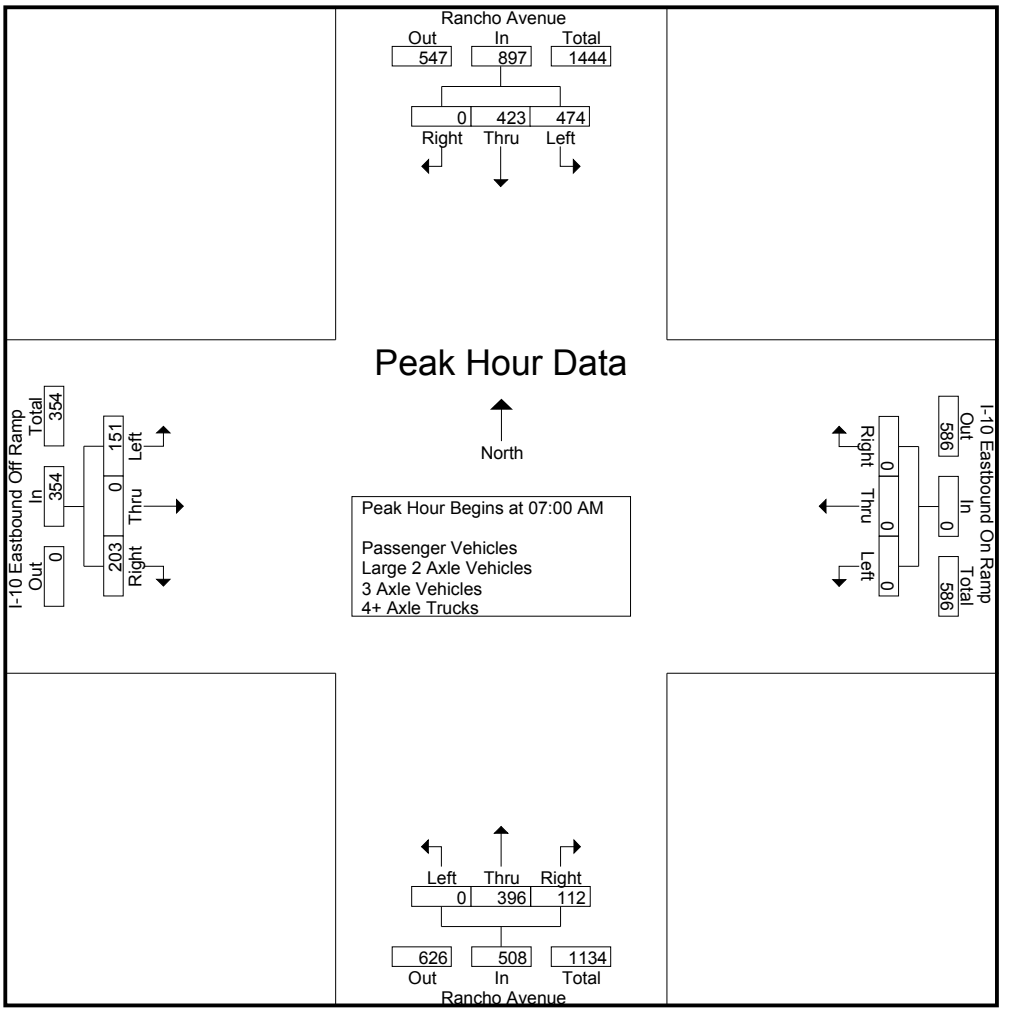
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	101	84	0	185	0	0	0	0	0	104	33	137	37	0	39	76	398
07:15 AM	102	110	0	212	0	0	0	0	0	120	25	145	57	0	54	111	468
07:30 AM	135	102	0	237	0	0	0	0	0	94	27	121	23	0	47	70	428
07:45 AM	136	127	0	263	0	0	0	0	0	78	27	105	34	0	63	97	465
Total	474	423	0	897	0	0	0	0	0	396	112	508	151	0	203	354	1759
08:00 AM	96	90	0	186	0	0	0	0	0	87	20	107	30	0	38	68	361
08:15 AM	102	85	0	187	0	0	0	0	0	59	19	78	44	0	39	83	348
08:30 AM	100	68	0	168	0	0	0	0	0	54	22	76	31	0	30	61	305
08:45 AM	96	71	0	167	0	0	0	0	0	69	20	89	42	0	31	73	329
Total	394	314	0	708	0	0	0	0	0	269	81	350	147	0	138	285	1343
Grand Total	868	737	0	1605	0	0	0	0	0	665	193	858	298	0	341	639	3102
Apprch %	54.1	45.9	0		0	0	0		0	77.5	22.5		46.6	0	53.4		
Total %	28	23.8	0	51.7	0	0	0	0	0	21.4	6.2	27.7	9.6	0	11	20.6	
Passenger Vehicles	842	652	0	1494	0	0	0	0	0	606	142	748	257	0	300	557	2799
% Passenger Vehicles	97	88.5	0	93.1	0	0	0	0	0	91.1	73.6	87.2	86.2	0	88	87.2	90.2
Large 2 Axle Vehicles	20	29	0	49	0	0	0	0	0	27	13	40	28	0	23	51	140
% Large 2 Axle Vehicles	2.3	3.9	0	3.1	0	0	0	0	0	4.1	6.7	4.7	9.4	0	6.7	8	4.5
3 Axle Vehicles	1	21	0	22	0	0	0	0	0	7	12	19	2	0	4	6	47
% 3 Axle Vehicles	0.1	2.8	0	1.4	0	0	0	0	0	1.1	6.2	2.2	0.7	0	1.2	0.9	1.5
4+ Axle Trucks	5	35	0	40	0	0	0	0	0	25	26	51	11	0	14	25	116
% 4+ Axle Trucks	0.6	4.7	0	2.5	0	0	0	0	0	3.8	13.5	5.9	3.7	0	4.1	3.9	3.7

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	101	84	0	185	0	0	0	0	0	104	**33**	137	37	0	39	76	398
07:15 AM	102	110	0	212	0	0	0	0	0	**120**	25	**145**	**57**	0	54	**111**	**468**
07:30 AM	135	102	0	237	0	0	0	0	0	94	27	121	23	0	47	70	428
07:45 AM	**136**	**127**	0	**263**	0	0	0	0	0	78	27	105	34	0	**63**	97	465
Total Volume	474	423	0	897	0	0	0	0	0	396	112	508	151	0	203	354	1759
% App. Total	52.8	47.2	0		0	0	0		0	78	22		42.7	0	57.3		
PHF	.871	.833	.000	.853	.000	.000	.000	.000	.000	.825	.848	.876	.662	.000	.806	.797	.940

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	102	110	0	212	0	0	0	0	0	104	**33**	137	37	0	39	76
+15 mins.	135	102	0	237	0	0	0	0	0	**120**	25	**145**	**57**	0	54	**111**
+30 mins.	**136**	**127**	0	**263**	0	0	0	0	0	94	27	121	23	0	47	70
+45 mins.	96	90	0	186	0	0	0	0	0	78	27	105	34	0	**63**	97
Total Volume	469	429	0	898	0	0	0	0	0	396	112	508	151	0	203	354
% App. Total	52.2	47.8	0		0	0	0		0	78	22		42.7	0	57.3	
PHF	.862	.844	.000	.854	.000	.000	.000	.000	.000	.825	.848	.876	.662	.000	.806	.797

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 1

Groups Printed- Passenger Vehicles

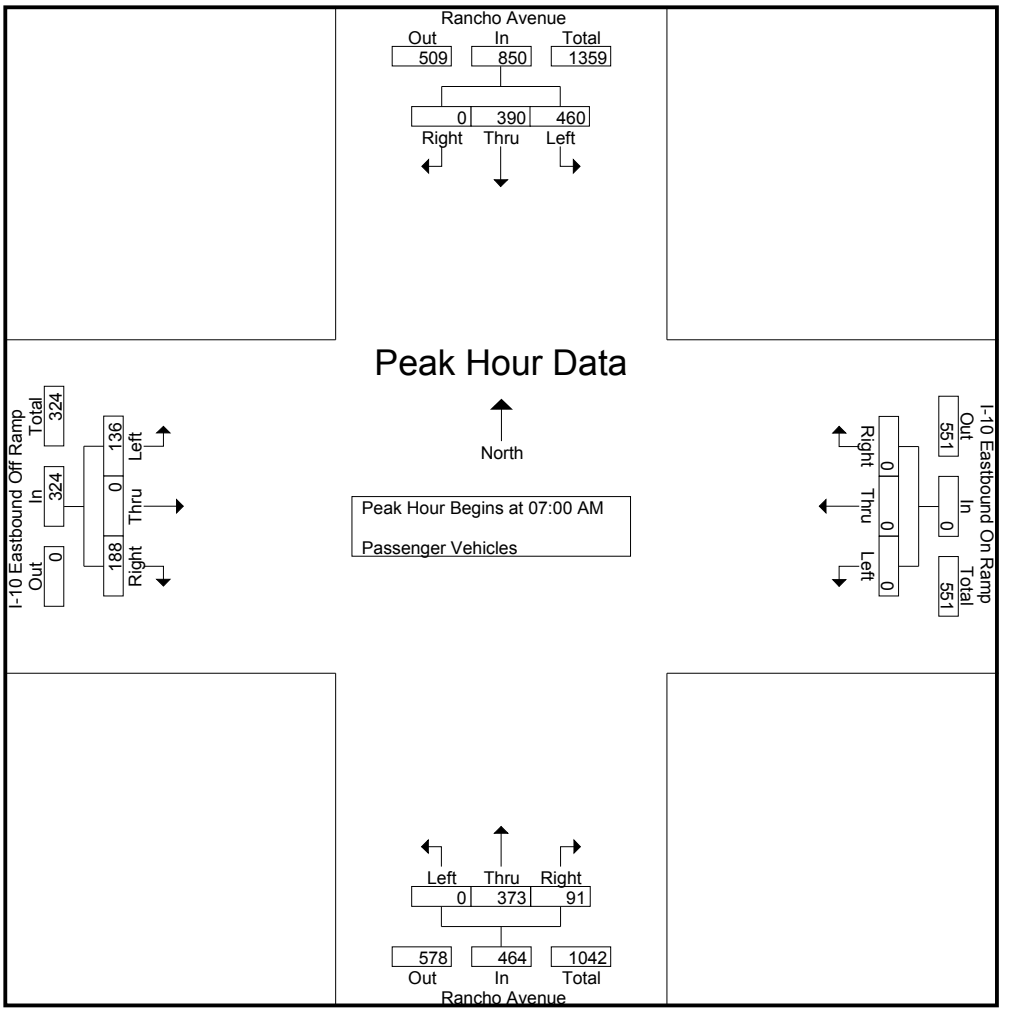
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	98	69	0	167	0	0	0	0	0	96	28	124	32	0	36	68	359
07:15 AM	99	103	0	202	0	0	0	0	0	115	19	134	52	0	52	104	440
07:30 AM	131	100	0	231	0	0	0	0	0	91	19	110	22	0	42	64	405
07:45 AM	132	118	0	250	0	0	0	0	0	71	25	96	30	0	58	88	434
Total	460	390	0	850	0	0	0	0	0	373	91	464	136	0	188	324	1638
08:00 AM	95	80	0	175	0	0	0	0	0	81	12	93	26	0	32	58	326
08:15 AM	97	68	0	165	0	0	0	0	0	53	16	69	40	0	31	71	305
08:30 AM	96	56	0	152	0	0	0	0	0	43	13	56	22	0	23	45	253
08:45 AM	94	58	0	152	0	0	0	0	0	56	10	66	33	0	26	59	277
Total	382	262	0	644	0	0	0	0	0	233	51	284	121	0	112	233	1161
Grand Total	842	652	0	1494	0	0	0	0	0	606	142	748	257	0	300	557	2799
Apprch %	56.4	43.6	0		0	0	0		0	81	19		46.1	0	53.9		
Total %	30.1	23.3	0	53.4	0	0	0	0	0	21.7	5.1	26.7	9.2	0	10.7	19.9	

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	98	69	0	167	0	0	0	0	0	96	**28**	124	32	0	36	68	359
07:15 AM	99	103	0	202	0	0	0	0	0	**115**	19	**134**	**52**	0	52	**104**	**440**
07:30 AM	131	100	0	231	0	0	0	0	0	91	19	110	22	0	42	64	405
07:45 AM	**132**	**118**	0	**250**	0	0	0	0	0	71	25	96	30	0	**58**	88	434
Total Volume	460	390	0	850	0	0	0	0	0	373	91	464	136	0	188	324	1638
% App. Total	54.1	45.9	0		0	0	0		0	80.4	19.6		42	0	58		
PHF	.871	.826	.000	.850	.000	.000	.000	.000	.000	.811	.813	.866	.654	.000	.810	.779	.931

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	99	103	0	202	0	0	0	0	0	96	**28**	124	32	0	36	68
+15 mins.	131	100	0	231	0	0	0	0	0	**115**	19	**134**	**52**	0	52	**104**
+30 mins.	**132**	**118**	0	**250**	0	0	0	0	0	91	19	110	22	0	42	64
+45 mins.	95	80	0	175	0	0	0	0	0	71	25	96	30	0	**58**	88
Total Volume	457	401	0	858	0	0	0	0	0	373	91	464	136	0	188	324
% App. Total	53.3	46.7	0		0	0	0		0	80.4	19.6		42	0	58	
PHF	.866	.850	.000	.858	.000	.000	.000	.000	.000	.811	.813	.866	.654	.000	.810	.779

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

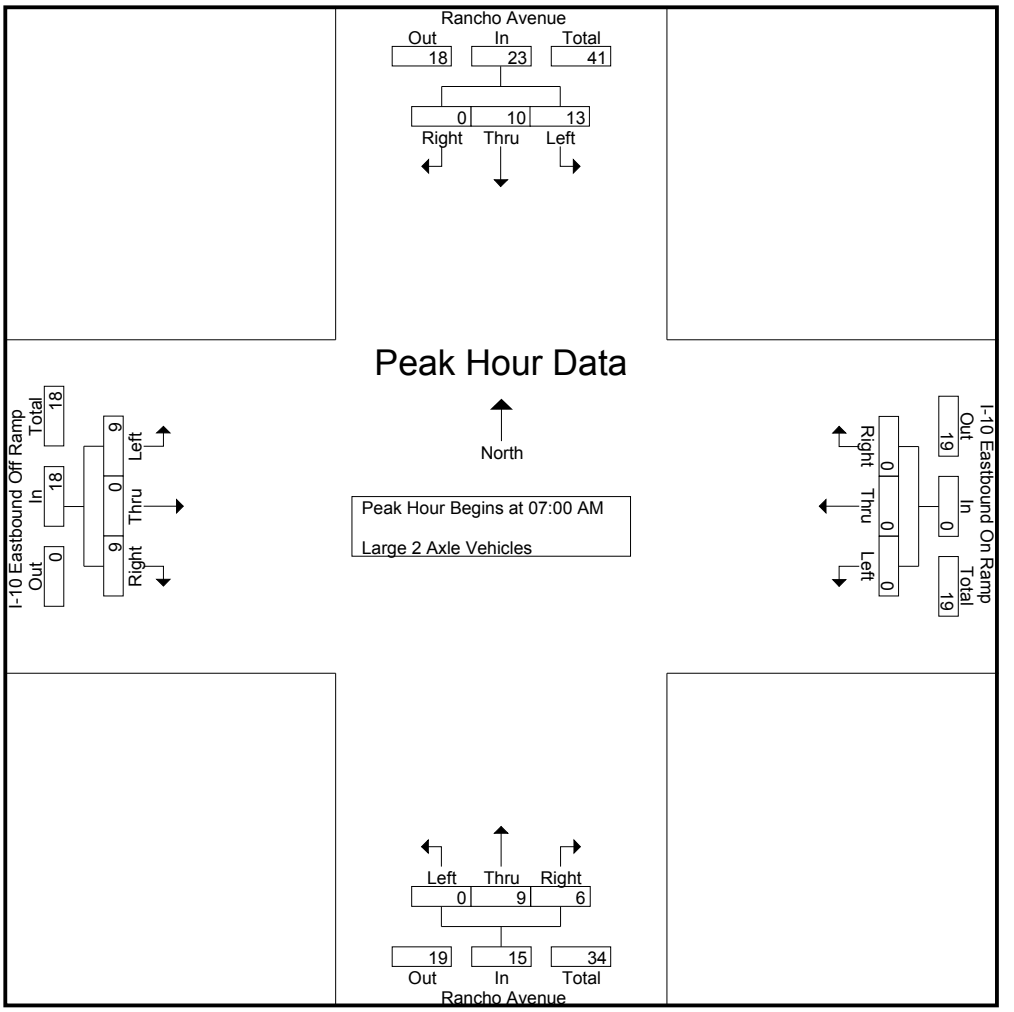
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	5	0	8	0	0	0	0	0	2	0	2	3	0	2	5	15
07:15 AM	3	3	0	6	0	0	0	0	0	0	1	1	3	0	0	3	10
07:30 AM	4	1	0	5	0	0	0	0	0	1	4	5	1	0	3	4	14
07:45 AM	3	1	0	4	0	0	0	0	0	6	1	7	2	0	4	6	17
Total	13	10	0	23	0	0	0	0	0	9	6	15	9	0	9	18	56
08:00 AM	1	4	0	5	0	0	0	0	0	2	3	5	3	0	3	6	16
08:15 AM	3	5	0	8	0	0	0	0	0	5	0	5	3	0	5	8	21
08:30 AM	1	6	0	7	0	0	0	0	0	3	4	7	6	0	3	9	23
08:45 AM	2	4	0	6	0	0	0	0	0	8	0	8	7	0	3	10	24
Total	7	19	0	26	0	0	0	0	0	18	7	25	19	0	14	33	84
Grand Total	20	29	0	49	0	0	0	0	0	27	13	40	28	0	23	51	140
Apprch %	40.8	59.2	0		0	0	0		0	67.5	32.5		54.9	0	45.1		
Total %	14.3	20.7	0	35	0	0	0	0	0	19.3	9.3	28.6	20	0	16.4	36.4	

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	**5**	0	**8**	0	0	0	0	0	2	0	2	**3**	0	2	5	15
07:15 AM	3	3	0	6	0	0	0	0	0	0	1	1	3	0	0	3	10
07:30 AM	**4**	1	0	5	0	0	0	0	0	1	**4**	5	1	0	3	4	14
07:45 AM	3	1	0	4	0	0	0	0	0	**6**	1	**7**	2	0	**4**	**6**	**17**
Total Volume	13	10	0	23	0	0	0	0	0	9	6	15	9	0	9	18	56
% App. Total	56.5	43.5	0		0	0	0		0	60	40		50	0	50		
PHF	.813	.500	.000	.719	.000	.000	.000	.000	.000	.375	.375	.536	.750	.000	.563	.750	.824

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	**5**	0	**8**	0	0	0	0	0	2	0	2	**3**	0	2	5
+15 mins.	3	3	0	6	0	0	0	0	0	0	1	1	3	0	0	3
+30 mins.	**4**	1	0	5	0	0	0	0	0	1	**4**	5	1	0	3	4
+45 mins.	3	1	0	4	0	0	0	0	0	**6**	1	**7**	2	0	**4**	**6**
Total Volume	13	10	0	23	0	0	0	0	0	9	6	15	9	0	9	18
% App. Total	56.5	43.5	0		0	0	0		0	60	40		50	0	50	
PHF	.813	.500	.000	.719	.000	.000	.000	.000	.000	.375	.375	.536	.750	.000	.563	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

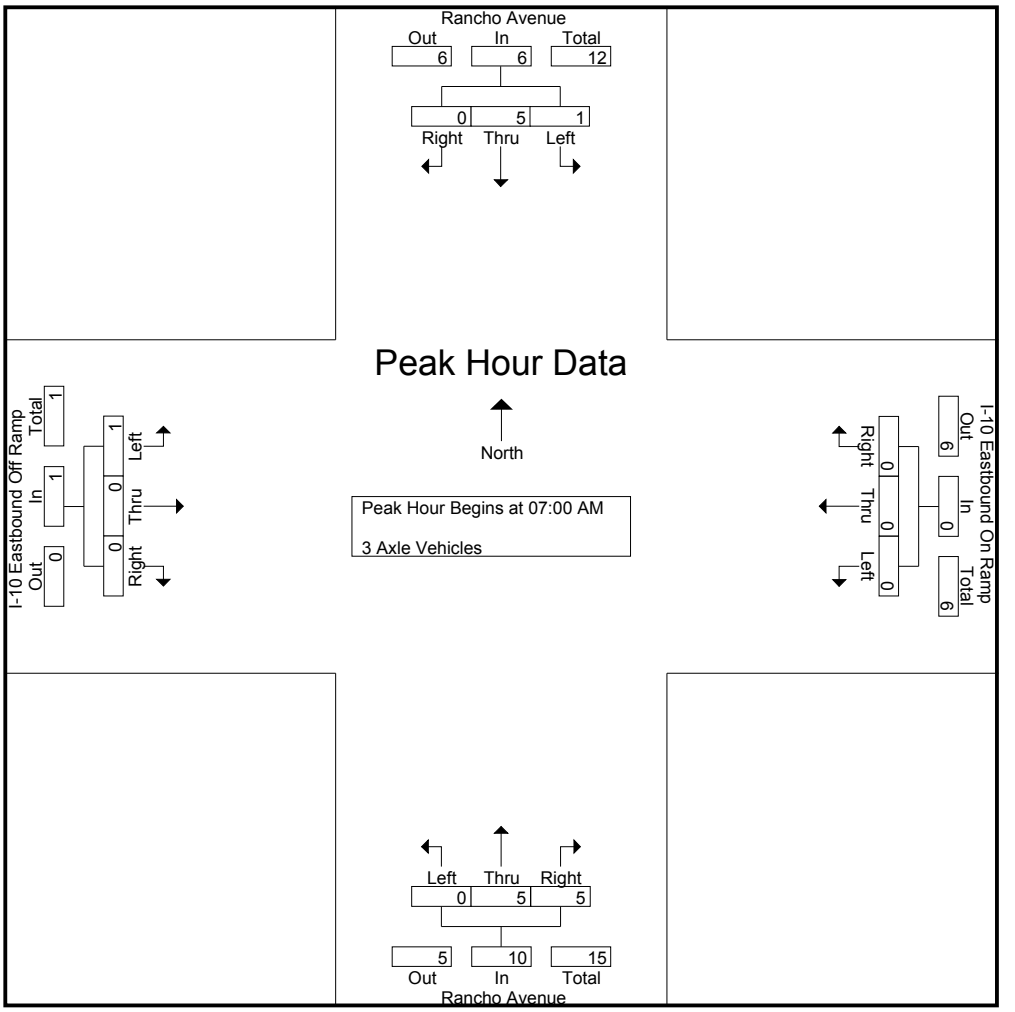
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	4	2	6	1	0	0	1	10
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
07:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	5	0	6	0	0	0	0	0	5	5	10	1	0	0	1	17
08:00 AM	0	3	0	3	0	0	0	0	0	0	2	2	0	0	0	0	5
08:15 AM	0	6	0	6	0	0	0	0	0	0	2	2	0	0	1	1	9
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	2	2	6
08:45 AM	0	4	0	4	0	0	0	0	0	1	3	4	1	0	1	2	10
Total	0	16	0	16	0	0	0	0	0	2	7	9	1	0	4	5	30
Grand Total	1	21	0	22	0	0	0	0	0	7	12	19	2	0	4	6	47
Apprch %	4.5	95.5	0		0	0	0		0	36.8	63.2		33.3	0	66.7		
Total %	2.1	44.7	0	46.8	0	0	0	0	0	14.9	25.5	40.4	4.3	0	8.5	12.8	

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**3**	0	**3**	0	0	0	0	0	**4**	**2**	**6**	**1**	0	0	**1**	**10**
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
07:45 AM	**1**	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	5	0	6	0	0	0	0	0	5	5	10	1	0	0	1	17
% App. Total	16.7	83.3	0		0	0	0		0	50	50		100	0	0		
PHF	.250	.417	.000	.500	.000	.000	.000	.000	.000	.313	.625	.417	.250	.000	.000	.250	.425

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	**4**	**2**	**6**	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0
+45 mins.	**1**	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	5	0	6	0	0	0	0	0	5	5	10	1	0	0	1
% App. Total	16.7	83.3	0		0	0	0		0	50	50		100	0	0	
PHF	.250	.417	.000	.500	.000	.000	.000	.000	.000	.313	.625	.417	.250	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008

Groups Printed- 4+ Axle Trucks

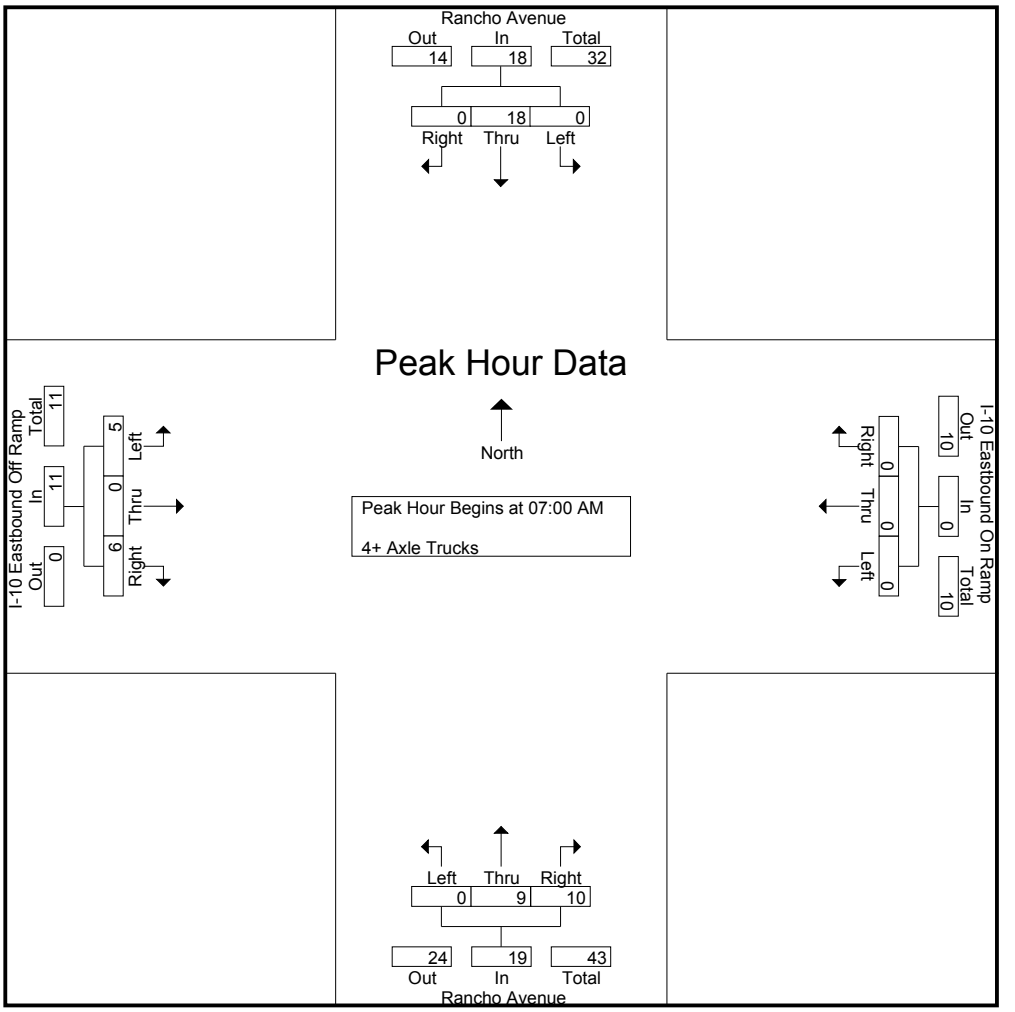
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	0	0	0	0	0	2	3	5	1	0	1	2	14
07:15 AM	0	4	0	4	0	0	0	0	0	5	4	9	2	0	2	4	17
07:30 AM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	2	2	6
07:45 AM	0	6	0	6	0	0	0	0	0	1	1	2	2	0	1	3	11
Total	0	18	0	18	0	0	0	0	0	9	10	19	5	0	6	11	48
08:00 AM	0	3	0	3	0	0	0	0	0	4	3	7	1	0	3	4	14
08:15 AM	2	6	0	8	0	0	0	0	0	1	1	2	1	0	2	3	13
08:30 AM	3	3	0	6	0	0	0	0	0	7	5	12	3	0	2	5	23
08:45 AM	0	5	0	5	0	0	0	0	0	4	7	11	1	0	1	2	18
Total	5	17	0	22	0	0	0	0	0	16	16	32	6	0	8	14	68
Grand Total	5	35	0	40	0	0	0	0	0	25	26	51	11	0	14	25	116
Apprch %	12.5	87.5	0		0	0	0		0	49	51		44	0	56		
Total %	4.3	30.2	0	34.5	0	0	0	0	0	21.6	22.4	44	9.5	0	12.1	21.6	

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**7**	0	**7**	0	0	0	0	0	2	3	5	1	0	1	2	14
07:15 AM	0	4	0	4	0	0	0	0	0	**5**	**4**	**9**	**2**	0	**2**	**4**	**17**
07:30 AM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	2	2	6
07:45 AM	0	6	0	6	0	0	0	0	0	1	1	2	2	0	1	3	11
Total Volume	0	18	0	18	0	0	0	0	0	9	10	19	5	0	6	11	48
% App. Total	0	100	0		0	0	0		0	47.4	52.6		45.5	0	54.5		
PHF	.000	.643	.000	.643	.000	.000	.000	.000	.000	.450	.625	.528	.625	.000	.750	.688	.706

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EAM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**7**	0	**7**	0	0	0	0	0	2	3	5	1	0	1	2
+15 mins.	0	4	0	4	0	0	0	0	0	**5**	**4**	**9**	**2**	0	**2**	**4**
+30 mins.	0	1	0	1	0	0	0	0	0	1	2	3	0	0	2	2
+45 mins.	0	6	0	6	0	0	0	0	0	1	1	2	2	0	1	3
Total Volume	0	18	0	18	0	0	0	0	0	9	10	19	5	0	6	11
% App. Total	0	100	0		0	0	0		0	47.4	52.6		45.5	0	54.5	
PHF	.000	.643	.000	.643	.000	.000	.000	.000	.000	.450	.625	.528	.625	.000	.750	.688

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 1

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

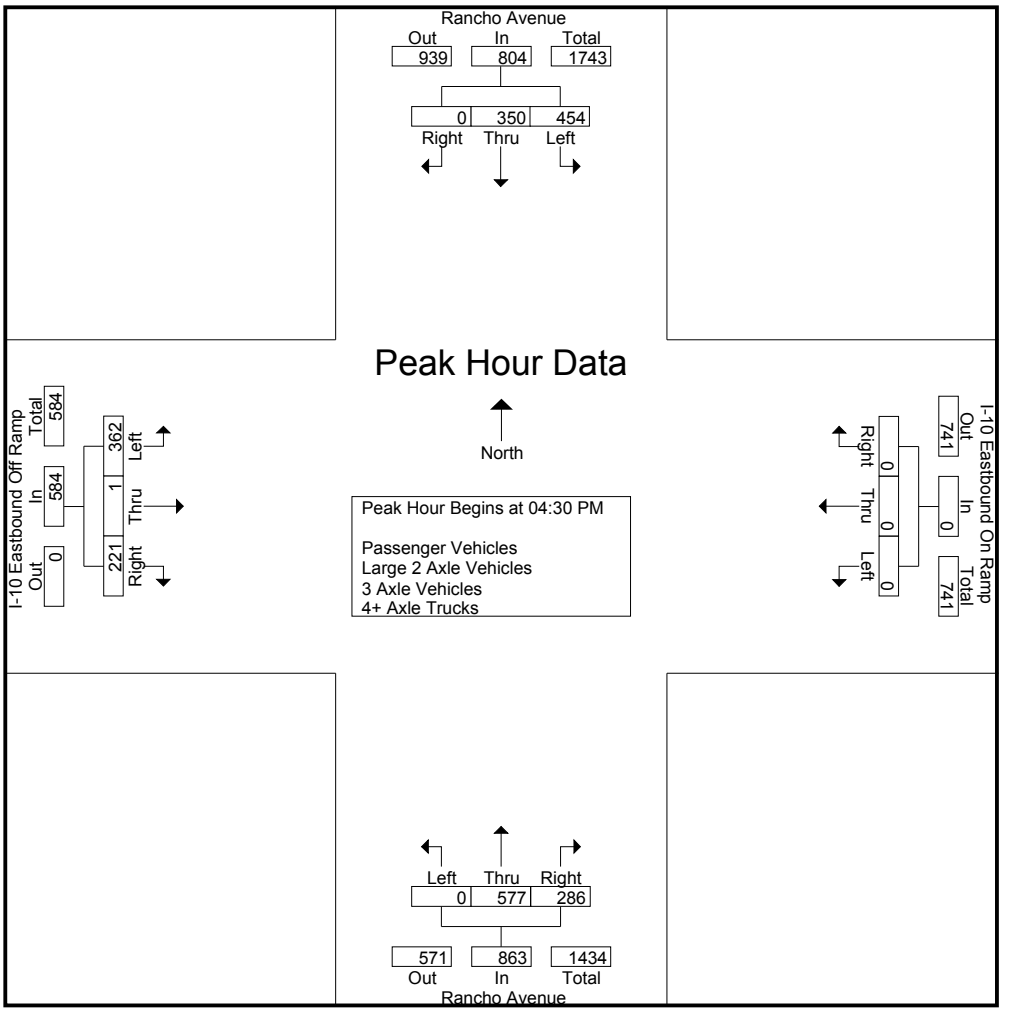
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	129	87	0	216	0	0	0	0	0	130	68	198	77	0	64	141	555
04:15 PM	120	82	0	202	0	0	0	0	0	135	84	219	84	0	40	124	545
04:30 PM	118	68	0	186	0	0	0	0	0	131	90	221	86	0	42	128	535
04:45 PM	119	96	0	215	0	0	0	0	0	158	65	223	105	0	59	164	602
Total	486	333	0	819	0	0	0	0	0	554	307	861	352	0	205	557	2237
05:00 PM	98	94	0	192	0	0	0	0	0	137	65	202	69	1	69	139	533
05:15 PM	119	92	0	211	0	0	0	0	0	151	66	217	102	0	51	153	581
05:30 PM	100	92	0	192	0	0	0	0	0	128	43	171	77	0	46	123	486
05:45 PM	101	83	0	184	0	0	0	0	0	128	36	164	71	0	50	121	469
Total	418	361	0	779	0	0	0	0	0	544	210	754	319	1	216	536	2069
Grand Total	904	694	0	1598	0	0	0	0	0	1098	517	1615	671	1	421	1093	4306
Apprch %	56.6	43.4	0		0	0	0		0	68	32		61.4	0.1	38.5		
Total %	21	16.1	0	37.1	0	0	0	0	0	25.5	12	37.5	15.6	0	9.8	25.4	
Passenger Vehicles	892	660	0	1552	0	0	0	0	0	1056	482	1538	645	1	401	1047	4137
% Passenger Vehicles	98.7	95.1	0	97.1	0	0	0	0	0	96.2	93.2	95.2	96.1	100	95.2	95.8	96.1
Large 2 Axle Vehicles	9	18	0	27	0	0	0	0	0	33	19	52	23	0	13	36	115
% Large 2 Axle Vehicles	1	2.6	0	1.7	0	0	0	0	0	3	3.7	3.2	3.4	0	3.1	3.3	2.7
3 Axle Vehicles	0	5	0	5	0	0	0	0	0	2	9	11	2	0	3	5	21
% 3 Axle Vehicles	0	0.7	0	0.3	0	0	0	0	0	0.2	1.7	0.7	0.3	0	0.7	0.5	0.5
4+ Axle Trucks	3	11	0	14	0	0	0	0	0	7	7	14	1	0	4	5	33
% 4+ Axle Trucks	0.3	1.6	0	0.9	0	0	0	0	0	0.6	1.4	0.9	0.1	0	1	0.5	0.8

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	118	68	0	186	0	0	0	0	0	131	**90**	221	86	0	42	128	535
04:45 PM	**119**	**96**	0	**215**	0	0	0	0	0	**158**	65	**223**	**105**	0	59	**164**	**602**
05:00 PM	98	94	0	192	0	0	0	0	0	137	65	202	69	**1**	**69**	139	533
05:15 PM	119	92	0	211	0	0	0	0	0	151	66	217	102	0	51	153	581
Total Volume	454	350	0	804	0	0	0	0	0	577	286	863	362	1	221	584	2251
% App. Total	56.5	43.5	0		0	0	0		0	66.9	33.1		62	0.2	37.8		
PHF	.954	.911	.000	.935	.000	.000	.000	.000	.000	.913	.794	.967	.862	.250	.801	.890	.935

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	118	68	0	186	0	0	0	0	0	131	**90**	221	86	0	42	128
+15 mins.	**119**	**96**	0	**215**	0	0	0	0	0	**158**	65	**223**	**105**	0	59	**164**
+30 mins.	98	94	0	192	0	0	0	0	0	137	65	202	69	**1**	**69**	139
+45 mins.	119	92	0	211	0	0	0	0	0	151	66	217	102	0	51	153
Total Volume	454	350	0	804	0	0	0	0	0	577	286	863	362	1	221	584
% App. Total	56.5	43.5	0		0	0	0		0	66.9	33.1		62	0.2	37.8	
PHF	.954	.911	.000	.935	.000	.000	.000	.000	.000	.913	.794	.967	.862	.250	.801	.890

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 1

Groups Printed- Passenger Vehicles

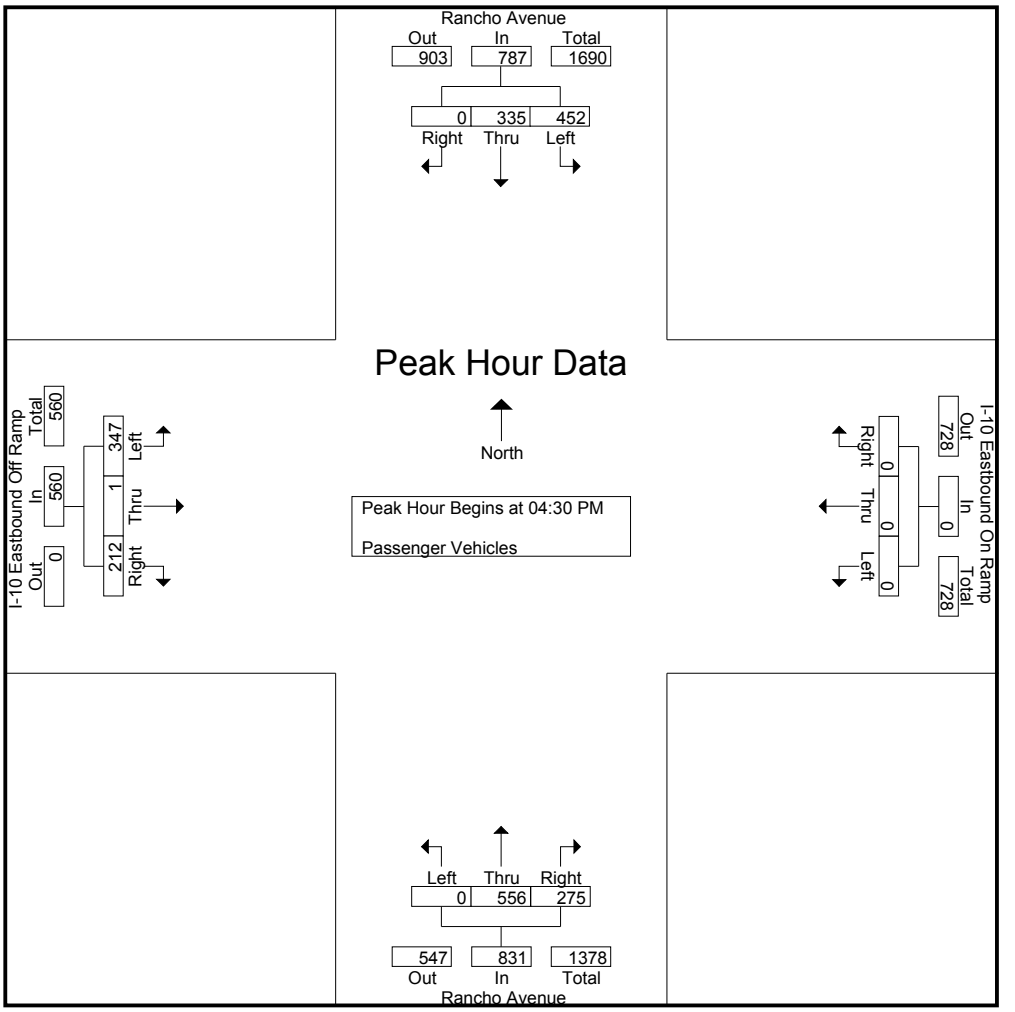
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	123	80	0	203	0	0	0	0	0	120	62	182	76	0	60	136	521
04:15 PM	118	78	0	196	0	0	0	0	0	130	72	202	81	0	36	117	515
04:30 PM	118	64	0	182	0	0	0	0	0	127	87	214	81	0	37	118	514
04:45 PM	117	89	0	206	0	0	0	0	0	150	62	212	100	0	56	156	574
Total	476	311	0	787	0	0	0	0	0	527	283	810	338	0	189	527	2124
05:00 PM	98	90	0	188	0	0	0	0	0	135	63	198	66	1	68	135	521
05:15 PM	119	92	0	211	0	0	0	0	0	144	63	207	100	0	51	151	569
05:30 PM	99	86	0	185	0	0	0	0	0	125	42	167	72	0	45	117	469
05:45 PM	100	81	0	181	0	0	0	0	0	125	31	156	69	0	48	117	454
Total	416	349	0	765	0	0	0	0	0	529	199	728	307	1	212	520	2013
Grand Total	892	660	0	1552	0	0	0	0	0	1056	482	1538	645	1	401	1047	4137
Apprch %	57.5	42.5	0		0	0	0		0	68.7	31.3		61.6	0.1	38.3		
Total %	21.6	16	0	37.5	0	0	0	0	0	25.5	11.7	37.2	15.6	0	9.7	25.3	

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	118	64	0	182	0	0	0	0	0	127	**87**	**214**	81	0	37	118	514
04:45 PM	117	89	0	206	0	0	0	0	0	**150**	62	212	**100**	0	56	**156**	**574**
05:00 PM	98	90	0	188	0	0	0	0	0	135	63	198	66	**1**	**68**	135	521
05:15 PM	**119**	**92**	0	**211**	0	0	0	0	0	144	63	207	100	0	51	151	569
Total Volume	452	335	0	787	0	0	0	0	0	556	275	831	347	1	212	560	2178
% App. Total	57.4	42.6	0		0	0	0		0	66.9	33.1		62	0.2	37.9		
PHF	.950	.910	.000	.932	.000	.000	.000	.000	.000	.927	.790	.971	.868	.250	.779	.897	.949

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	117	89	0	206	0	0	0	0	0	127	**87**	**214**	81	0	37	118
+15 mins.	98	90	0	188	0	0	0	0	0	**150**	62	212	**100**	0	56	**156**
+30 mins.	**119**	**92**	0	**211**	0	0	0	0	0	135	63	198	66	**1**	**68**	135
+45 mins.	99	86	0	185	0	0	0	0	0	144	63	207	100	0	51	151
Total Volume	433	357	0	790	0	0	0	0	0	556	275	831	347	1	212	560
% App. Total	54.8	45.2	0		0	0	0		0	66.9	33.1		62	0.2	37.9	
PHF	.910	.970	.000	.936	.000	.000	.000	.000	.000	.927	.790	.971	.868	.250	.779	.897

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

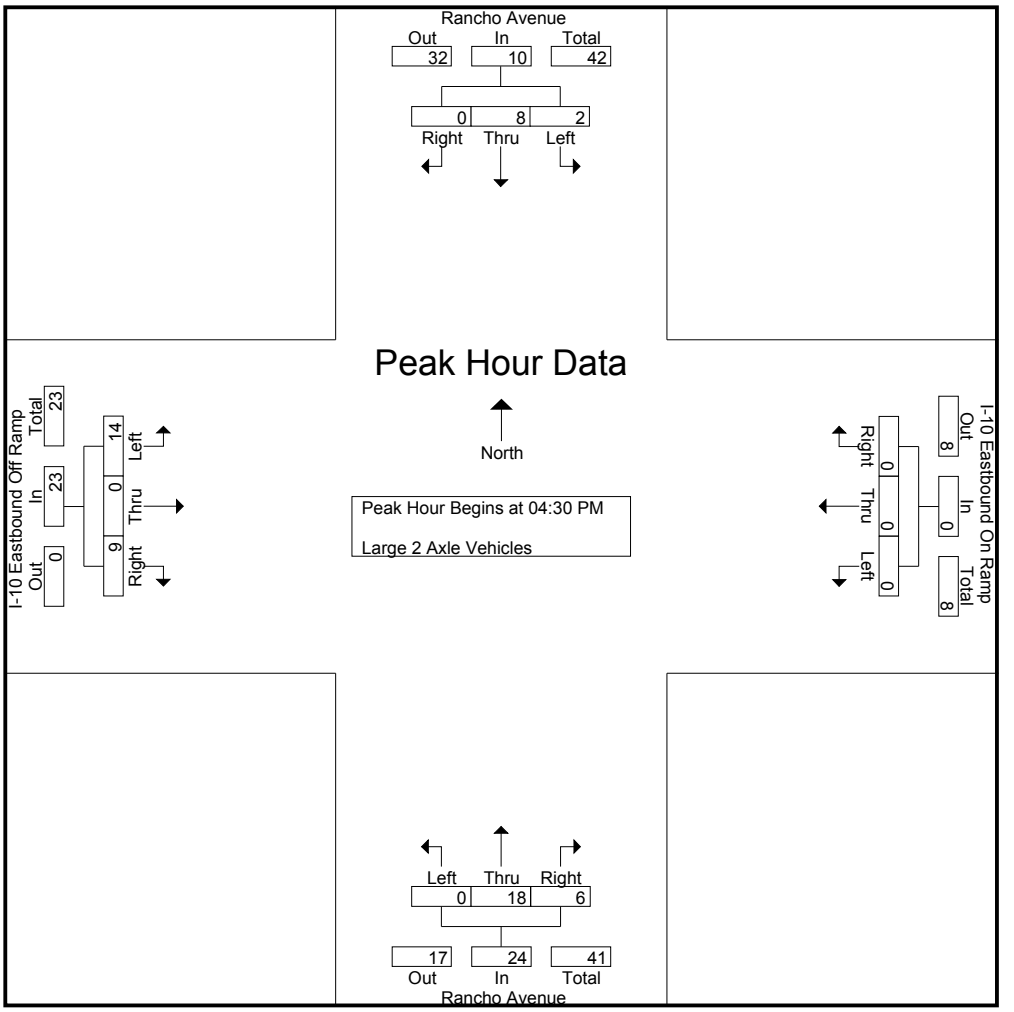
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	2	0	6	0	0	0	0	0	7	3	10	1	0	3	4	20
04:15 PM	2	3	0	5	0	0	0	0	0	5	6	11	3	0	0	3	19
04:30 PM	0	2	0	2	0	0	0	0	0	4	2	6	5	0	5	10	18
04:45 PM	2	5	0	7	0	0	0	0	0	6	2	8	5	0	3	8	23
Total	8	12	0	20	0	0	0	0	0	22	13	35	14	0	11	25	80
05:00 PM	0	1	0	1	0	0	0	0	0	2	1	3	2	0	1	3	7
05:15 PM	0	0	0	0	0	0	0	0	0	6	1	7	2	0	0	2	9
05:30 PM	1	5	0	6	0	0	0	0	0	2	1	3	4	0	0	4	13
05:45 PM	0	0	0	0	0	0	0	0	0	1	3	4	1	0	1	2	6
Total	1	6	0	7	0	0	0	0	0	11	6	17	9	0	2	11	35
Grand Total	9	18	0	27	0	0	0	0	0	33	19	52	23	0	13	36	115
Apprch %	33.3	66.7	0		0	0	0		0	63.5	36.5		63.9	0	36.1		
Total %	7.8	15.7	0	23.5	0	0	0	0	0	28.7	16.5	45.2	20	0	11.3	31.3	

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	0	0	0	0	4	**2**	6	**5**	0	**5**	**10**	18
04:45 PM	**2**	**5**	0	**7**	0	0	0	0	0	**6**	2	**8**	5	0	3	8	**23**
05:00 PM	0	1	0	1	0	0	0	0	0	2	1	3	2	0	1	3	7
05:15 PM	0	0	0	0	0	0	0	0	0	6	1	7	2	0	0	2	9
Total Volume	2	8	0	10	0	0	0	0	0	18	6	24	14	0	9	23	57
% App. Total	20	80	0		0	0	0		0	75	25		60.9	0	39.1		
PHF	.250	.400	.000	.357	.000	.000	.000	.000	.000	.750	.750	.750	.700	.000	.450	.575	.620

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	4	**2**	6	**5**	0	**5**	**10**
+15 mins.	**2**	**5**	0	**7**	0	0	0	0	0	**6**	2	**8**	5	0	3	8
+30 mins.	0	1	0	1	0	0	0	0	0	2	1	3	2	0	1	3
+45 mins.	0	0	0	0	0	0	0	0	0	6	1	7	2	0	0	2
Total Volume	2	8	0	10	0	0	0	0	0	18	6	24	14	0	9	23
% App. Total	20	80	0		0	0	0		0	75	25		60.9	0	39.1	
PHF	.250	.400	.000	.357	.000	.000	.000	.000	.000	.750	.750	.750	.700	.000	.450	.575

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

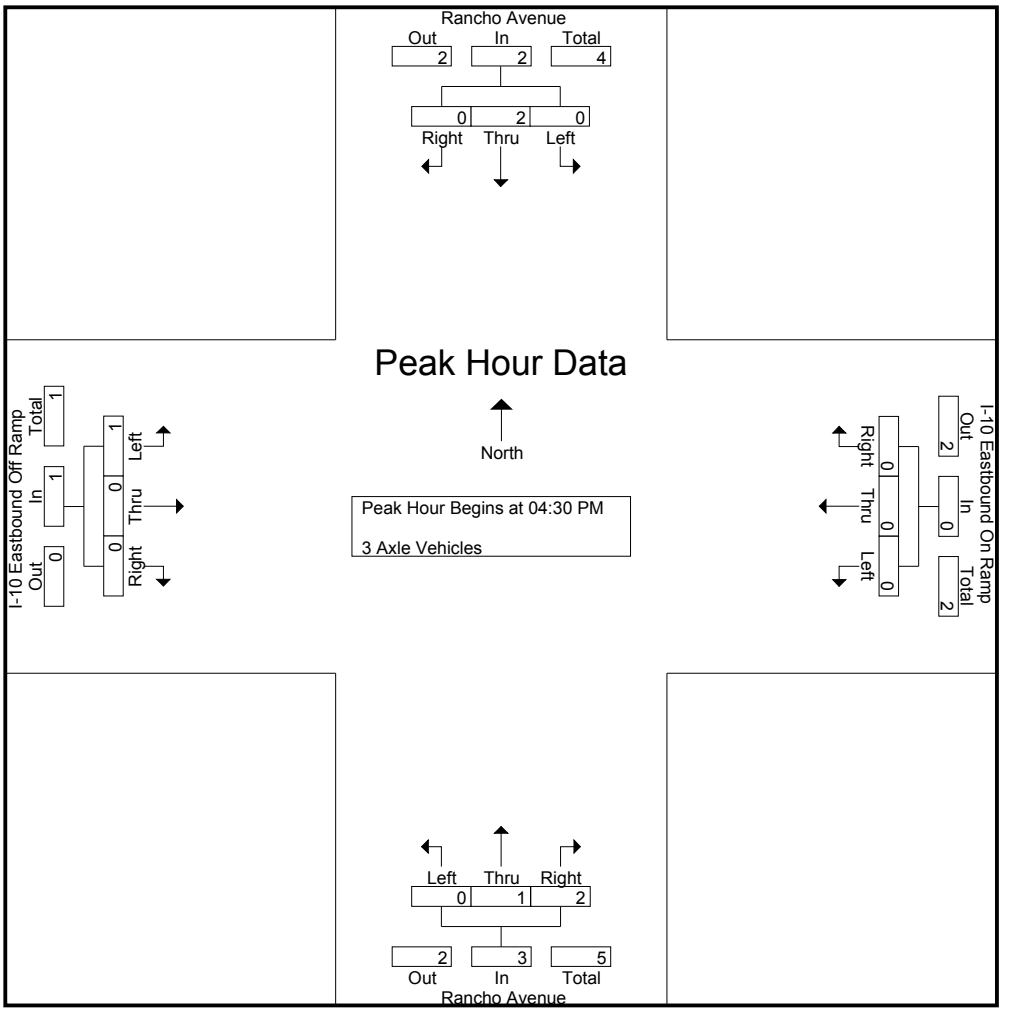
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	3	3	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	0	6	6	0	0	2	2	11
05:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Total	0	2	0	2	0	0	0	0	0	2	3	5	2	0	1	3	10
Grand Total	0	5	0	5	0	0	0	0	0	2	9	11	2	0	3	5	21
Apprch %	0	100	0		0	0	0		0	18.2	81.8		40	0	60		
Total %	0	23.8	0	23.8	0	0	0	0	0	9.5	42.9	52.4	9.5	0	14.3	23.8	

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	1	**2**	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	1	2	3	1	0	0	1	6
% App. Total	0	100	0		0	0	0		0	33.3	66.7		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.500	.375	.250	.000	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	1	**2**	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	2	3	1	0	0	1
% App. Total	0	100	0		0	0	0		0	33.3	66.7		100	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.500	.375	.250	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008

Groups Printed- 4+ Axle Trucks

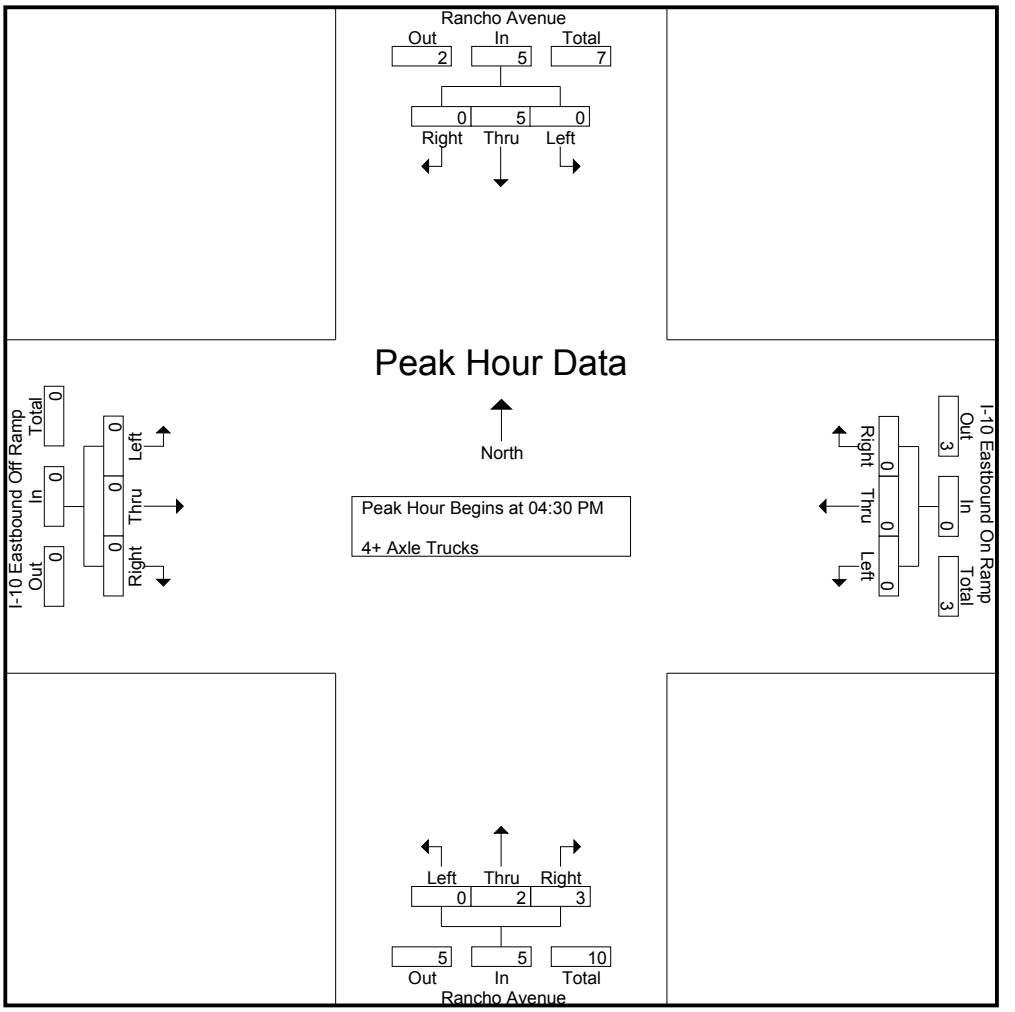
	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	3	0	5	0	0	0	0	0	3	0	3	0	0	1	1	9
04:15 PM	0	1	0	1	0	0	0	0	0	0	3	3	0	0	2	2	6
04:30 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
Total	2	7	0	9	0	0	0	0	0	5	5	10	0	0	3	3	22
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	1	1	0	2	0	0	0	0	0	1	1	2	1	0	1	2	6
Total	1	4	0	5	0	0	0	0	0	2	2	4	1	0	1	2	11
Grand Total	3	11	0	14	0	0	0	0	0	7	7	14	1	0	4	5	33
Apprch %	21.4	78.6	0		0	0	0		0	50	50		20	0	80		
Total %	9.1	33.3	0	42.4	0	0	0	0	0	21.2	21.2	42.4	3	0	12.1	15.2	

	Rancho Avenue Southbound				I-10 Eastbound On Ramp Westbound				Rancho Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	**1**	1	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	**2**	1	**3**	0	0	0	0	**4**
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	5	0	5	0	0	0	0	0	2	3	5	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	40	60		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.750	.417	.000	.000	.000	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: I-10 Westbound On/Off Ramps
Weather: Sunny

File Name : CNRA10EPM
Site Code : 04113617
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	**1**	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	**2**	1	**3**	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	2	3	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	40	60		0	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.750	.417	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

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

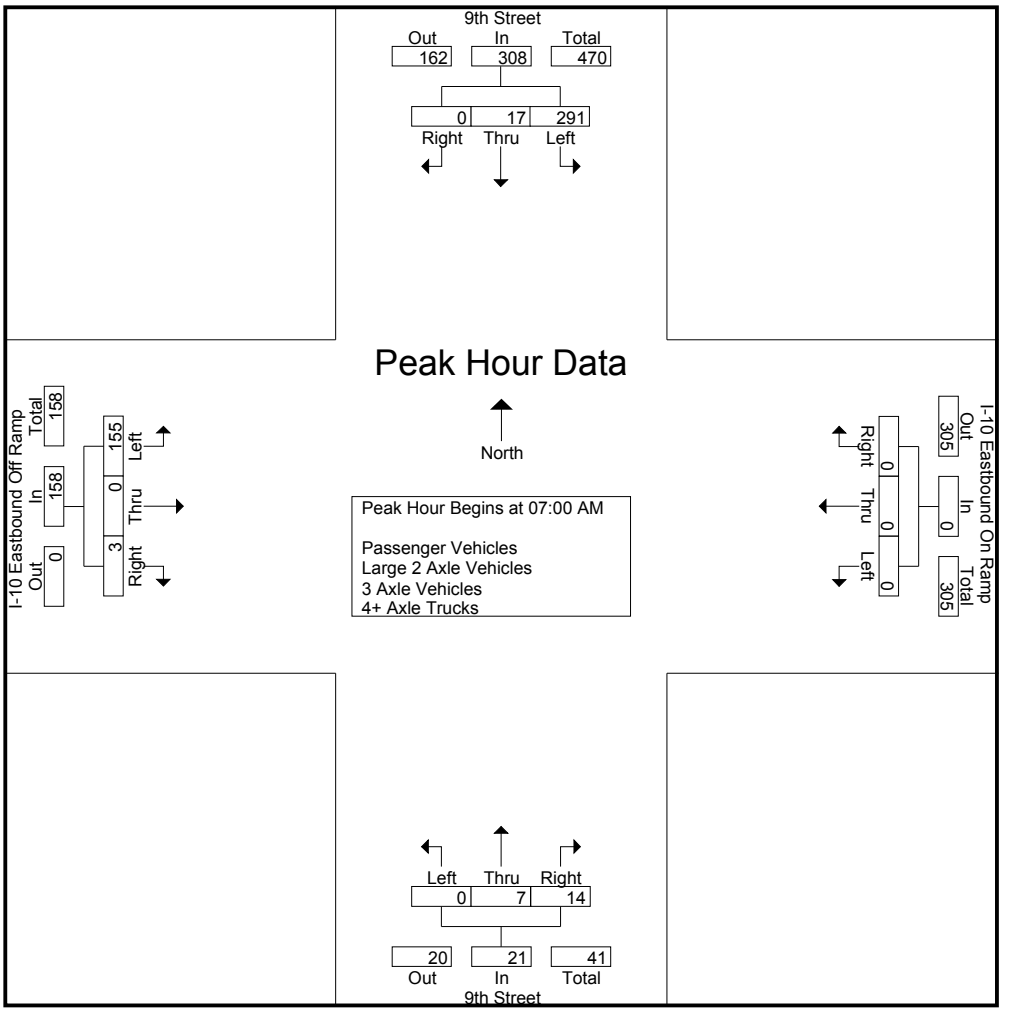
	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	43	2	0	45	0	0	0	0	0	0	5	5	34	0	3	37	87
07:15 AM	100	2	0	102	0	0	0	0	0	1	1	2	39	0	0	39	143
07:30 AM	79	8	0	87	0	0	0	0	0	4	1	5	32	0	0	32	124
07:45 AM	69	5	0	74	0	0	0	0	0	2	7	9	50	0	0	50	133
Total	291	17	0	308	0	0	0	0	0	7	14	21	155	0	3	158	487
08:00 AM	49	4	0	53	0	0	0	0	0	2	2	4	22	2	2	26	83
08:15 AM	59	6	0	65	0	0	0	0	0	3	2	5	30	0	0	30	100
08:30 AM	65	5	0	70	0	0	0	0	0	3	1	4	22	0	2	24	98
08:45 AM	40	5	0	45	0	0	0	0	0	2	1	3	20	0	2	22	70
Total	213	20	0	233	0	0	0	0	0	10	6	16	94	2	6	102	351
Grand Total	504	37	0	541	0	0	0	0	0	17	20	37	249	2	9	260	838
Apprch %	93.2	6.8	0		0	0	0		0	45.9	54.1		95.8	0.8	3.5		
Total %	60.1	4.4	0	64.6	0	0	0	0	0	2	2.4	4.4	29.7	0.2	1.1	31	
Passenger Vehicles	462	30	0	492	0	0	0	0	0	15	12	27	235	2	8	245	764
% Passenger Vehicles	91.7	81.1	0	90.9	0	0	0	0	0	88.2	60	73	94.4	100	88.9	94.2	91.2
Large 2 Axle Vehicles	24	5	0	29	0	0	0	0	0	2	5	7	7	0	1	8	44
% Large 2 Axle Vehicles	4.8	13.5	0	5.4	0	0	0	0	0	11.8	25	18.9	2.8	0	11.1	3.1	5.3
3 Axle Vehicles	11	0	0	11	0	0	0	0	0	0	1	1	1	0	0	1	13
% 3 Axle Vehicles	2.2	0	0	2	0	0	0	0	0	0	5	2.7	0.4	0	0	0.4	1.6
4+ Axle Trucks	7	2	0	9	0	0	0	0	0	0	2	2	6	0	0	6	17
% 4+ Axle Trucks	1.4	5.4	0	1.7	0	0	0	0	0	0	10	5.4	2.4	0	0	2.3	2

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	43	2	0	45	0	0	0	0	0	0	5	5	34	0	**3**	37	87
07:15 AM	**100**	2	0	**102**	0	0	0	0	0	1	1	2	39	0	0	39	**143**
07:30 AM	79	**8**	0	87	0	0	0	0	0	**4**	1	5	32	0	0	32	124
07:45 AM	69	5	0	74	0	0	0	0	0	2	**7**	**9**	**50**	0	0	**50**	133
Total Volume	291	17	0	308	0	0	0	0	0	7	14	21	155	0	3	158	487
% App. Total	94.5	5.5	0		0	0	0		0	33.3	66.7		98.1	0	1.9		
PHF	.728	.531	.000	.755	.000	.000	.000	.000	.000	.438	.500	.583	.775	.000	.250	.790	.851

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	**100**	2	0	**102**	0	0	0	0	0	**4**	1	5	34	0	**3**	37
+15 mins.	79	**8**	0	87	0	0	0	0	0	2	**7**	**9**	39	0	0	39
+30 mins.	69	5	0	74	0	0	0	0	0	2	2	4	32	0	0	32
+45 mins.	49	4	0	53	0	0	0	0	0	3	2	5	**50**	0	0	**50**
Total Volume	297	19	0	316	0	0	0	0	0	11	12	23	155	0	3	158
% App. Total	94	6	0		0	0	0		0	47.8	52.2		98.1	0	1.9	
PHF	.743	.594	.000	.775	.000	.000	.000	.000	.000	.688	.429	.639	.775	.000	.250	.790

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

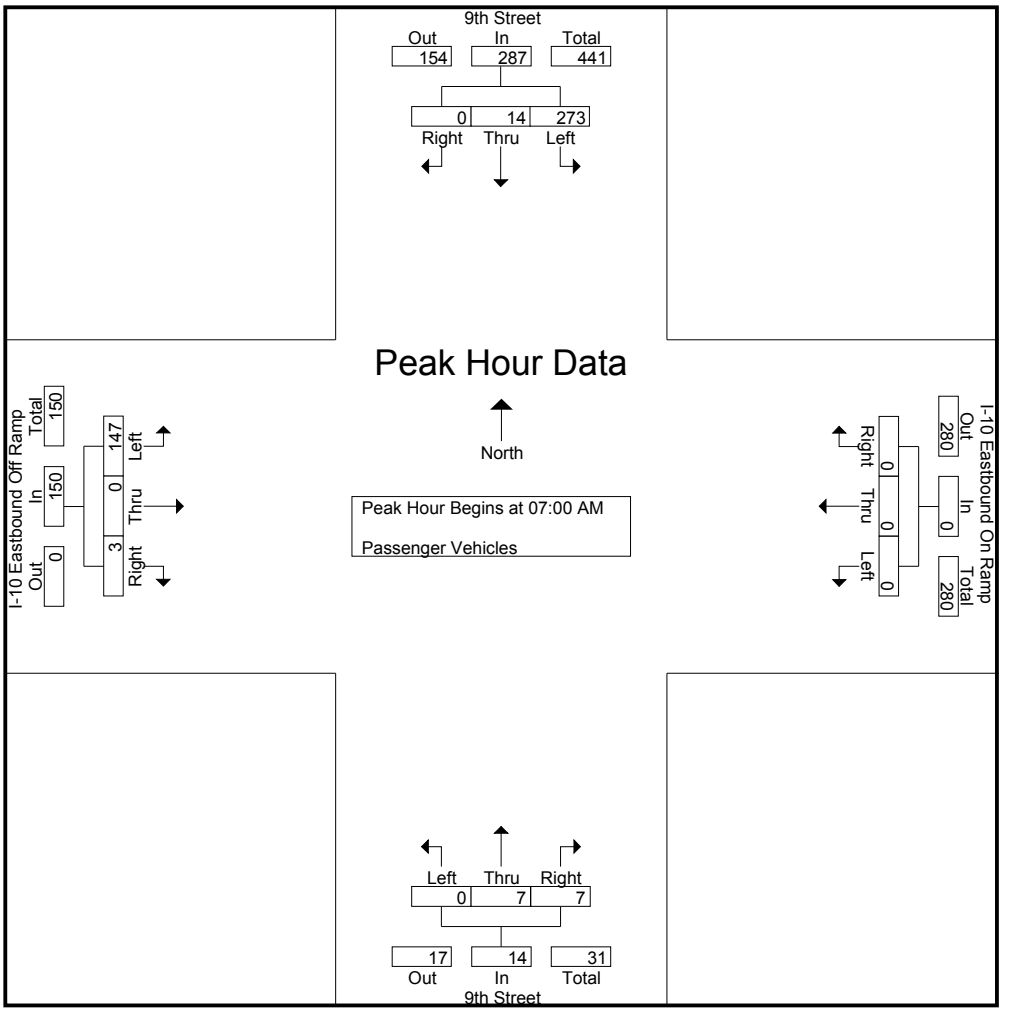
	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	38	2	0	40	0	0	0	0	0	0	2	2	34	0	3	37	79
07:15 AM	94	1	0	95	0	0	0	0	0	1	1	2	37	0	0	37	134
07:30 AM	73	6	0	79	0	0	0	0	0	4	0	4	29	0	0	29	112
07:45 AM	68	5	0	73	0	0	0	0	0	2	4	6	47	0	0	47	126
Total	273	14	0	287	0	0	0	0	0	7	7	14	147	0	3	150	451
08:00 AM	40	4	0	44	0	0	0	0	0	2	2	4	20	2	2	24	72
08:15 AM	51	4	0	55	0	0	0	0	0	3	1	4	30	0	0	30	89
08:30 AM	62	4	0	66	0	0	0	0	0	3	1	4	20	0	2	22	92
08:45 AM	36	4	0	40	0	0	0	0	0	0	1	1	18	0	1	19	60
Total	189	16	0	205	0	0	0	0	0	8	5	13	88	2	5	95	313
Grand Total	462	30	0	492	0	0	0	0	0	15	12	27	235	2	8	245	764
Apprch %	93.9	6.1	0		0	0	0		0	55.6	44.4		95.9	0.8	3.3		
Total %	60.5	3.9	0	64.4	0	0	0	0	0	2	1.6	3.5	30.8	0.3	1	32.1	

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	38	2	0	40	0	0	0	0	0	0	2	2	34	0	**3**	37	79
07:15 AM	**94**	1	0	**95**	0	0	0	0	0	1	1	2	37	0	0	37	**134**
07:30 AM	73	**6**	0	79	0	0	0	0	0	**4**	0	4	29	0	0	29	112
07:45 AM	68	5	0	73	0	0	0	0	0	2	**4**	**6**	**47**	0	0	**47**	126
Total Volume	273	14	0	287	0	0	0	0	0	7	7	14	147	0	3	150	451
% App. Total	95.1	4.9	0		0	0	0		0	50	50		98	0	2		
PHF	.726	.583	.000	.755	.000	.000	.000	.000	.000	.438	.438	.583	.782	.000	.250	.798	.841

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	**94**	1	0	**95**	0	0	0	0	0	**4**	0	4	34	0	**3**	37
+15 mins.	73	**6**	0	79	0	0	0	0	0	2	**4**	**6**	37	0	0	37
+30 mins.	68	5	0	73	0	0	0	0	0	2	2	4	29	0	0	29
+45 mins.	40	4	0	44	0	0	0	0	0	3	1	4	**47**	0	0	**47**
Total Volume	275	16	0	291	0	0	0	0	0	11	7	18	147	0	3	150
% App. Total	94.5	5.5	0		0	0	0		0	61.1	38.9		98	0	2	
PHF	.731	.667	.000	.766	.000	.000	.000	.000	.000	.688	.438	.750	.782	.000	.250	.798

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

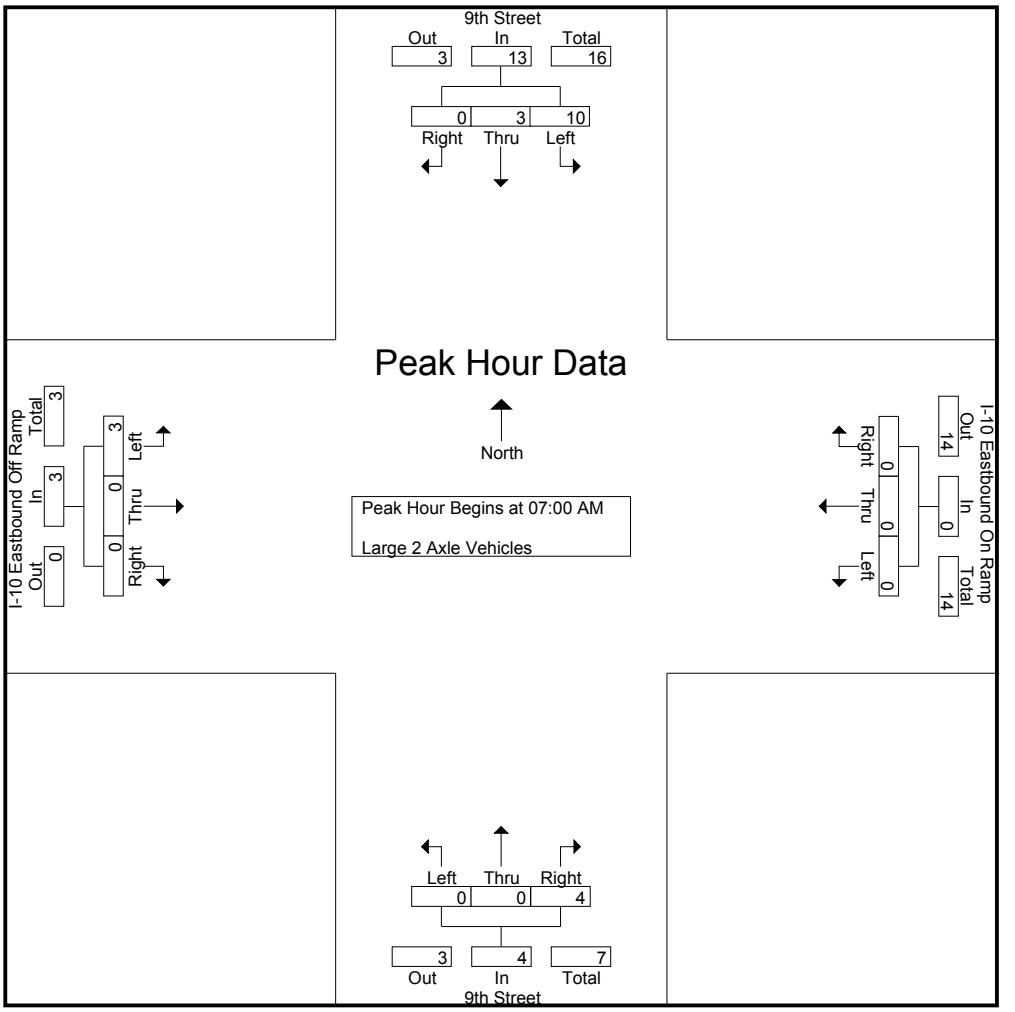
	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	4
07:15 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	4	2	0	6	0	0	0	0	0	0	1	1	3	0	0	3	10
07:45 AM	1	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
Total	10	3	0	13	0	0	0	0	0	0	4	4	3	0	0	3	20
08:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	1	0	0	1	7
08:15 AM	5	1	0	6	0	0	0	0	0	0	1	1	0	0	0	0	7
08:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
08:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	1	0	1	2	6
Total	14	2	0	16	0	0	0	0	0	2	1	3	4	0	1	5	24
Grand Total	24	5	0	29	0	0	0	0	0	2	5	7	7	0	1	8	44
Apprch %	82.8	17.2	0		0	0	0		0	28.6	71.4		87.5	0	12.5		
Total %	54.5	11.4	0	65.9	0	0	0	0	0	4.5	11.4	15.9	15.9	0	2.3	18.2	

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	4
07:15 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	**4**	**2**	0	**6**	0	0	0	0	0	0	1	1	**3**	0	0	**3**	**10**
07:45 AM	1	0	0	1	0	0	0	0	0	0	**2**	**2**	0	0	0	0	3
Total Volume	10	3	0	13	0	0	0	0	0	0	4	4	3	0	0	3	20
% App. Total	76.9	23.1	0		0	0	0		0	0	100		100	0	0		
PHF	.625	.375	.000	.542	.000	.000	.000	.000	.000	.000	.500	.500	.250	.000	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**4**	**2**	0	**6**	0	0	0	0	0	0	1	1	**3**	0	0	**3**
+45 mins.	1	0	0	1	0	0	0	0	0	0	**2**	**2**	0	0	0	0
Total Volume	10	3	0	13	0	0	0	0	0	0	4	4	3	0	0	3
% App. Total	76.9	23.1	0		0	0	0		0	0	100		100	0	0	
PHF	.625	.375	.000	.542	.000	.000	.000	.000	.000	.000	.500	.500	.250	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

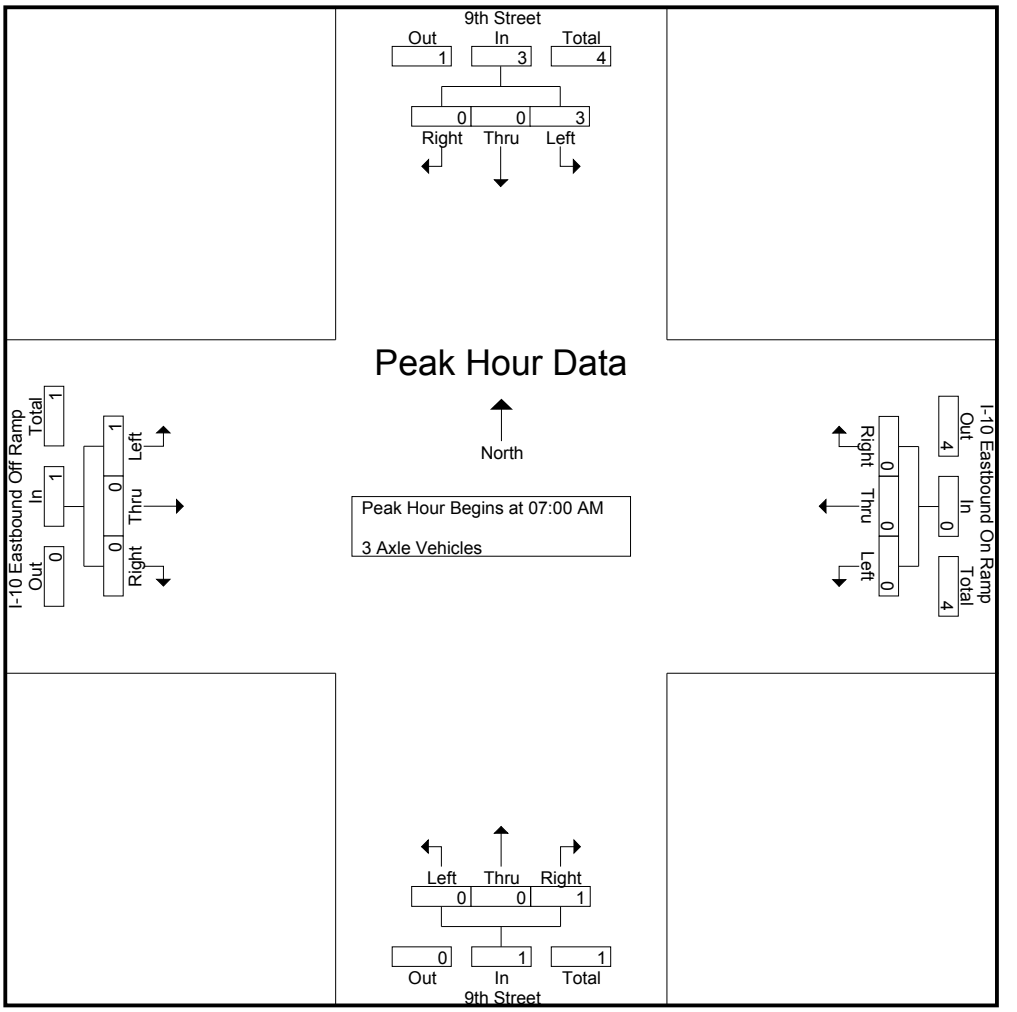
	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	3	0	0	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	11	0	0	11	0	0	0	0	0	0	1	1	1	0	0	1	13
Apprch %	100	0	0		0	0	0		0	0	100		100	0	0		
Total %	84.6	0	0	84.6	0	0	0	0	0	0	7.7	7.7	7.7	0	0	7.7	

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**2**
07:15 AM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	3	0	0	3	0	0	0	0	0	0	1	1	1	0	0	1	5
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	3	0	0	3	0	0	0	0	0	0	1	1	1	0	0	1
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0	
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

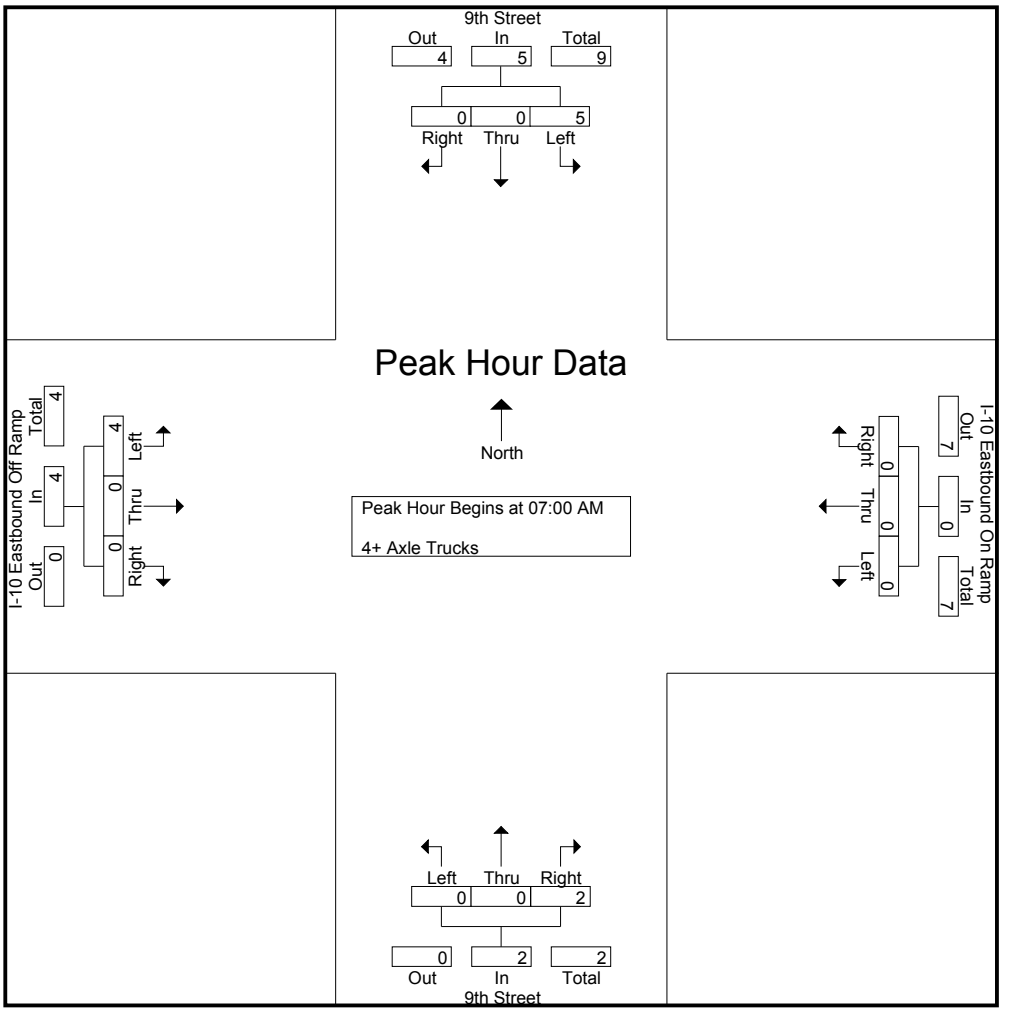
	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
Total	5	0	0	5	0	0	0	0	0	0	2	2	4	0	0	4	11
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	2	2	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6
Grand Total	7	2	0	9	0	0	0	0	0	0	2	2	6	0	0	6	17
Apprch %	77.8	22.2	0		0	0	0		0	0	100		100	0	0		
Total %	41.2	11.8	0	52.9	0	0	0	0	0	0	11.8	11.8	35.3	0	0	35.3	

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
07:15 AM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**4**
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
Total Volume	5	0	0	5	0	0	0	0	0	0	2	2	4	0	0	4	11
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.500	.500	.500	.000	.000	.500	.688

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EAM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**	0	0	**2**
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2
Total Volume	5	0	0	5	0	0	0	0	0	0	2	2	4	0	0	4
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0	
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.500	.500	.500	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

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

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	95	4	0	99	0	0	0	0	0	8	1	9	75	0	0	75	183
04:15 PM	71	2	0	73	0	0	0	0	0	1	1	2	46	0	0	46	121
04:30 PM	68	3	0	71	0	0	0	0	0	4	1	5	54	2	1	57	133
04:45 PM	72	0	0	72	0	0	0	0	0	2	0	2	61	2	1	64	138
Total	306	9	0	315	0	0	0	0	0	15	3	18	236	4	2	242	575
05:00 PM	80	3	0	83	0	0	0	0	0	5	0	5	64	0	0	64	152
05:15 PM	69	0	0	69	0	0	0	0	0	1	1	2	57	1	1	59	130
05:30 PM	58	1	0	59	0	0	0	0	0	1	0	1	63	2	0	65	125
05:45 PM	61	1	0	62	0	0	0	0	0	1	0	1	33	0	1	34	97
Total	268	5	0	273	0	0	0	0	0	8	1	9	217	3	2	222	504
Grand Total	574	14	0	588	0	0	0	0	0	23	4	27	453	7	4	464	1079
Apprch %	97.6	2.4	0		0	0	0		0	85.2	14.8		97.6	1.5	0.9		
Total %	53.2	1.3	0	54.5	0	0	0	0	0	2.1	0.4	2.5	42	0.6	0.4	43	
Passenger Vehicles	565	13	0	578	0	0	0	0	0	23	4	27	448	7	4	459	1064
% Passenger Vehicles	98.4	92.9	0	98.3	0	0	0	0	0	100	100	100	98.9	100	100	98.9	98.6
Large 2 Axle Vehicles	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	7
% Large 2 Axle Vehicles	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0.9	0	0	0.9	0.6
3 Axle Vehicles	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% 3 Axle Vehicles	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0.4
4+ Axle Trucks	2	1	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
% 4+ Axle Trucks	0.3	7.1	0	0.5	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.4

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**95**	**4**	0	**99**	0	0	0	0	0	**8**	**1**	**9**	**75**	0	0	**75**	**183**
04:15 PM	71	2	0	73	0	0	0	0	0	1	1	2	46	0	0	46	121
04:30 PM	68	3	0	71	0	0	0	0	0	4	1	5	54	**2**	**1**	57	133
04:45 PM	72	0	0	72	0	0	0	0	0	2	0	2	61	2	1	64	138
Total Volume	306	9	0	315	0	0	0	0	0	15	3	18	236	4	2	242	575
% App. Total	97.1	2.9	0		0	0	0		0	83.3	16.7		97.5	1.7	0.8		
PHF	.805	.563	.000	.795	.000	.000	.000	.000	.000	.469	.750	.500	.787	.500	.500	.807	.786

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
Start Date : 3/27/2008
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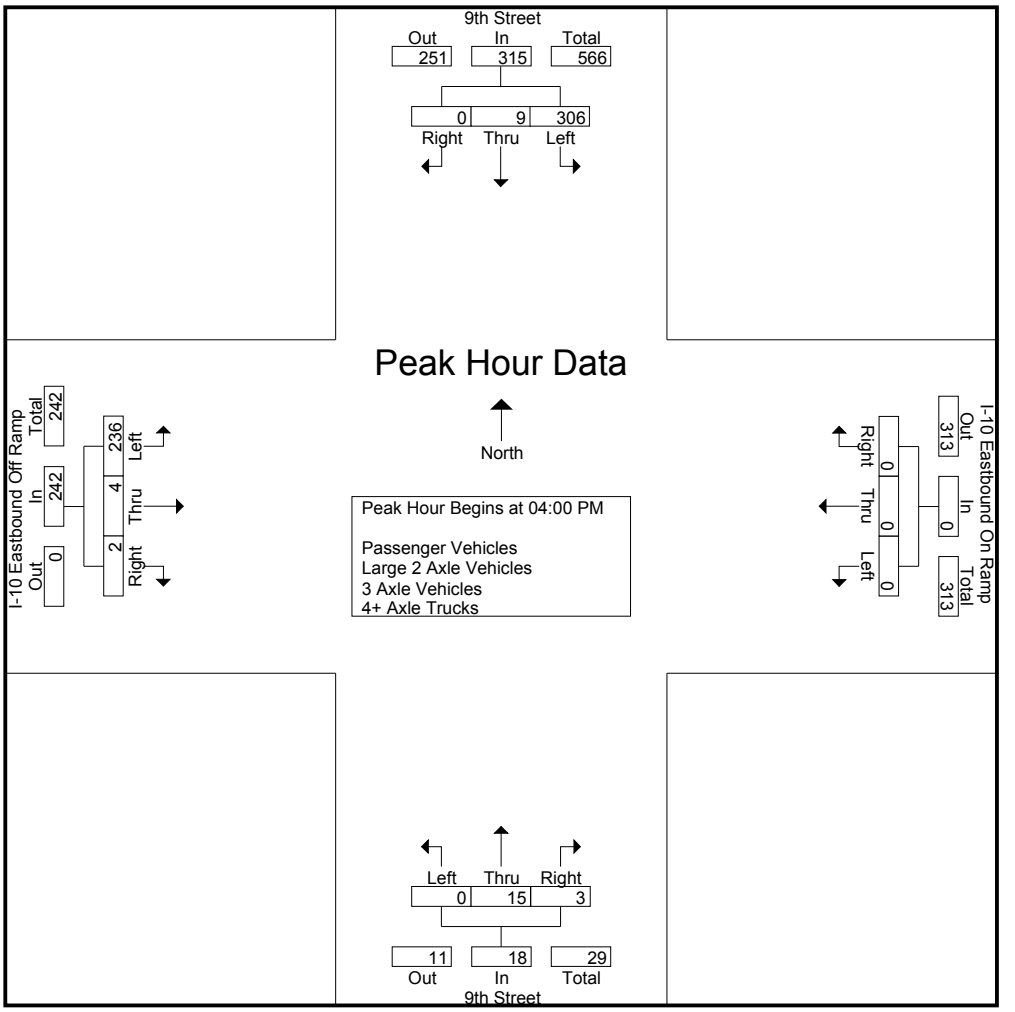


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	**95**	**4**	0	**99**	0	0	0	0	0	**8**	**1**	**9**	61	**2**	**1**	64
+15 mins.	71	2	0	73	0	0	0	0	0	1	1	2	**64**	0	0	64
+30 mins.	68	3	0	71	0	0	0	0	0	4	1	5	57	1	1	59
+45 mins.	72	0	0	72	0	0	0	0	0	2	0	2	63	2	0	**65**
Total Volume	306	9	0	315	0	0	0	0	0	15	3	18	245	5	2	252
% App. Total	97.1	2.9	0		0	0	0		0	83.3	16.7		97.2	2	0.8	
PHF	.805	.563	.000	.795	.000	.000	.000	.000	.000	.469	.750	.500	.957	.625	.500	.969

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

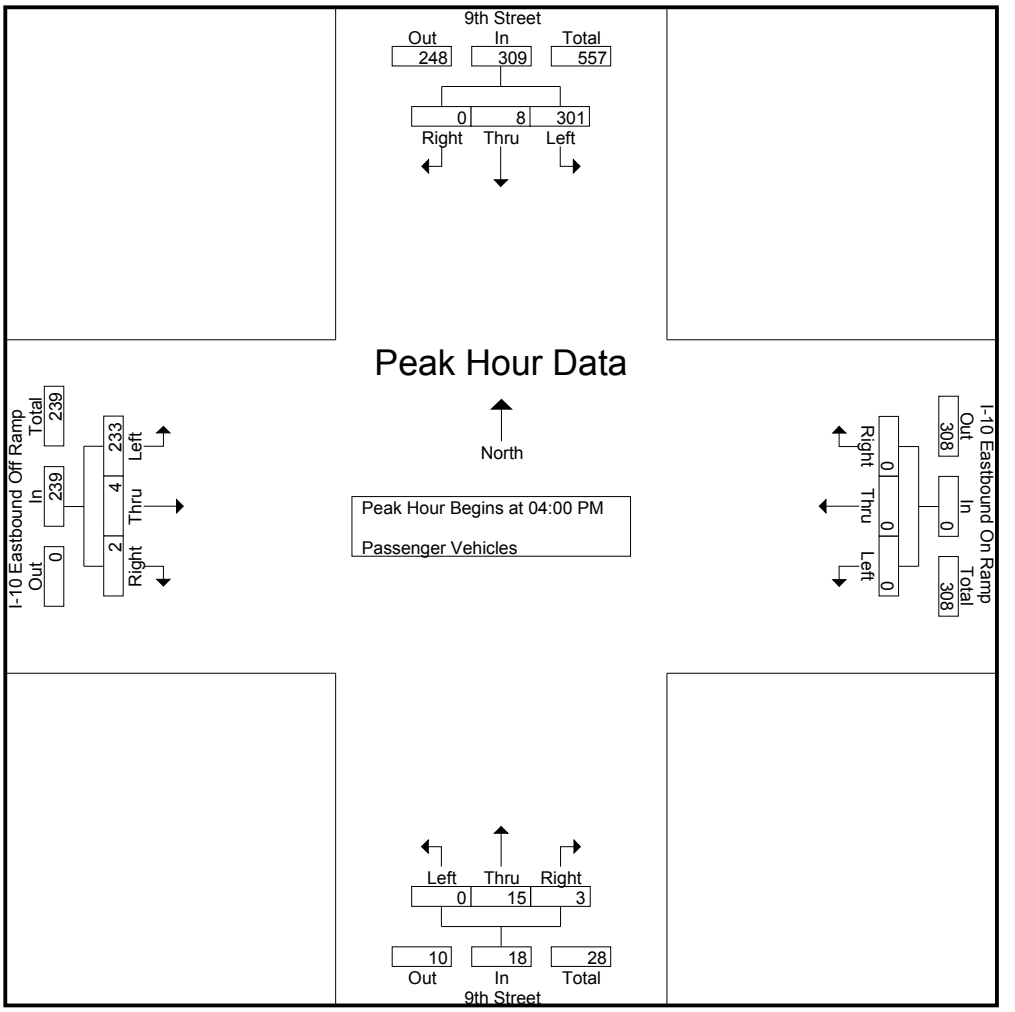
	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	93	4	0	97	0	0	0	0	0	8	1	9	72	0	0	72	178
04:15 PM	71	1	0	72	0	0	0	0	0	1	1	2	46	0	0	46	120
04:30 PM	66	3	0	69	0	0	0	0	0	4	1	5	54	2	1	57	131
04:45 PM	71	0	0	71	0	0	0	0	0	2	0	2	61	2	1	64	137
Total	301	8	0	309	0	0	0	0	0	15	3	18	233	4	2	239	566
05:00 PM	78	3	0	81	0	0	0	0	0	5	0	5	64	0	0	64	150
05:15 PM	69	0	0	69	0	0	0	0	0	1	1	2	56	1	1	58	129
05:30 PM	57	1	0	58	0	0	0	0	0	1	0	1	63	2	0	65	124
05:45 PM	60	1	0	61	0	0	0	0	0	1	0	1	32	0	1	33	95
Total	264	5	0	269	0	0	0	0	0	8	1	9	215	3	2	220	498
Grand Total	565	13	0	578	0	0	0	0	0	23	4	27	448	7	4	459	1064
Apprch %	97.8	2.2	0		0	0	0		0	85.2	14.8		97.6	1.5	0.9		
Total %	53.1	1.2	0	54.3	0	0	0	0	0	2.2	0.4	2.5	42.1	0.7	0.4	43.1	

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**93**	**4**	0	**97**	0	0	0	0	0	**8**	**1**	**9**	**72**	0	0	**72**	**178**
04:15 PM	71	1	0	72	0	0	0	0	0	1	1	2	46	0	0	46	120
04:30 PM	66	3	0	69	0	0	0	0	0	4	1	5	54	**2**	**1**	57	131
04:45 PM	71	0	0	71	0	0	0	0	0	2	0	2	61	2	1	64	137
Total Volume	301	8	0	309	0	0	0	0	0	15	3	18	233	4	2	239	566
% App. Total	97.4	2.6	0		0	0	0		0	83.3	16.7		97.5	1.7	0.8		
PHF	.809	.500	.000	.796	.000	.000	.000	.000	.000	.469	.750	.500	.809	.500	.500	.830	.795

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
Start Date : 3/27/2008



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	**93**	**4**	0	**97**	0	0	0	0	0	**8**	**1**	**9**	61	**2**	**1**	64
+15 mins.	71	1	0	72	0	0	0	0	0	1	1	2	**64**	0	0	64
+30 mins.	66	3	0	69	0	0	0	0	0	4	1	5	56	1	1	58
+45 mins.	71	0	0	71	0	0	0	0	0	2	0	2	63	2	0	**65**
Total Volume	301	8	0	309	0	0	0	0	0	15	3	18	244	5	2	251
% App. Total	97.4	2.6	0		0	0	0		0	83.3	16.7		97.2	2	0.8	
PHF	.809	.500	.000	.796	.000	.000	.000	.000	.000	.469	.750	.500	.953	.625	.500	.965

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Grand Total	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	7
Apprch %	100	0	0		0	0	0		0	0	0		100	0	0		
Total %	42.9	0	0	42.9	0	0	0	0	0	0	0	0	57.1	0	0	57.1	

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
% App. Total	100	0	0		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.333

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
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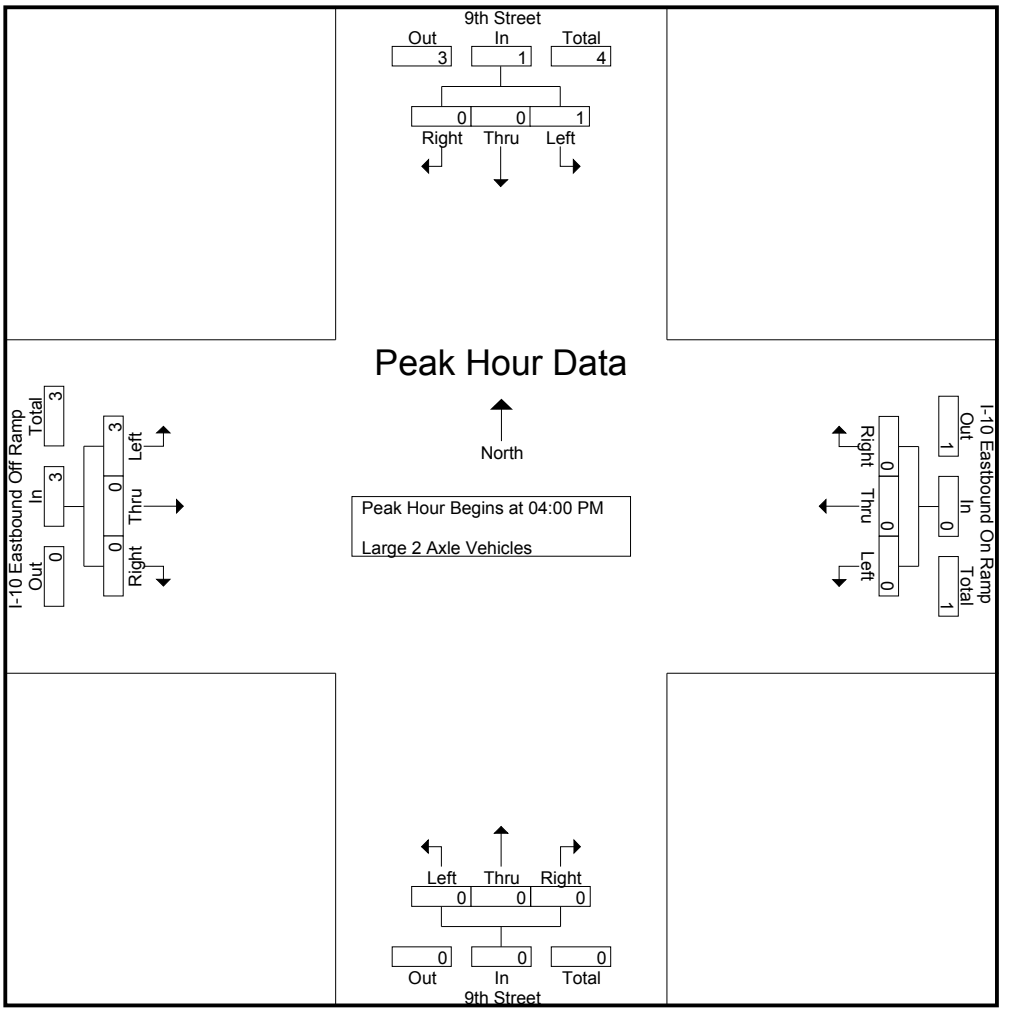

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3
% App. Total	100	0	0		0	0	0		0	0	0		100	0	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
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Groups Printed- 3 Axle Vehicles

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
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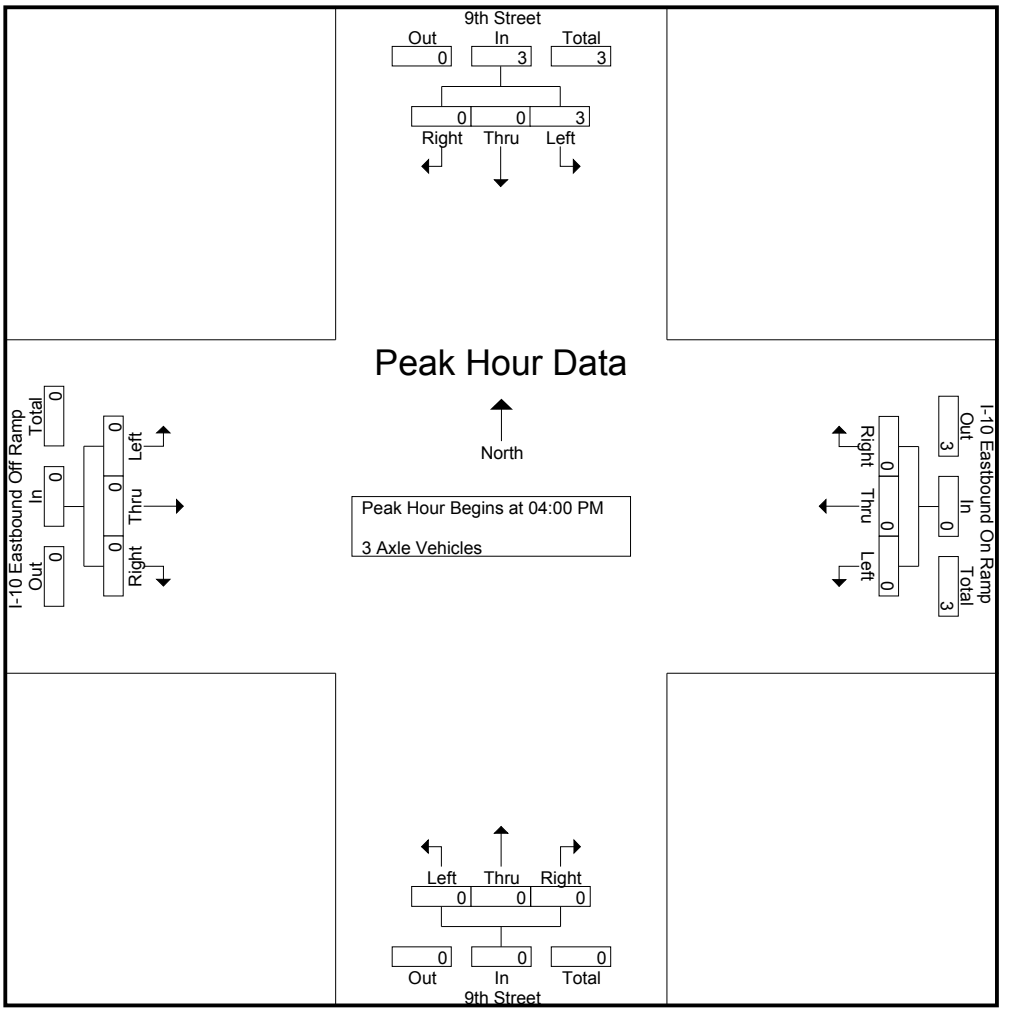


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0	
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

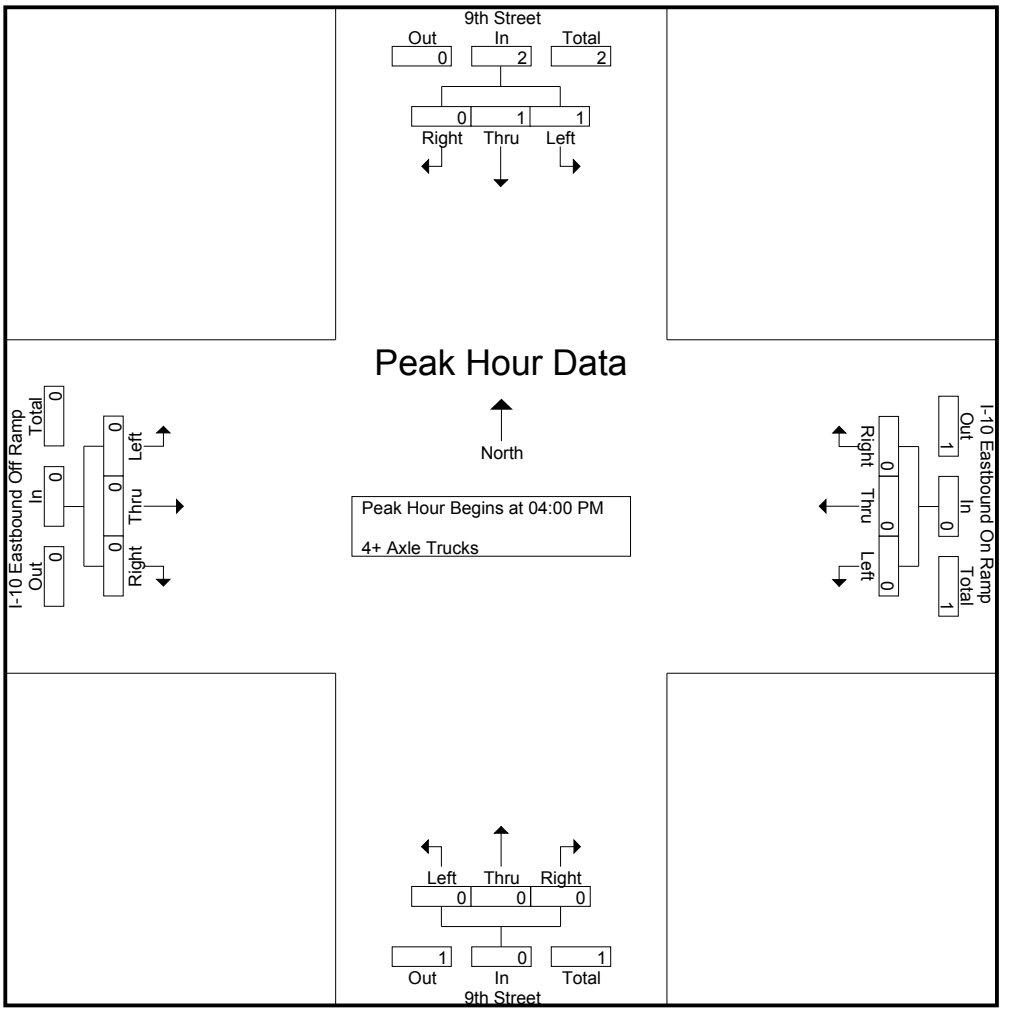
	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	2	1	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Apprch %	66.7	33.3	0		0	0	0		0	0	0		100	0	0		
Total %	50	25	0	75	0	0	0	0	0	0	0	0	25	0	0	25	

	9th Street Southbound				I-10 Eastbound On Ramp Westbound				9th Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:30 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	50	50	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: 9th Street
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CN910EPM
Site Code : 04113641
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	50	50	0		0	0	0		0	0	0		0	0	0	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

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

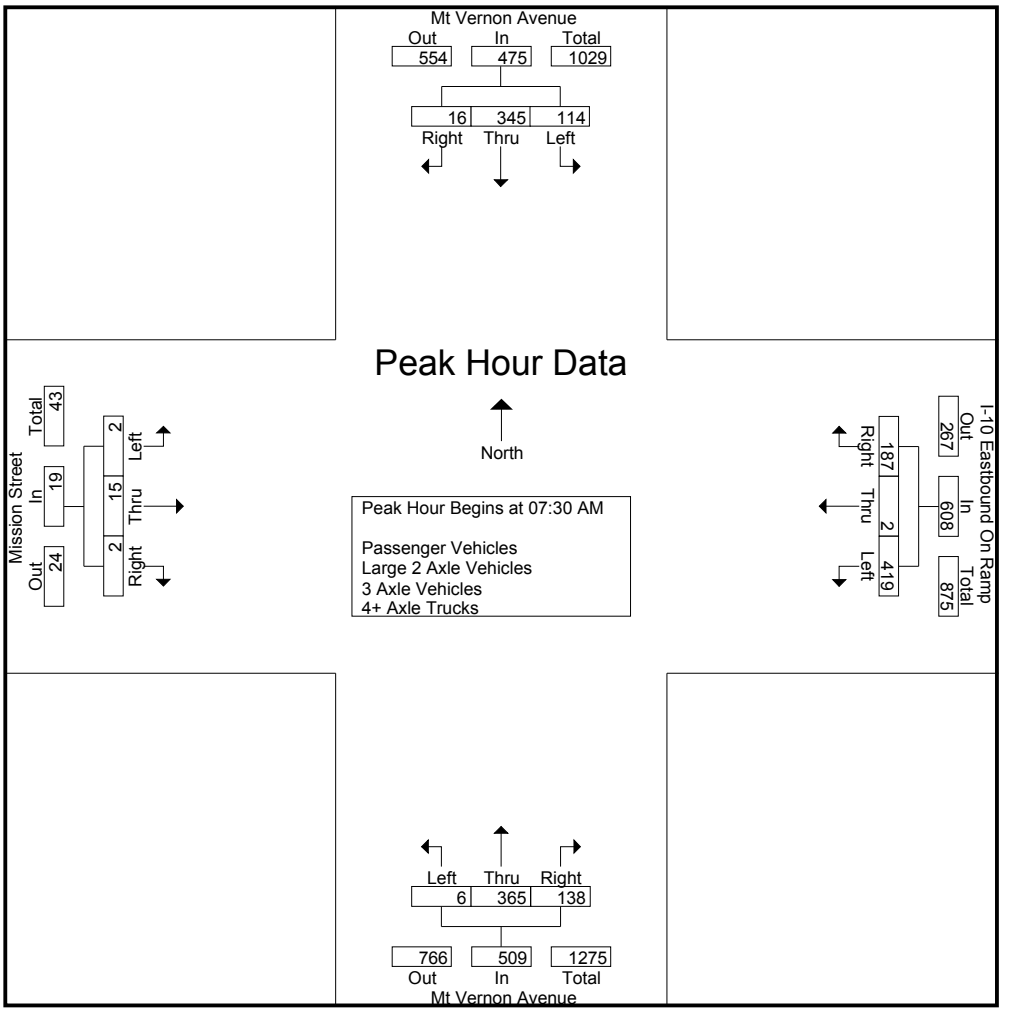
	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	40	1	62	58	2	27	87	3	70	15	88	0	0	0	0	237
07:15 AM	25	57	3	85	62	0	33	95	0	93	36	129	0	2	0	2	311
07:30 AM	24	80	4	108	98	0	50	148	1	121	38	160	0	2	0	2	418
07:45 AM	27	93	4	124	120	1	62	183	3	90	48	141	0	3	0	3	451
Total	97	270	12	379	338	3	172	513	7	374	137	518	0	7	0	7	1417
08:00 AM	28	99	6	133	105	0	43	148	1	81	27	109	1	4	2	7	397
08:15 AM	35	73	2	110	96	1	32	129	1	73	25	99	1	6	0	7	345
08:30 AM	22	63	3	88	65	0	25	90	0	80	36	116	0	2	3	5	299
08:45 AM	37	84	2	123	79	0	39	118	1	76	25	102	0	6	0	6	349
Total	122	319	13	454	345	1	139	485	3	310	113	426	2	18	5	25	1390
Grand Total	219	589	25	833	683	4	311	998	10	684	250	944	2	25	5	32	2807
Apprch %	26.3	70.7	3		68.4	0.4	31.2		1.1	72.5	26.5		6.2	78.1	15.6		
Total %	7.8	21	0.9	29.7	24.3	0.1	11.1	35.6	0.4	24.4	8.9	33.6	0.1	0.9	0.2	1.1	
Passenger Vehicles	150	466	6	622	571	2	239	812	5	544	173	722	0	0	0	0	2156
% Passenger Vehicles	68.5	79.1	24	74.7	83.6	50	76.8	81.4	50	79.5	69.2	76.5	0	0	0	0	76.8
Large 2 Axle Vehicles	55	101	3	159	75	2	44	121	3	102	62	167	2	8	5	15	462
% Large 2 Axle Vehicles	25.1	17.1	12	19.1	11	50	14.1	12.1	30	14.9	24.8	17.7	100	32	100	46.9	16.5
3 Axle Vehicles	14	15	0	29	6	0	7	13	0	10	5	15	0	0	0	0	57
% 3 Axle Vehicles	6.4	2.5	0	3.5	0.9	0	2.3	1.3	0	1.5	2	1.6	0	0	0	0	2
4+ Axle Trucks	0	7	16	23	31	0	21	52	2	28	10	40	0	17	0	17	132
% 4+ Axle Trucks	0	1.2	64	2.8	4.5	0	6.8	5.2	20	4.1	4	4.2	0	68	0	53.1	4.7

	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	24	80	4	108	98	0	50	148	1	**121**	38	**160**	0	2	0	2	418
07:45 AM	27	93	4	124	**120**	**1**	**62**	**183**	**3**	90	**48**	141	0	3	0	3	**451**
08:00 AM	28	**99**	**6**	**133**	105	0	43	148	1	81	27	109	**1**	4	**2**	**7**	397
08:15 AM	**35**	73	2	110	96	1	32	129	1	73	25	99	1	**6**	0	7	345
Total Volume	114	345	16	475	419	2	187	608	6	365	138	509	2	15	2	19	1611
% App. Total	24	72.6	3.4		68.9	0.3	30.8		1.2	71.7	27.1		10.5	78.9	10.5		
PHF	.814	.871	.667	.893	.873	.500	.754	.831	.500	.754	.719	.795	.500	.625	.250	.679	.893

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				08:00 AM			
+0 mins.	24	80	4	108	98	0	50	148	0	93	36	129	**1**	4	2	**7**
+15 mins.	27	93	4	124	**120**	**1**	**62**	**183**	1	**121**	38	**160**	1	**6**	0	7
+30 mins.	28	**99**	**6**	**133**	105	0	43	148	**3**	90	**48**	141	0	2	**3**	5
+45 mins.	**35**	73	2	110	96	1	32	129	1	81	27	109	0	6	0	6
Total Volume	114	345	16	475	419	2	187	608	5	385	149	539	2	18	5	25
% App. Total	24	72.6	3.4		68.9	0.3	30.8		0.9	71.4	27.6		8	72	20	
PHF	.814	.871	.667	.893	.873	.500	.754	.831	.417	.795	.776	.842	.500	.750	.417	.893

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

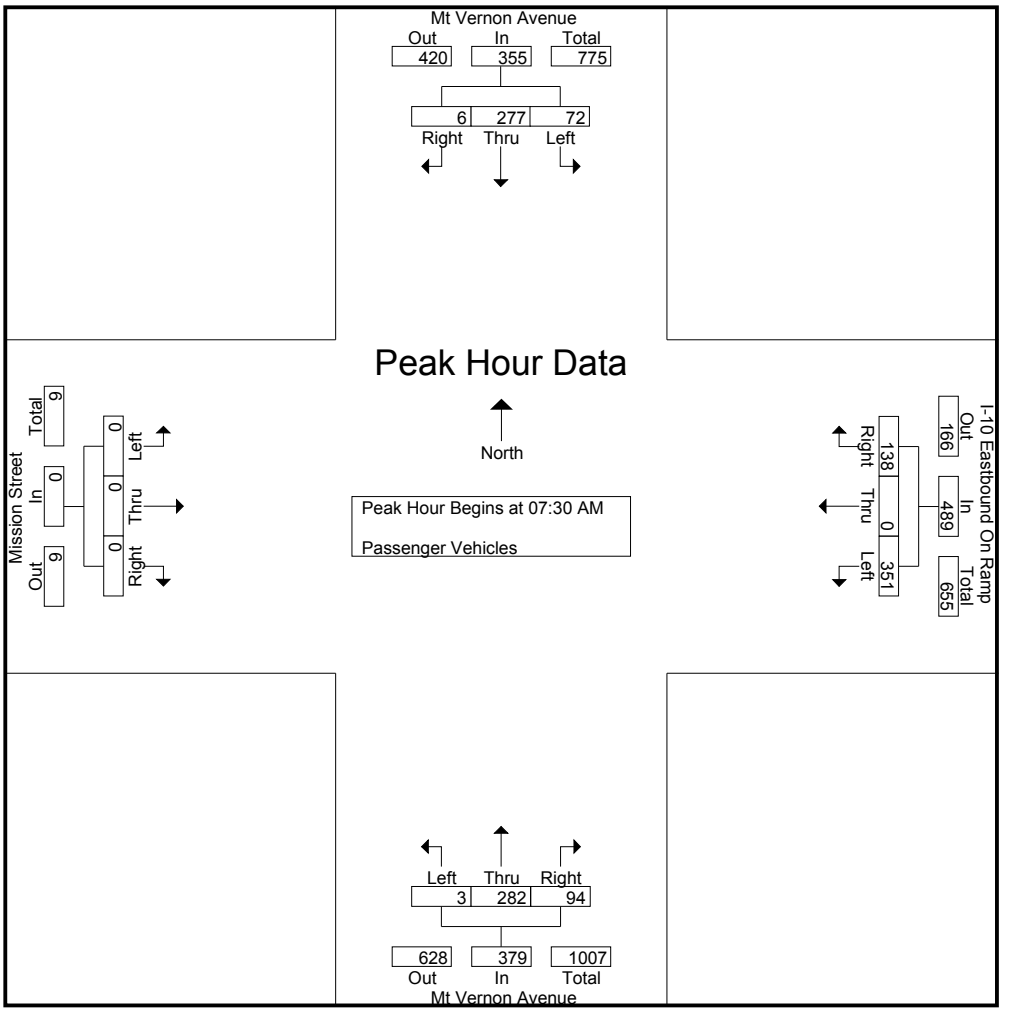
	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	29	0	46	48	2	25	75	2	57	12	71	0	0	0	0	192
07:15 AM	19	47	0	66	54	0	26	80	0	85	29	114	0	0	0	0	260
07:30 AM	13	63	1	77	85	0	40	125	0	96	25	121	0	0	0	0	323
07:45 AM	18	78	4	100	98	0	50	148	3	63	37	103	0	0	0	0	351
Total	67	217	5	289	285	2	141	428	5	301	103	409	0	0	0	0	1126
08:00 AM	20	75	1	96	89	0	29	118	0	69	18	87	0	0	0	0	301
08:15 AM	21	61	0	82	79	0	19	98	0	54	14	68	0	0	0	0	248
08:30 AM	19	46	0	65	52	0	20	72	0	63	24	87	0	0	0	0	224
08:45 AM	23	67	0	90	66	0	30	96	0	57	14	71	0	0	0	0	257
Total	83	249	1	333	286	0	98	384	0	243	70	313	0	0	0	0	1030
Grand Total	150	466	6	622	571	2	239	812	5	544	173	722	0	0	0	0	2156
Apprch %	24.1	74.9	1		70.3	0.2	29.4		0.7	75.3	24		0	0	0		
Total %	7	21.6	0.3	28.8	26.5	0.1	11.1	37.7	0.2	25.2	8	33.5	0	0	0	0	

	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	63	1	77	85	0	40	125	0	**96**	25	**121**	0	0	0	0	323
07:45 AM	18	**78**	**4**	**100**	**98**	0	**50**	**148**	**3**	63	**37**	103	0	0	0	0	**351**
08:00 AM	20	75	1	96	89	0	29	118	0	69	18	87	0	0	0	0	301
08:15 AM	**21**	61	0	82	79	0	19	98	0	54	14	68	0	0	0	0	248
Total Volume	72	277	6	355	351	0	138	489	3	282	94	379	0	0	0	0	1223
% App. Total	20.3	78	1.7		71.8	0	28.2		0.8	74.4	24.8		0	0	0		
PHF	.857	.888	.375	.888	.895	.000	.690	.826	.250	.734	.635	.783	.000	.000	.000	.000	.871

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	13	63	1	77	85	0	40	125	0	**96**	25	**121**	0	0	0	0
+15 mins.	18	**78**	**4**	**100**	**98**	0	**50**	**148**	**3**	63	**37**	103	0	0	0	0
+30 mins.	20	75	1	96	89	0	29	118	0	69	18	87	0	0	0	0
+45 mins.	**21**	61	0	82	79	0	19	98	0	54	14	68	0	0	0	0
Total Volume	72	277	6	355	351	0	138	489	3	282	94	379	0	0	0	0
% App. Total	20.3	78	1.7		71.8	0	28.2		0.8	74.4	24.8		0	0	0	
PHF	.857	.888	.375	.888	.895	.000	.690	.826	.250	.734	.635	.783	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	7	1	12	8	0	0	8	1	8	2	11	0	0	0	0	31
07:15 AM	6	9	0	15	6	0	6	12	0	6	6	12	0	0	0	0	39
07:30 AM	7	13	0	20	7	0	5	12	0	19	12	31	0	0	0	0	63
07:45 AM	8	13	0	21	15	1	9	25	0	20	9	29	0	1	0	1	76
Total	25	42	1	68	36	1	20	57	1	53	29	83	0	1	0	1	209
08:00 AM	7	22	1	30	10	0	8	18	1	9	8	18	1	1	2	4	70
08:15 AM	11	8	0	19	11	1	10	22	1	15	9	25	1	3	0	4	70
08:30 AM	2	14	1	17	10	0	3	13	0	11	8	19	0	1	3	4	53
08:45 AM	10	15	0	25	8	0	3	11	0	14	8	22	0	2	0	2	60
Total	30	59	2	91	39	1	24	64	2	49	33	84	2	7	5	14	253
Grand Total	55	101	3	159	75	2	44	121	3	102	62	167	2	8	5	15	462
Apprch %	34.6	63.5	1.9		62	1.7	36.4		1.8	61.1	37.1		13.3	53.3	33.3		
Total %	11.9	21.9	0.6	34.4	16.2	0.4	9.5	26.2	0.6	22.1	13.4	36.1	0.4	1.7	1.1	3.2	

	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	13	0	20	7	0	5	12	0	19	**12**	**31**	0	0	0	0	63
07:45 AM	8	13	0	21	**15**	**1**	9	**25**	0	**20**	9	29	0	1	0	1	**76**
08:00 AM	7	**22**	**1**	**30**	10	0	8	18	**1**	9	8	18	**1**	1	**2**	**4**	70
08:15 AM	**11**	8	0	19	11	1	**10**	22	1	15	9	25	1	**3**	0	4	70
Total Volume	33	56	1	90	43	2	32	77	2	63	38	103	2	5	2	9	279
% App. Total	36.7	62.2	1.1		55.8	2.6	41.6		1.9	61.2	36.9		22.2	55.6	22.2		
PHF	.750	.636	.250	.750	.717	.500	.800	.770	.500	.788	.792	.831	.500	.417	.250	.563	.918

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
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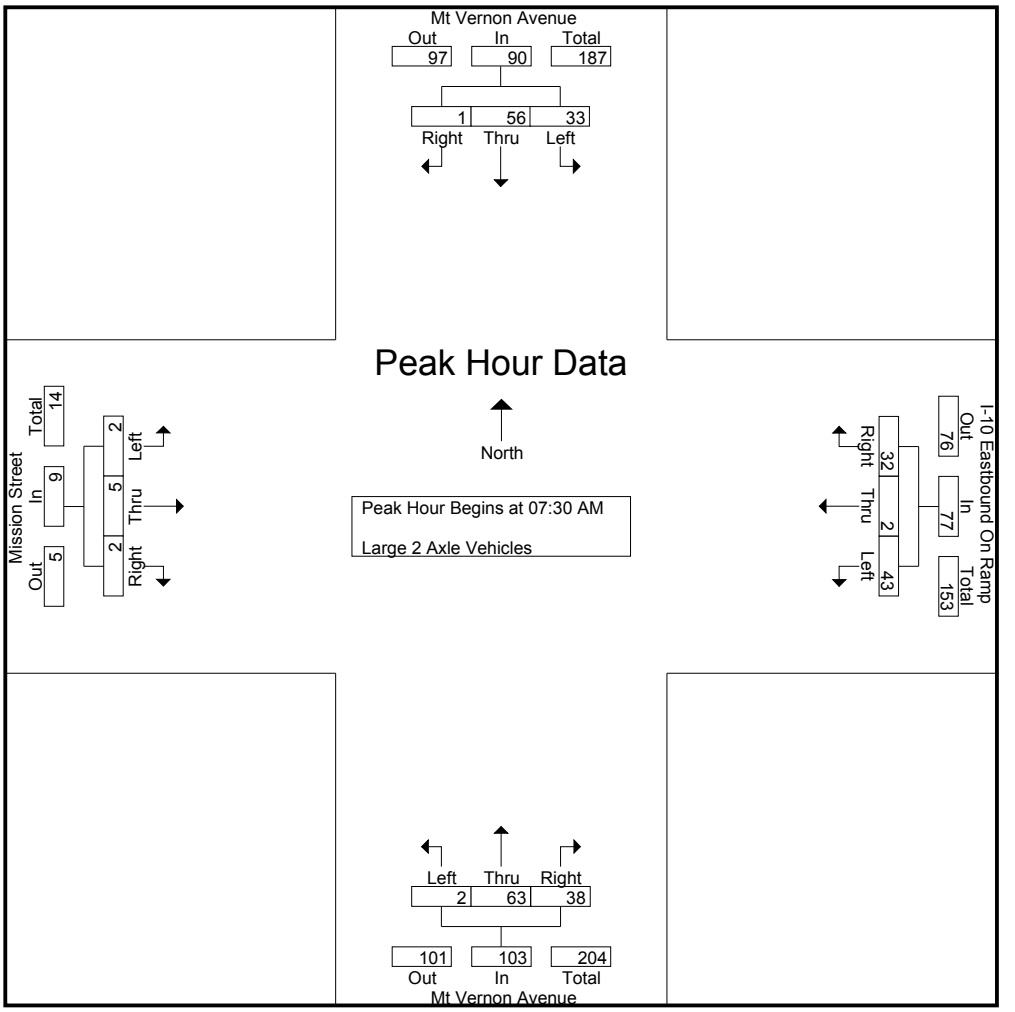

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	13	0	20	7	0	5	12	0	19	**12**	**31**	0	0	0	0
+15 mins.	8	13	0	21	**15**	**1**	9	**25**	0	**20**	9	29	0	1	0	1
+30 mins.	7	**22**	**1**	**30**	10	0	8	18	**1**	9	8	18	**1**	1	**2**	**4**
+45 mins.	**11**	8	0	19	11	1	**10**	22	1	15	9	25	1	**3**	0	4
Total Volume	33	56	1	90	43	2	32	77	2	63	38	103	2	5	2	9
% App. Total	36.7	62.2	1.1		55.8	2.6	41.6		1.9	61.2	36.9		22.2	55.6	22.2	
PHF	.750	.636	.250	.750	.717	.500	.800	.770	.500	.788	.792	.831	.500	.417	.250	.563

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
07:30 AM	4	4	0	8	2	0	1	3	0	1	0	1	0	0	0	0	12
07:45 AM	1	1	0	2	1	0	1	2	0	2	1	3	0	0	0	0	7
Total	5	7	0	12	3	0	3	6	0	3	2	5	0	0	0	0	23
08:00 AM	1	2	0	3	1	0	1	2	0	1	0	1	0	0	0	0	6
08:15 AM	3	3	0	6	2	0	0	2	0	1	0	1	0	0	0	0	9
08:30 AM	1	3	0	4	0	0	1	1	0	1	2	3	0	0	0	0	8
08:45 AM	4	0	0	4	0	0	2	2	0	4	1	5	0	0	0	0	11
Total	9	8	0	17	3	0	4	7	0	7	3	10	0	0	0	0	34
Grand Total	14	15	0	29	6	0	7	13	0	10	5	15	0	0	0	0	57
Apprch %	48.3	51.7	0		46.2	0	53.8		0	66.7	33.3		0	0	0		
Total %	24.6	26.3	0	50.9	10.5	0	12.3	22.8	0	17.5	8.8	26.3	0	0	0	0	

	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**4**	**4**	0	**8**	**2**	0	**1**	**3**	0	1	0	1	0	0	0	0	**12**
07:45 AM	1	1	0	2	1	0	1	2	0	**2**	**1**	**3**	0	0	0	0	7
08:00 AM	1	2	0	3	1	0	1	2	0	1	0	1	0	0	0	0	6
08:15 AM	3	3	0	6	2	0	0	2	0	1	0	1	0	0	0	0	9
Total Volume	9	10	0	19	6	0	3	9	0	5	1	6	0	0	0	0	34
% App. Total	47.4	52.6	0		66.7	0	33.3		0	83.3	16.7		0	0	0		
PHF	.563	.625	.000	.594	.750	.000	.750	.750	.000	.625	.250	.500	.000	.000	.000	.000	.708

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
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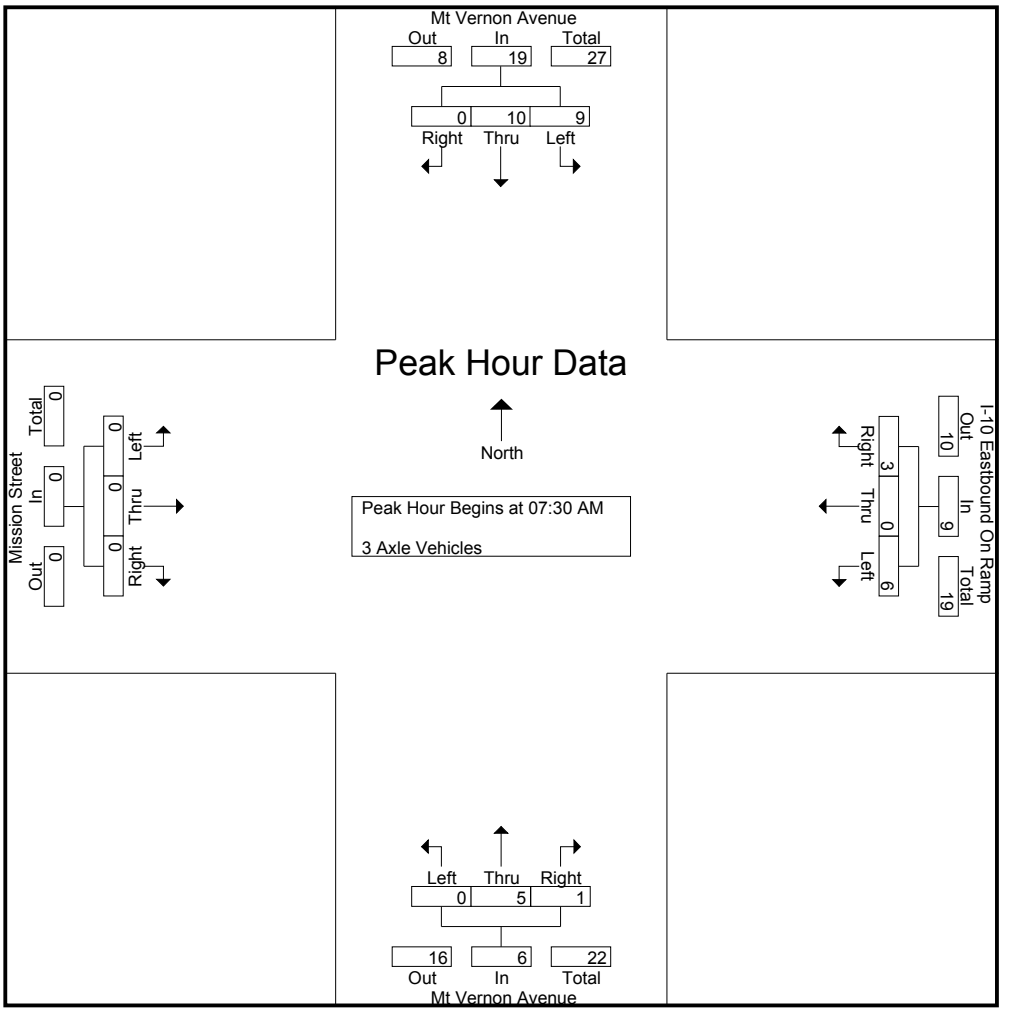


Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**4**	**4**	0	**8**	**2**	0	**1**	**3**	0	1	0	1	0	0	0	0
+15 mins.	1	1	0	2	1	0	1	2	0	**2**	**1**	**3**	0	0	0	0
+30 mins.	1	2	0	3	1	0	1	2	0	1	0	1	0	0	0	0
+45 mins.	3	3	0	6	2	0	0	2	0	1	0	1	0	0	0	0
Total Volume	9	10	0	19	6	0	3	9	0	5	1	6	0	0	0	0
% App. Total	47.4	52.6	0		66.7	0	33.3		0	83.3	16.7		0	0	0	
PHF	.563	.625	.000	.594	.750	.000	.750	.750	.000	.625	.250	.500	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

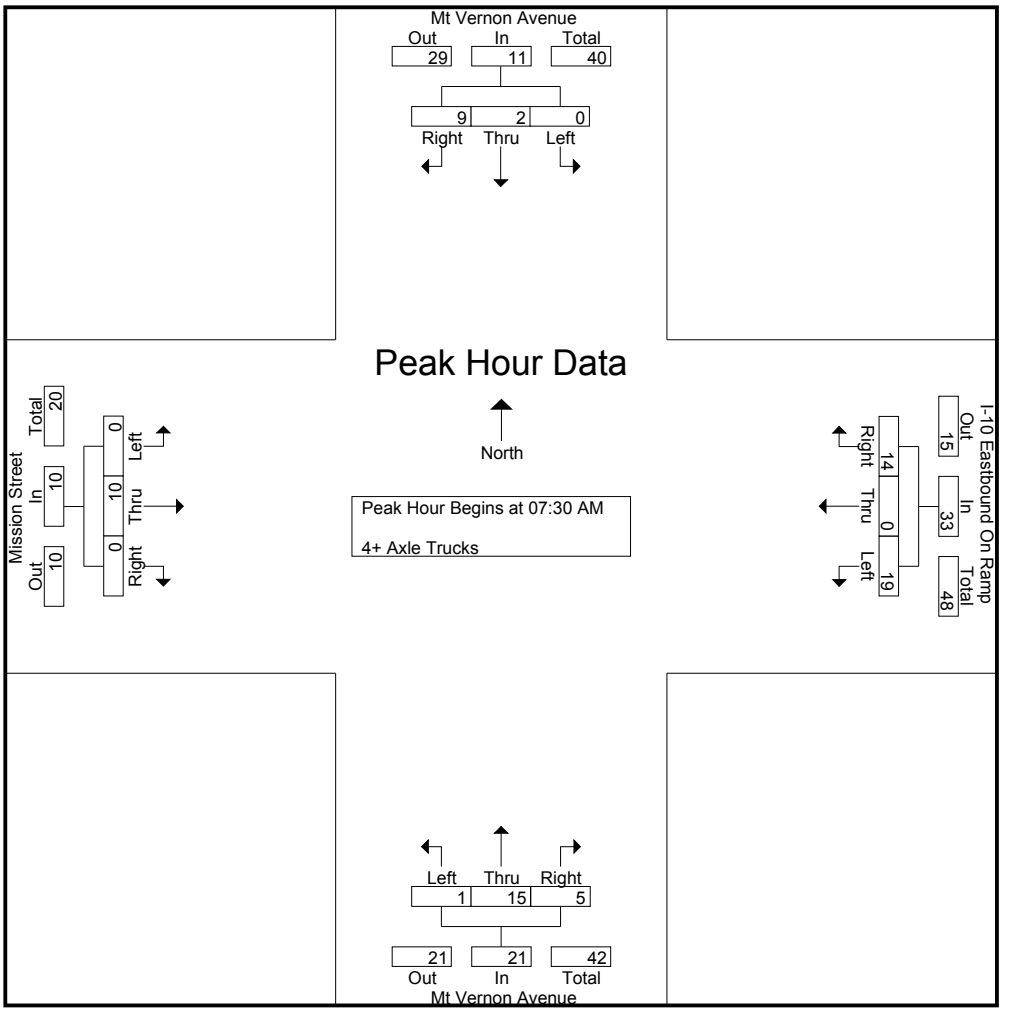
	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	2	0	1	3	0	5	1	6	0	0	0	0	12
07:15 AM	0	0	3	3	2	0	1	3	0	2	0	2	0	2	0	2	10
07:30 AM	0	0	3	3	4	0	4	8	1	5	1	7	0	2	0	2	20
07:45 AM	0	1	0	1	6	0	2	8	0	5	1	6	0	2	0	2	17
Total	0	4	6	10	14	0	8	22	1	17	3	21	0	6	0	6	59
08:00 AM	0	0	4	4	5	0	5	10	0	2	1	3	0	3	0	3	20
08:15 AM	0	1	2	3	4	0	3	7	0	3	2	5	0	3	0	3	18
08:30 AM	0	0	2	2	3	0	1	4	0	5	2	7	0	1	0	1	14
08:45 AM	0	2	2	4	5	0	4	9	1	1	2	4	0	4	0	4	21
Total	0	3	10	13	17	0	13	30	1	11	7	19	0	11	0	11	73
Grand Total	0	7	16	23	31	0	21	52	2	28	10	40	0	17	0	17	132
Apprch %	0	30.4	69.6		59.6	0	40.4		5	70	25		0	100	0		
Total %	0	5.3	12.1	17.4	23.5	0	15.9	39.4	1.5	21.2	7.6	30.3	0	12.9	0	12.9	

	Mt Vernon Avenue Southbound				I-10 Eastbound On Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	3	3	4	0	4	8	**1**	**5**	1	**7**	0	2	0	2	**20**
07:45 AM	0	**1**	0	1	**6**	0	2	8	0	5	1	6	0	2	0	2	17
08:00 AM	0	0	**4**	**4**	5	0	**5**	**10**	0	2	1	3	0	**3**	0	**3**	20
08:15 AM	0	1	2	3	4	0	3	7	0	3	**2**	5	0	3	0	3	18
Total Volume	0	2	9	11	19	0	14	33	1	15	5	21	0	10	0	10	75
% App. Total	0	18.2	81.8		57.6	0	42.4		4.8	71.4	23.8		0	100	0		
PHF	.000	.500	.563	.688	.792	.000	.700	.825	.250	.750	.625	.750	.000	.833	.000	.833	.938

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramps
Weather: Sunny

File Name : CNMV10EAM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	3	3	4	0	4	8	**1**	**5**	1	**7**	0	2	0	2
+15 mins.	0	**1**	0	1	**6**	0	2	8	0	5	1	6	0	2	0	2
+30 mins.	0	0	**4**	**4**	5	0	**5**	**10**	0	2	1	3	0	**3**	0	**3**
+45 mins.	0	1	2	3	4	0	3	7	0	3	**2**	5	0	3	0	3
Total Volume	0	2	9	11	19	0	14	33	1	15	5	21	0	10	0	10
% App. Total	0	18.2	81.8		57.6	0	42.4		4.8	71.4	23.8		0	100	0	
PHF	.000	.500	.563	.688	.792	.000	.700	.825	.250	.750	.625	.750	.000	.833	.000	.833

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

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

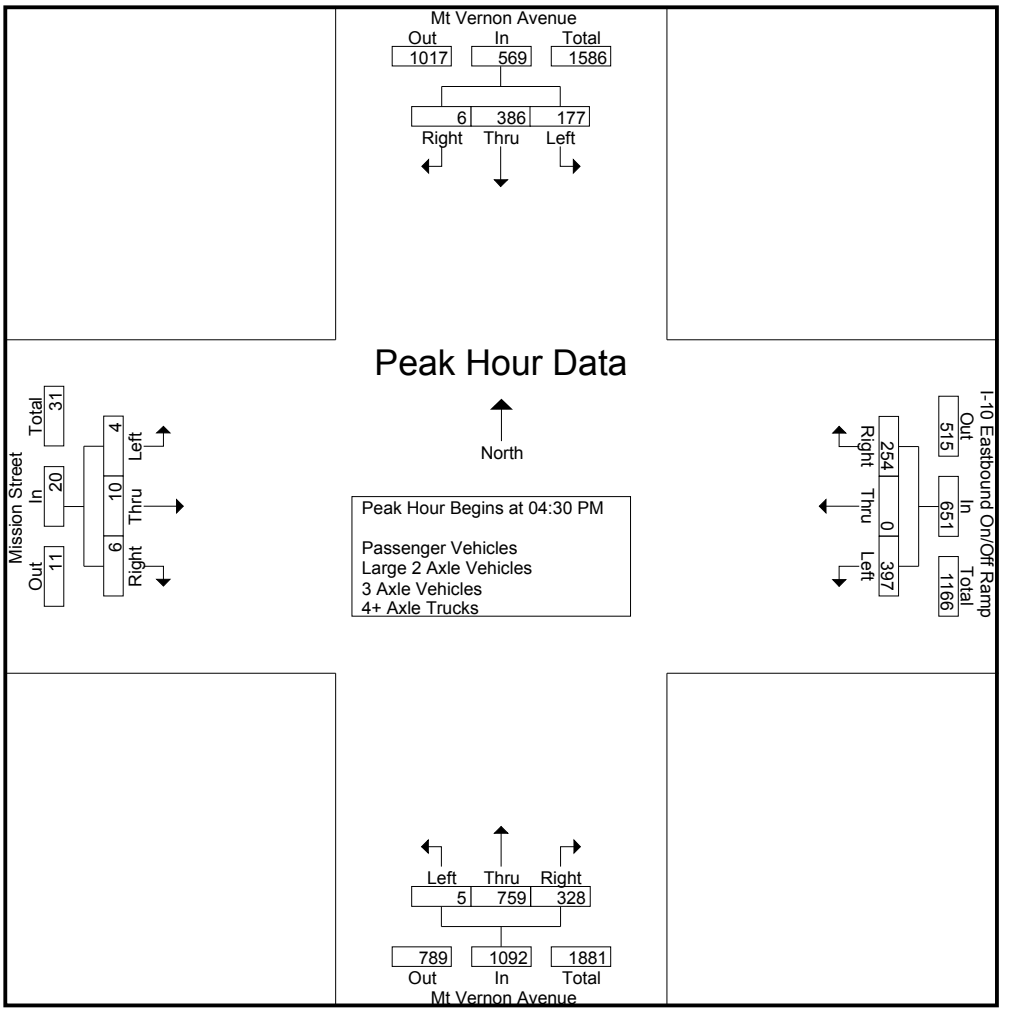
	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	67	115	1	183	96	1	60	157	0	149	83	232	2	0	0	2	574
04:15 PM	48	96	3	147	97	0	40	137	2	186	66	254	0	0	0	0	538
04:30 PM	44	96	2	142	104	0	55	159	2	195	88	285	1	0	2	3	589
04:45 PM	48	94	2	144	99	0	66	165	2	216	96	314	0	0	1	1	624
Total	207	401	8	616	396	1	221	618	6	746	333	1085	3	0	3	6	2325
05:00 PM	43	74	1	118	85	0	68	153	1	179	92	272	3	5	3	11	554
05:15 PM	42	122	1	165	109	0	65	174	0	169	52	221	0	5	0	5	565
05:30 PM	41	68	2	111	105	0	68	173	0	187	59	246	4	3	1	8	538
05:45 PM	35	95	0	130	89	0	86	175	0	154	53	207	2	0	0	2	514
Total	161	359	4	524	388	0	287	675	1	689	256	946	9	13	4	26	2171
Grand Total	368	760	12	1140	784	1	508	1293	7	1435	589	2031	12	13	7	32	4496
Apprch %	32.3	66.7	1.1		60.6	0.1	39.3		0.3	70.7	29		37.5	40.6	21.9		
Total %	8.2	16.9	0.3	25.4	17.4	0	11.3	28.8	0.2	31.9	13.1	45.2	0.3	0.3	0.2	0.7	
Passenger Vehicles	302	680	1	983	684	0	431	1115	4	1294	506	1804	7	5	6	18	3920
% Passenger Vehicles	82.1	89.5	8.3	86.2	87.2	0	84.8	86.2	57.1	90.2	85.9	88.8	58.3	38.5	85.7	56.2	87.2
Large 2 Axle Vehicles	48	72	7	127	70	0	56	126	3	121	67	191	3	8	1	12	456
% Large 2 Axle Vehicles	13	9.5	58.3	11.1	8.9	0	11	9.7	42.9	8.4	11.4	9.4	25	61.5	14.3	37.5	10.1
3 Axle Vehicles	3	3	4	10	3	0	6	9	0	5	4	9	2	0	0	2	30
% 3 Axle Vehicles	0.8	0.4	33.3	0.9	0.4	0	1.2	0.7	0	0.3	0.7	0.4	16.7	0	0	6.2	0.7
4+ Axle Trucks	15	5	0	20	27	1	15	43	0	15	12	27	0	0	0	0	90
% 4+ Axle Trucks	4.1	0.7	0	1.8	3.4	100	3	3.3	0	1	2	1.3	0	0	0	0	2

	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	44	96	**2**	142	104	0	55	159	**2**	195	88	285	1	0	2	3	589
04:45 PM	**48**	94	2	144	99	0	66	165	2	**216**	**96**	**314**	0	0	1	1	**624**
05:00 PM	43	74	1	118	85	0	**68**	153	1	179	92	272	**3**	**5**	**3**	**11**	554
05:15 PM	42	**122**	1	**165**	**109**	0	65	**174**	0	169	52	221	0	5	0	5	565
Total Volume	177	386	6	569	397	0	254	651	5	759	328	1092	4	10	6	20	2332
% App. Total	31.1	67.8	1.1		61	0	39		0.5	69.5	30		20	50	30		
PHF	.922	.791	.750	.862	.911	.000	.934	.935	.625	.878	.854	.869	.333	.500	.500	.455	.934

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	**67**	**115**	1	**183**	85	0	68	153	**2**	186	66	254	3	**5**	**3**	**11**
+15 mins.	48	96	**3**	147	**109**	0	65	174	2	195	88	285	0	5	0	5
+30 mins.	44	96	2	142	105	0	68	173	2	**216**	**96**	**314**	**4**	3	1	8
+45 mins.	48	94	2	144	89	0	**86**	**175**	1	179	92	272	2	0	0	2
Total Volume	207	401	8	616	388	0	287	675	7	776	342	1125	9	13	4	26
% App. Total	33.6	65.1	1.3		57.5	0	42.5		0.6	69	30.4		34.6	50	15.4	
PHF	.772	.872	.667	.842	.890	.000	.834	.964	.875	.898	.891	.896	.563	.650	.333	.591

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008

Groups Printed- Passenger Vehicles

	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	56	95	0	151	89	0	50	139	0	129	68	197	0	0	0	0	487
04:15 PM	39	83	0	122	82	0	30	112	0	166	53	219	0	0	0	0	453
04:30 PM	36	88	0	124	91	0	45	136	2	177	75	254	1	0	1	2	516
04:45 PM	37	83	0	120	82	0	54	136	1	192	83	276	0	0	1	1	533
Total	168	349	0	517	344	0	179	523	3	664	279	946	1	0	2	3	1989
05:00 PM	38	66	0	104	69	0	57	126	1	162	83	246	2	2	3	7	483
05:15 PM	31	110	0	141	99	0	58	157	0	156	45	201	0	2	0	2	501
05:30 PM	36	64	1	101	96	0	57	153	0	171	51	222	2	1	1	4	480
05:45 PM	29	91	0	120	76	0	80	156	0	141	48	189	2	0	0	2	467
Total	134	331	1	466	340	0	252	592	1	630	227	858	6	5	4	15	1931
Grand Total	302	680	1	983	684	0	431	1115	4	1294	506	1804	7	5	6	18	3920
Apprch %	30.7	69.2	0.1		61.3	0	38.7		0.2	71.7	28		38.9	27.8	33.3		
Total %	7.7	17.3	0	25.1	17.4	0	11	28.4	0.1	33	12.9	46	0.2	0.1	0.2	0.5	

	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	36	88	0	124	91	0	45	136	**2**	177	75	254	1	0	1	2	516
04:45 PM	37	83	0	120	82	0	54	136	1	**192**	**83**	**276**	0	0	1	1	**533**
05:00 PM	**38**	66	0	104	69	0	57	126	1	162	83	246	**2**	**2**	**3**	**7**	483
05:15 PM	31	**110**	0	**141**	**99**	0	**58**	**157**	0	156	45	201	0	2	0	2	501
Total Volume	142	347	0	489	341	0	214	555	4	687	286	977	3	4	5	12	2033
% App. Total	29	71	0		61.4	0	38.6		0.4	70.3	29.3		25	33.3	41.7		
PHF	.934	.789	.000	.867	.861	.000	.922	.884	.500	.895	.861	.885	.375	.500	.417	.429	.954

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Colton
N/S: Mt Vernon Avenue
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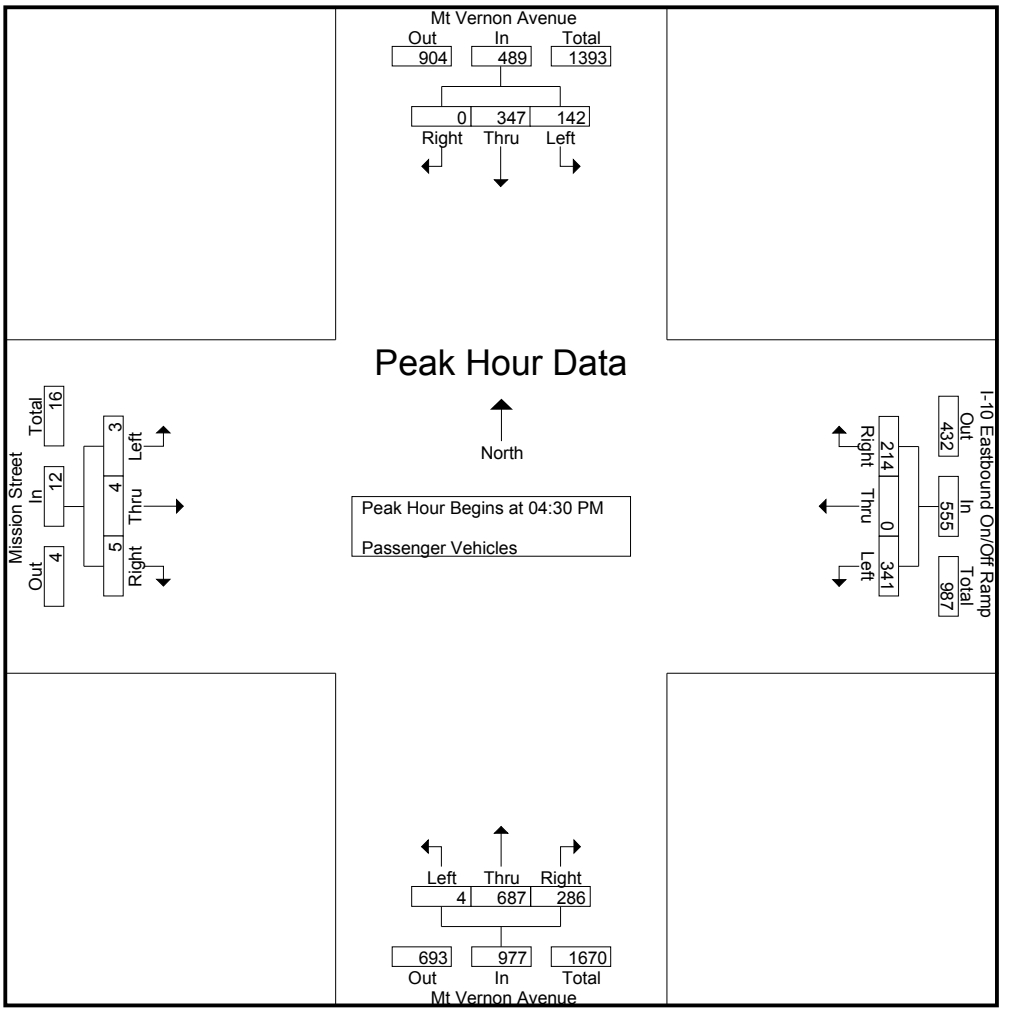


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	**56**	**95**	0	**151**	69	0	57	126	0	166	53	219	**2**	**2**	**3**	**7**
+15 mins.	39	83	0	122	**99**	0	58	**157**	**2**	177	75	254	0	2	0	2
+30 mins.	36	88	0	124	96	0	57	153	1	**192**	**83**	**276**	2	1	1	4
+45 mins.	37	83	0	120	76	0	**80**	156	1	162	83	246	2	0	0	2
Total Volume	168	349	0	517	340	0	252	592	4	697	294	995	6	5	4	15
% App. Total	32.5	67.5	0		57.4	0	42.6		0.4	70.1	29.5		40	33.3	26.7	
PHF	.750	.918	.000	.856	.859	.000	.788	.943	.500	.908	.886	.901	.750	.625	.333	.536

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

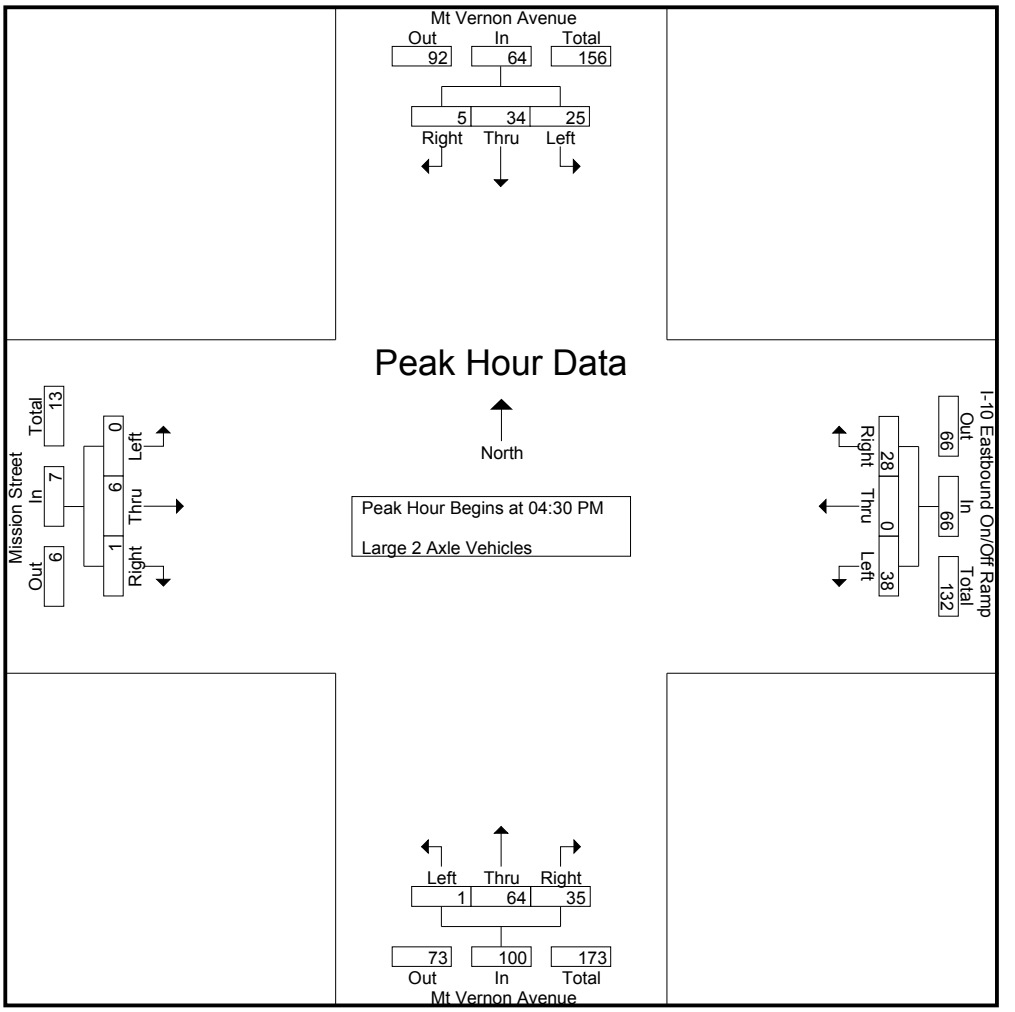
	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	19	0	27	4	0	6	10	0	16	11	27	2	0	0	2	66
04:15 PM	7	11	2	20	12	0	8	20	2	15	11	28	0	0	0	0	68
04:30 PM	4	6	2	12	10	0	4	14	0	15	8	23	0	0	1	1	50
04:45 PM	7	11	1	19	13	0	9	22	1	22	12	35	0	0	0	0	76
Total	26	47	5	78	39	0	27	66	3	68	42	113	2	0	1	3	260
05:00 PM	3	6	1	10	11	0	9	20	0	15	8	23	0	3	0	3	56
05:15 PM	11	11	1	23	4	0	6	10	0	12	7	19	0	3	0	3	55
05:30 PM	3	4	0	7	8	0	9	17	0	13	6	19	1	2	0	3	46
05:45 PM	5	4	0	9	8	0	5	13	0	13	4	17	0	0	0	0	39
Total	22	25	2	49	31	0	29	60	0	53	25	78	1	8	0	9	196
Grand Total	48	72	7	127	70	0	56	126	3	121	67	191	3	8	1	12	456
Apprch %	37.8	56.7	5.5		55.6	0	44.4		1.6	63.4	35.1		25	66.7	8.3		
Total %	10.5	15.8	1.5	27.9	15.4	0	12.3	27.6	0.7	26.5	14.7	41.9	0.7	1.8	0.2	2.6	

	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	6	**2**	12	10	0	4	14	0	15	8	23	0	0	**1**	1	50
04:45 PM	7	**11**	1	19	**13**	0	**9**	**22**	**1**	**22**	**12**	**35**	0	0	0	0	**76**
05:00 PM	3	6	1	10	11	0	9	20	0	15	8	23	0	**3**	0	**3**	56
05:15 PM	**11**	11	1	**23**	4	0	6	10	0	12	7	19	0	3	0	3	55
Total Volume	25	34	5	64	38	0	28	66	1	64	35	100	0	6	1	7	237
% App. Total	39.1	53.1	7.8		57.6	0	42.4		1	64	35		0	85.7	14.3		
PHF	.568	.773	.625	.696	.731	.000	.778	.750	.250	.727	.729	.714	.000	.500	.250	.583	.780

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	4	6	**2**	12	10	0	4	14	0	15	8	23	0	0	**1**	1
+15 mins.	7	**11**	1	19	**13**	0	**9**	**22**	**1**	**22**	**12**	**35**	0	0	0	0
+30 mins.	3	6	1	10	11	0	9	20	0	15	8	23	0	**3**	0	**3**
+45 mins.	**11**	11	1	**23**	4	0	6	10	0	12	7	19	0	3	0	3
Total Volume	25	34	5	64	38	0	28	66	1	64	35	100	0	6	1	7
% App. Total	39.1	53.1	7.8		57.6	0	42.4		1	64	35		0	85.7	14.3	
PHF	.568	.773	.625	.696	.731	.000	.778	.750	.250	.727	.729	.714	.000	.500	.250	.583

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

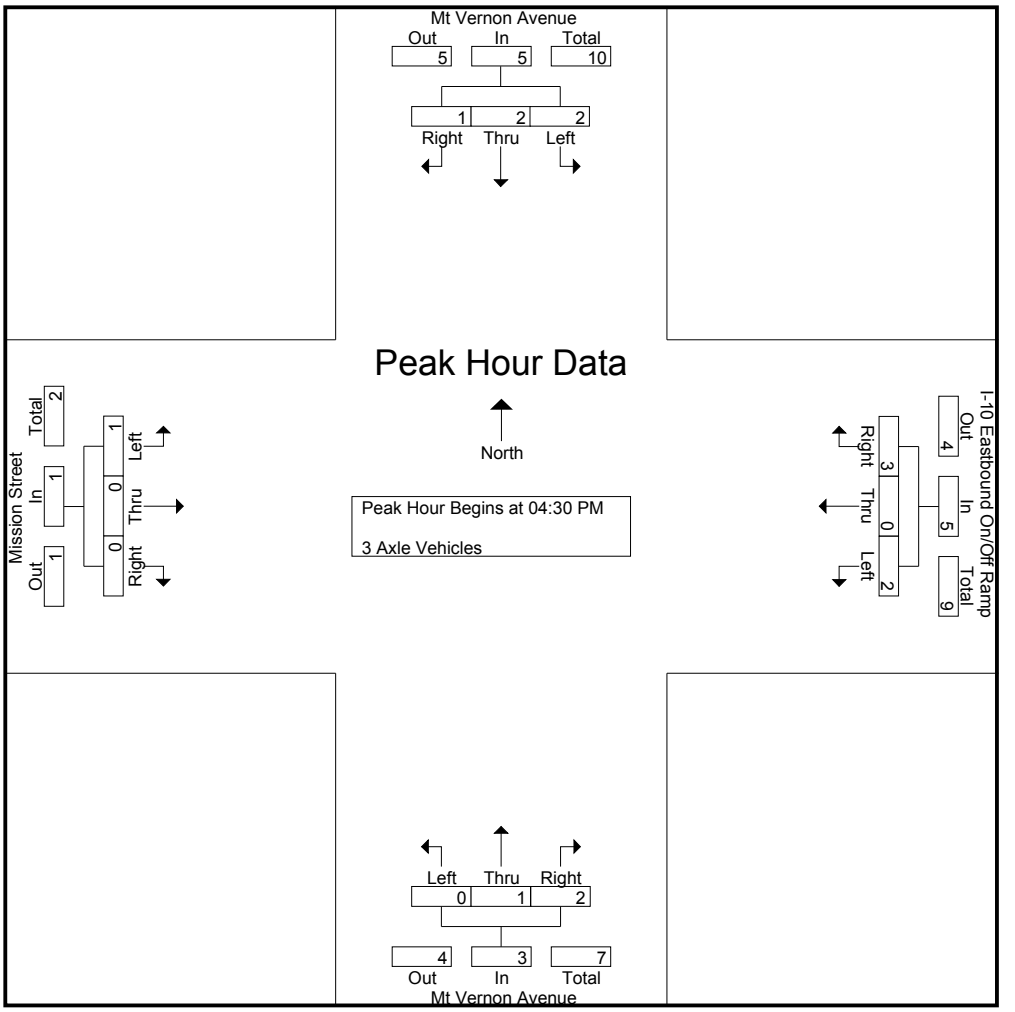
	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	1	1	0	1	1	2	0	0	0	0	5
04:15 PM	0	0	1	1	0	0	1	1	0	2	1	3	0	0	0	0	5
04:30 PM	1	1	0	2	0	0	3	3	0	1	1	2	0	0	0	0	7
04:45 PM	1	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	3
Total	2	2	3	7	0	0	5	5	0	4	4	8	0	0	0	0	20
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	1	0	0	1	1	0	1	0	1	1	0	0	1	4
05:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	1	1	1	3	3	0	1	4	0	1	0	1	2	0	0	2	10
Grand Total	3	3	4	10	3	0	6	9	0	5	4	9	2	0	0	2	30
Apprch %	30	30	40		33.3	0	66.7		0	55.6	44.4		100	0	0		
Total %	10	10	13.3	33.3	10	0	20	30	0	16.7	13.3	30	6.7	0	0	6.7	

	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	**1**	0	**2**	0	0	**3**	**3**	0	**1**	**1**	**2**	0	0	0	0	**7**
04:45 PM	1	0	**1**	2	0	0	0	0	0	0	1	1	0	0	0	0	3
05:00 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	**1**	2
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	2	2	1	5	2	0	3	5	0	1	2	3	1	0	0	1	14
% App. Total	40	40	20		40	0	60		0	33.3	66.7		100	0	0		
PHF	.500	.500	.250	.625	.500	.000	.250	.417	.000	.250	.500	.375	.250	.000	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	**1**	0	**2**	0	0	**3**	**3**	0	**1**	**1**	**2**	0	0	0	0
+15 mins.	1	0	**1**	2	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	**1**
+45 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	2	2	1	5	2	0	3	5	0	1	2	3	1	0	0	1
% App. Total	40	40	20		40	0	60		0	33.3	66.7		100	0	0	
PHF	.500	.500	.250	.625	.500	.000	.250	.417	.000	.250	.500	.375	.250	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

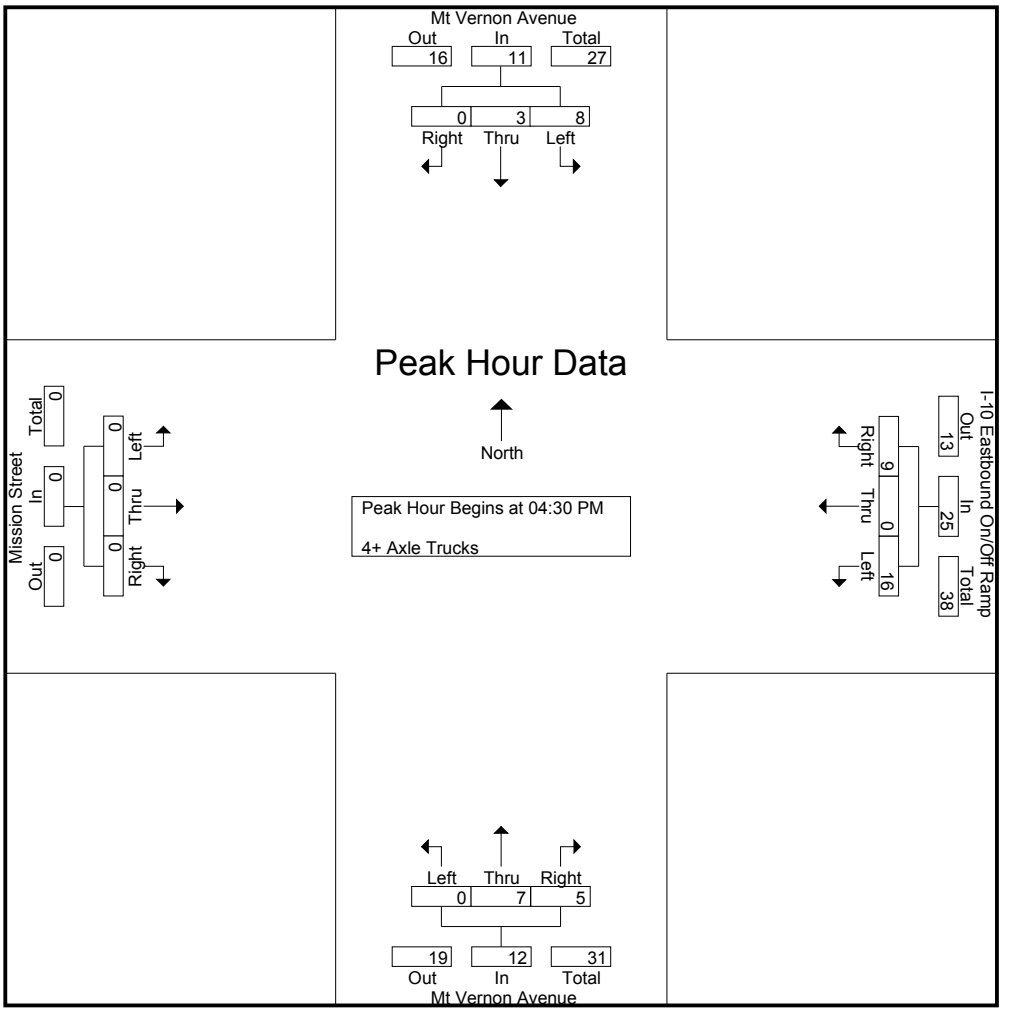
	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	0	3	3	1	3	7	0	3	3	6	0	0	0	0	16
04:15 PM	2	2	0	4	3	0	1	4	0	3	1	4	0	0	0	0	12
04:30 PM	3	1	0	4	3	0	3	6	0	2	4	6	0	0	0	0	16
04:45 PM	3	0	0	3	4	0	3	7	0	2	0	2	0	0	0	0	12
Total	11	3	0	14	13	1	10	24	0	10	8	18	0	0	0	0	56
05:00 PM	2	2	0	4	4	0	2	6	0	2	1	3	0	0	0	0	13
05:15 PM	0	0	0	0	5	0	1	6	0	1	0	1	0	0	0	0	7
05:30 PM	2	0	0	2	1	0	1	2	0	2	2	4	0	0	0	0	8
05:45 PM	0	0	0	0	4	0	1	5	0	0	1	1	0	0	0	0	6
Total	4	2	0	6	14	0	5	19	0	5	4	9	0	0	0	0	34
Grand Total	15	5	0	20	27	1	15	43	0	15	12	27	0	0	0	0	90
Apprch %	75	25	0		62.8	2.3	34.9		0	55.6	44.4		0	0	0		
Total %	16.7	5.6	0	22.2	30	1.1	16.7	47.8	0	16.7	13.3	30	0	0	0	0	

	Mt Vernon Avenue Southbound				I-10 Eastbound On/Off Ramp Westbound				Mt Vernon Avenue Northbound				Mission Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**3**	1	0	**4**	3	0	**3**	6	0	**2**	**4**	**6**	0	0	0	0	**16**
04:45 PM	3	0	0	3	4	0	3	**7**	0	2	0	2	0	0	0	0	12
05:00 PM	2	**2**	0	4	4	0	2	6	0	2	1	3	0	0	0	0	13
05:15 PM	0	0	0	0	**5**	0	1	6	0	1	0	1	0	0	0	0	7
Total Volume	8	3	0	11	16	0	9	25	0	7	5	12	0	0	0	0	48
% App. Total	72.7	27.3	0		64	0	36		0	58.3	41.7		0	0	0		
PHF	.667	.375	.000	.688	.800	.000	.750	.893	.000	.875	.313	.500	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: I-10 Eastbound On/Off Ramp
Weather: Sunny

File Name : CNMV10EPM
Site Code : 04113609
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**3**	1	0	**4**	3	0	**3**	6	0	**2**	**4**	**6**	0	0	0	0
+15 mins.	3	0	0	3	4	0	3	**7**	0	2	0	2	0	0	0	0
+30 mins.	2	**2**	0	4	4	0	2	6	0	2	1	3	0	0	0	0
+45 mins.	0	0	0	0	**5**	0	1	6	0	1	0	1	0	0	0	0
Total Volume	8	3	0	11	16	0	9	25	0	7	5	12	0	0	0	0
% App. Total	72.7	27.3	0		64	0	36		0	58.3	41.7		0	0	0	
PHF	.667	.375	.000	.688	.800	.000	.750	.893	.000	.875	.313	.500	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Slover Avenue
Weather: Sunny

File Name : CNPESLAM
Site Code : 04113683
Start Date : 3/26/2008

Groups Printed- Total Volume

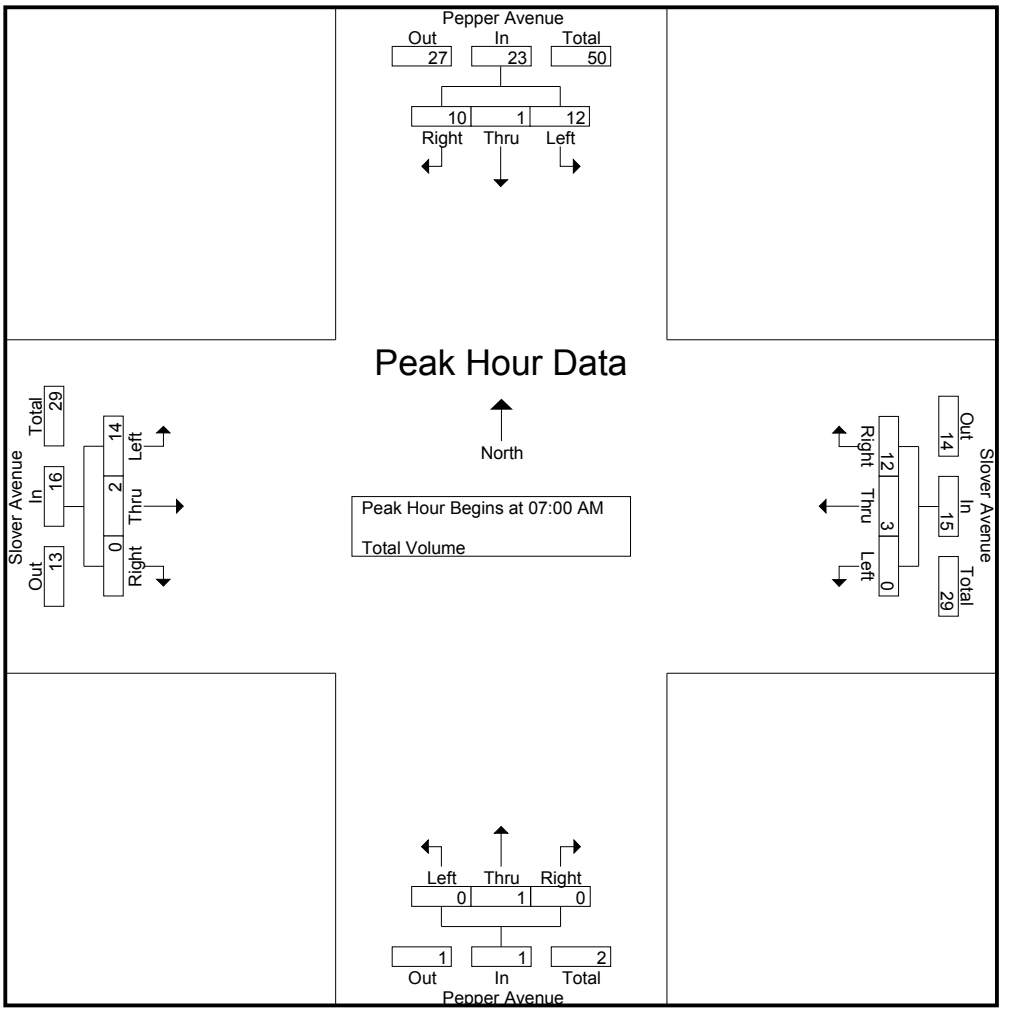
	Pepper Avenue Southbound				Slover Avenue Westbound				Pepper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	0	1	4	0	0	5	5	0	1	0	1	5	1	0	6	16
07:15 AM	2	1	4	7	0	2	2	4	0	0	0	0	2	1	0	3	14
07:30 AM	4	0	1	5	0	1	3	4	0	0	0	0	3	0	0	3	12
07:45 AM	3	0	4	7	0	0	2	2	0	0	0	0	4	0	0	4	13
Total	12	1	10	23	0	3	12	15	0	1	0	1	14	2	0	16	55
08:00 AM	1	0	0	1	0	0	3	3	0	0	0	0	3	0	0	3	7
08:15 AM	4	0	1	5	0	0	4	4	0	1	0	1	2	0	0	2	12
08:30 AM	0	3	2	5	0	0	4	4	0	2	0	2	3	1	0	4	15
08:45 AM	3	1	2	6	0	0	2	2	0	0	0	0	0	1	0	1	9
Total	8	4	5	17	0	0	13	13	0	3	0	3	8	2	0	10	43
Grand Total	20	5	15	40	0	3	25	28	0	4	0	4	22	4	0	26	98
Apprch %	50	12.5	37.5		0	10.7	89.3		0	100	0		84.6	15.4	0		
Total %	20.4	5.1	15.3	40.8	0	3.1	25.5	28.6	0	4.1	0	4.1	22.4	4.1	0	26.5	

	Pepper Avenue Southbound				Slover Avenue Westbound				Pepper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	0	1	4	0	0	**5**	**5**	0	**1**	0	**1**	**5**	**1**	0	**6**	**16**
07:15 AM	2	**1**	**4**	**7**	0	**2**	2	4	0	0	0	0	2	1	0	3	14
07:30 AM	**4**	0	1	5	0	1	3	4	0	0	0	0	3	0	0	3	12
07:45 AM	3	0	4	7	0	0	2	2	0	0	0	0	4	0	0	4	13
Total Volume	12	1	10	23	0	3	12	15	0	1	0	1	14	2	0	16	55
% App. Total	52.2	4.3	43.5		0	20	80		0	100	0		87.5	12.5	0		
PHF	.750	.250	.625	.821	.000	.375	.600	.750	.000	.250	.000	.250	.700	.500	.000	.667	.859

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Slover Avenue
Weather: Sunny

File Name : CNPESLAM
Site Code : 04113683
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:45 AM				07:00 AM			
+0 mins.	3	0	1	4	0	0	**5**	**5**	0	0	0	0	**5**	**1**	0	**6**
+15 mins.	2	**1**	**4**	**7**	0	**2**	2	4	0	0	0	0	2	1	0	3
+30 mins.	**4**	0	1	5	0	1	3	4	0	1	0	1	3	0	0	3
+45 mins.	3	0	4	7	0	0	2	2	0	**2**	0	**2**	4	0	0	4
Total Volume	12	1	10	23	0	3	12	15	0	3	0	3	14	2	0	16
% App. Total	52.2	4.3	43.5		0	20	80		0	100	0		87.5	12.5	0	
PHF	.750	.250	.625	.821	.000	.375	.600	.750	.000	.375	.000	.375	.700	.500	.000	.667

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Slover Avenue
Weather: Sunny

File Name : CNPESLPM
Site Code : 04113683
Start Date : 3/26/2008

Groups Printed- Total Volume

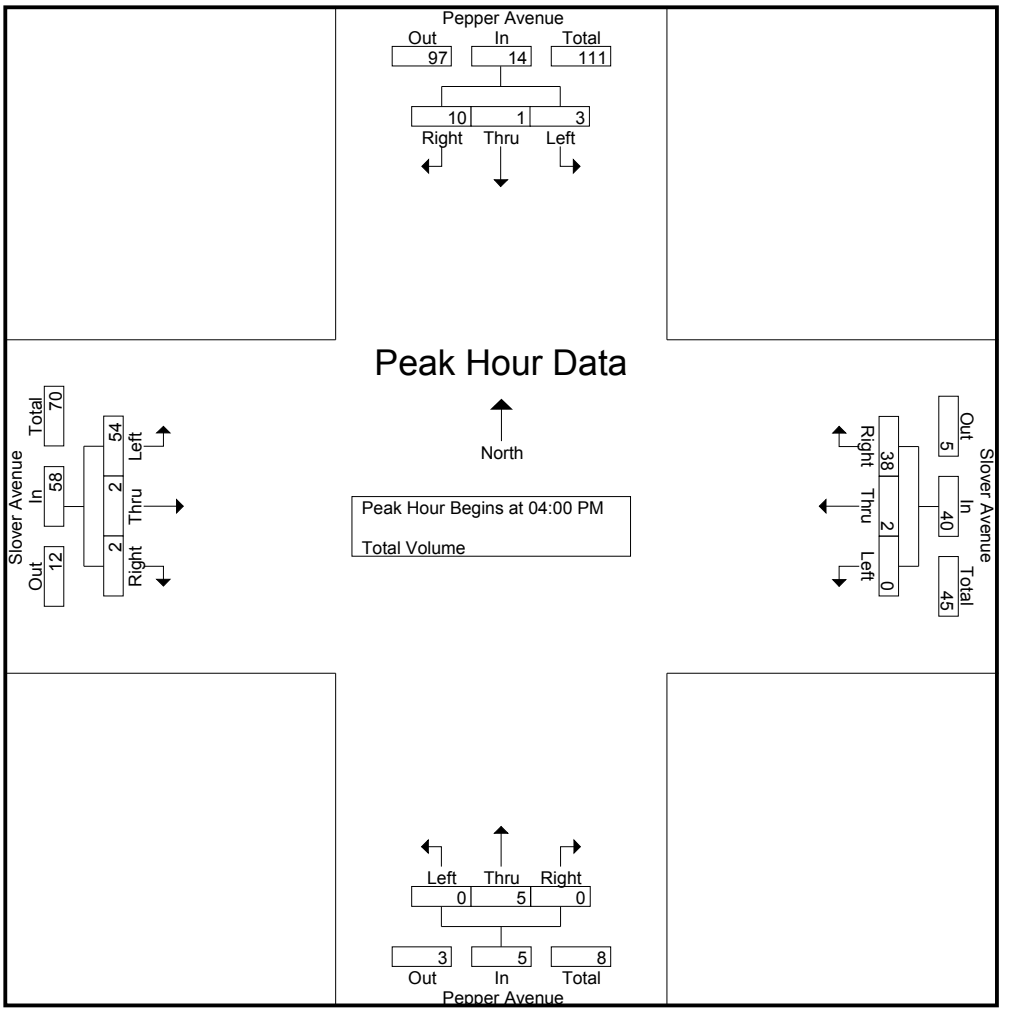
	Pepper Avenue Southbound				Slover Avenue Westbound				Pepper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	3	0	0	3	0	0	4	4	0	0	0	0	20	2	1	23	30
04:15 PM	0	0	4	4	0	1	3	4	0	4	0	4	14	0	1	15	27
04:30 PM	0	1	2	3	0	1	25	26	0	1	0	1	11	0	0	11	41
04:45 PM	0	0	4	4	0	0	6	6	0	0	0	0	9	0	0	9	19
Total	3	1	10	14	0	2	38	40	0	5	0	5	54	2	2	58	117
05:00 PM	0	0	3	3	0	0	1	1	0	0	0	0	15	0	0	15	19
05:15 PM	0	0	4	4	0	0	2	2	0	0	0	0	11	0	0	11	17
05:30 PM	1	0	4	5	0	0	3	3	0	0	0	0	6	0	0	6	14
05:45 PM	0	0	9	9	0	0	2	2	0	0	0	0	4	0	0	4	15
Total	1	0	20	21	0	0	8	8	0	0	0	0	36	0	0	36	65
Grand Total	4	1	30	35	0	2	46	48	0	5	0	5	90	2	2	94	182
Apprch %	11.4	2.9	85.7		0	4.2	95.8		0	100	0		95.7	2.1	2.1		
Total %	2.2	0.5	16.5	19.2	0	1.1	25.3	26.4	0	2.7	0	2.7	49.5	1.1	1.1	51.6	

	Pepper Avenue Southbound				Slover Avenue Westbound				Pepper Avenue Northbound				Slover Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	0	0	3	0	0	4	4	0	0	0	0	**20**	**2**	**1**	**23**	30
04:15 PM	0	0	**4**	**4**	0	**1**	3	4	0	**4**	0	**4**	14	0	1	15	27
04:30 PM	0	**1**	2	3	0	1	**25**	**26**	0	1	0	1	11	0	0	11	**41**
04:45 PM	0	0	4	4	0	0	6	6	0	0	0	0	9	0	0	9	19
Total Volume	3	1	10	14	0	2	38	40	0	5	0	5	54	2	2	58	117
% App. Total	21.4	7.1	71.4		0	5	95		0	100	0		93.1	3.4	3.4		
PHF	.250	.250	.625	.875	.000	.500	.380	.385	.000	.313	.000	.313	.675	.250	.500	.630	.713

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Pepper Avenue
E/W: Slover Avenue
Weather: Sunny

File Name : CNPESLPM
Site Code : 04113683
Start Date : 3/26/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	3	3	0	0	4	4	0	0	0	0	**20**	**2**	**1**	**23**
+15 mins.	0	0	4	4	0	**1**	3	4	0	**4**	0	**4**	14	0	1	15
+30 mins.	**1**	0	4	5	0	1	**25**	**26**	0	1	0	1	11	0	0	11
+45 mins.	0	0	**9**	**9**	0	0	6	6	0	0	0	0	9	0	0	9
Total Volume	1	0	20	21	0	2	38	40	0	5	0	5	54	2	2	58
% App. Total	4.8	0	95.2		0	5	95		0	100	0		93.1	3.4	3.4	
PHF	.250	.000	.556	.583	.000	.500	.380	.385	.000	.313	.000	.313	.675	.250	.500	.630

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANAM
Site Code : 04113640
Start Date : 4/8/2008
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	18	104	122	2	14	16	121	3	124	262
07:15 AM	20	142	162	1	23	24	118	1	119	305
07:30 AM	20	124	144	1	22	23	96	1	97	264
07:45 AM	15	181	196	3	11	14	87	1	88	298
Total	73	551	624	7	70	77	422	6	428	1129
08:00 AM	13	106	119	3	12	15	91	1	92	226
08:15 AM	23	102	125	0	9	9	71	1	72	206
08:30 AM	8	85	93	0	7	7	57	1	58	158
08:45 AM	5	93	98	1	7	8	79	0	79	185
Total	49	386	435	4	35	39	298	3	301	775
Grand Total	122	937	1059	11	105	116	720	9	729	1904
Apprch %	11.5	88.5		9.5	90.5		98.8	1.2		
Total %	6.4	49.2	55.6	0.6	5.5	6.1	37.8	0.5	38.3	
Passenger Vehicles	114	837	951	11	100	111	631	9	640	1702
% Passenger Vehicles	93.4	89.3	89.8	100	95.2	95.7	87.6	100	87.8	89.4
Large 2 Axle Vehicles	8	30	38	0	5	5	24	0	24	67
% Large 2 Axle Vehicles	6.6	3.2	3.6	0	4.8	4.3	3.3	0	3.3	3.5
3 Axle Vehicles	0	27	27	0	0	0	29	0	29	56
% 3 Axle Vehicles	0	2.9	2.5	0	0	0	4	0	4	2.9
4+ Axle Trucks	0	43	43	0	0	0	36	0	36	79
% 4+ Axle Trucks	0	4.6	4.1	0	0	0	5	0	4.9	4.1

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	18	104	122	2	14	16	**121**	**3**	**124**	262
07:15 AM	**20**	142	162	1	**23**	**24**	118	1	119	**305**
07:30 AM	20	124	144	1	22	23	96	1	97	264
07:45 AM	15	**181**	**196**	**3**	11	14	87	1	88	298
Total Volume	73	551	624	7	70	77	422	6	428	1129
% App. Total	11.7	88.3		9.1	90.9		98.6	1.4		
PHF	.913	.761	.796	.583	.761	.802	.872	.500	.863	.925

Counts Unlimited Inc.
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951-485-7934

City of Colton
N/S: Rancho Avenue
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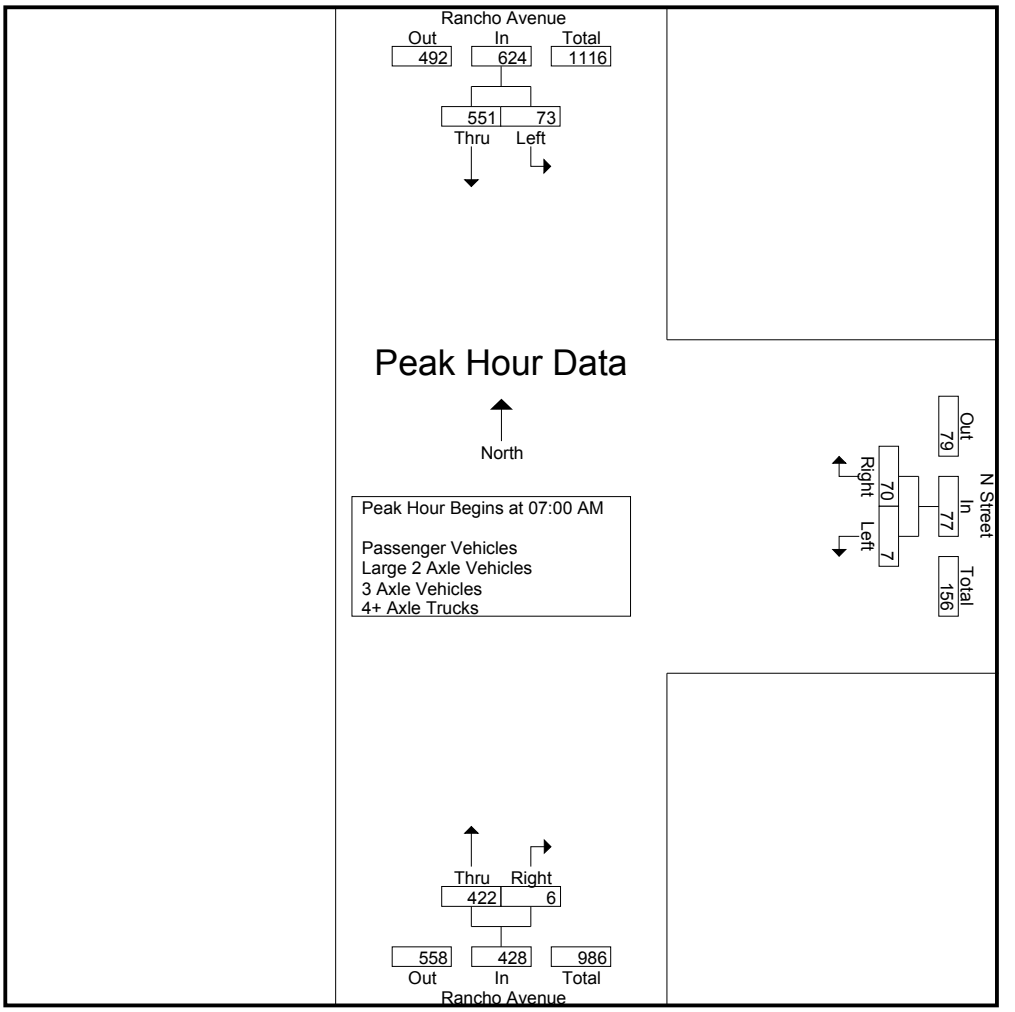
File Name : CNRANAM
Site Code : 04113640
Start Date : 4/8/2008



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	18	104	122	2	14	16	**121**	**3**	**124**
+15 mins.	**20**	142	162	1	**23**	**24**	118	1	119
+30 mins.	20	124	144	1	22	23	96	1	97
+45 mins.	15	**181**	**196**	**3**	11	14	87	1	88
Total Volume	73	551	624	7	70	77	422	6	428
% App. Total	11.7	88.3		9.1	90.9		98.6	1.4	
PHF	.913	.761	.796	.583	.761	.802	.872	.500	.863

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
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Groups Printed- Passenger Vehicles

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	15	96	111	2	14	16	108	3	111	238
07:15 AM	19	134	153	1	23	24	109	1	110	287
07:30 AM	20	117	137	1	21	22	91	1	92	251
07:45 AM	14	170	184	3	11	14	80	1	81	279
Total	68	517	585	7	69	76	388	6	394	1055
08:00 AM	12	91	103	3	11	14	78	1	79	196
08:15 AM	21	80	101	0	9	9	58	1	59	169
08:30 AM	8	71	79	0	5	5	49	1	50	134
08:45 AM	5	78	83	1	6	7	58	0	58	148
Total	46	320	366	4	31	35	243	3	246	647
Grand Total	114	837	951	11	100	111	631	9	640	1702
Apprch %	12	88		9.9	90.1		98.6	1.4		
Total %	6.7	49.2	55.9	0.6	5.9	6.5	37.1	0.5	37.6	

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	15	96	111	2	14	16	108	**3**	**111**	238
07:15 AM	19	134	153	1	**23**	**24**	**109**	1	110	**287**
07:30 AM	**20**	117	137	1	21	22	91	1	92	251
07:45 AM	14	**170**	**184**	**3**	11	14	80	1	81	279
Total Volume	68	517	585	7	69	76	388	6	394	1055
% App. Total	11.6	88.4		9.2	90.8		98.5	1.5		
PHF	.850	.760	.795	.583	.750	.792	.890	.500	.887	.919

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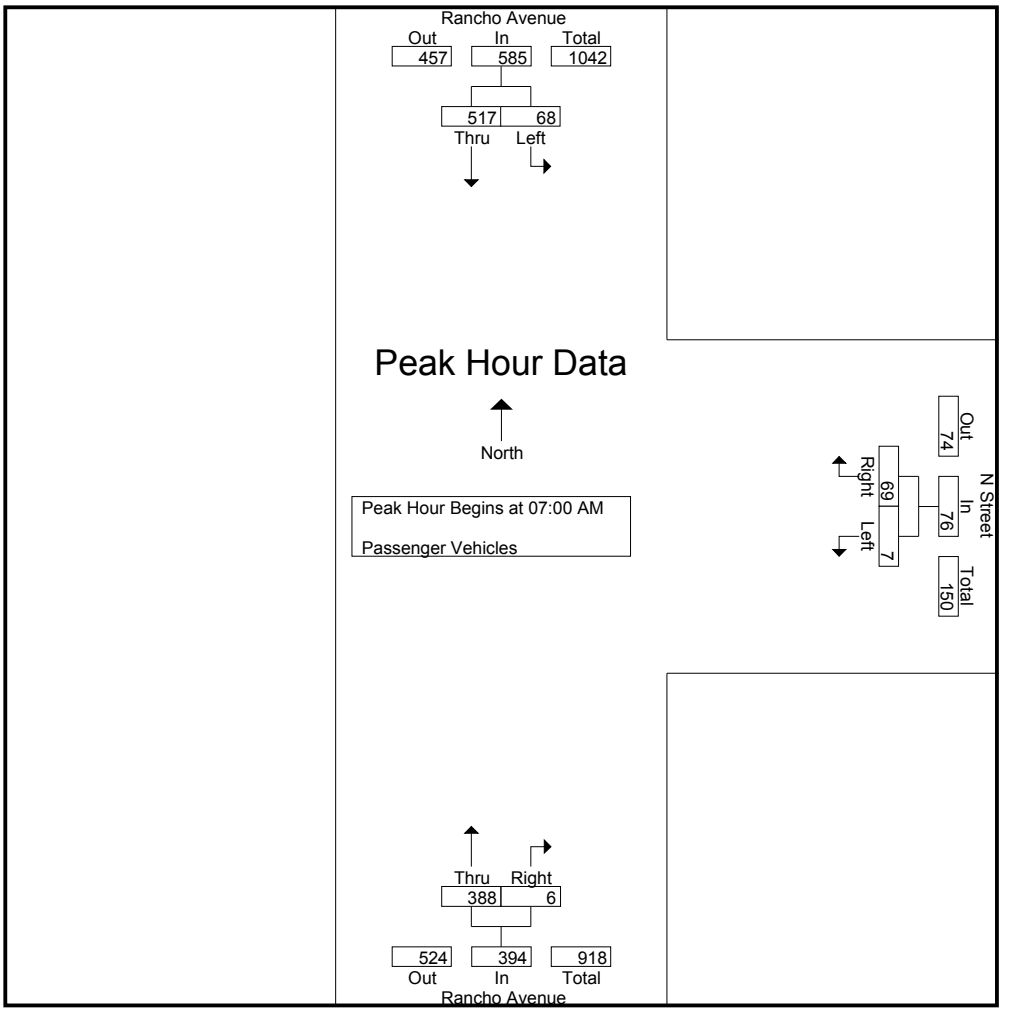
File Name : CNRANAM
Site Code : 04113640
Start Date : 4/8/2008



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	15	96	111	2	14	16	108	**3**	**111**
+15 mins.	19	134	153	1	**23**	**24**	**109**	1	110
+30 mins.	**20**	117	137	1	21	22	91	1	92
+45 mins.	14	**170**	**184**	**3**	11	14	80	1	81
Total Volume	68	517	585	7	69	76	388	6	394
% App. Total	11.6	88.4		9.2	90.8		98.5	1.5	
PHF	.850	.760	.795	.583	.750	.792	.890	.500	.887

Counts Unlimited Inc.
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Groups Printed- Large 2 Axle Vehicles

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	3	2	5	0	0	0	2	0	2	7
07:15 AM	1	1	2	0	0	0	1	0	1	3
07:30 AM	0	3	3	0	1	1	1	0	1	5
07:45 AM	1	4	5	0	0	0	6	0	6	11
Total	5	10	15	0	1	1	10	0	10	26
08:00 AM	1	4	5	0	1	1	4	0	4	10
08:15 AM	2	4	6	0	0	0	5	0	5	11
08:30 AM	0	6	6	0	2	2	0	0	0	8
08:45 AM	0	6	6	0	1	1	5	0	5	12
Total	3	20	23	0	4	4	14	0	14	41
Grand Total	8	30	38	0	5	5	24	0	24	67
Apprch %	21.1	78.9		0	100		100	0		
Total %	11.9	44.8	56.7	0	7.5	7.5	35.8	0	35.8	

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**3**	2	**5**	0	0	0	2	0	2	7
07:15 AM	1	1	2	0	0	0	1	0	1	3
07:30 AM	0	3	3	0	**1**	**1**	1	0	1	5
07:45 AM	1	**4**	5	0	0	0	**6**	0	**6**	**11**
Total Volume	5	10	15	0	1	1	10	0	10	26
% App. Total	33.3	66.7		0	100		100	0		
PHF	.417	.625	.750	.000	.250	.250	.417	.000	.417	.591

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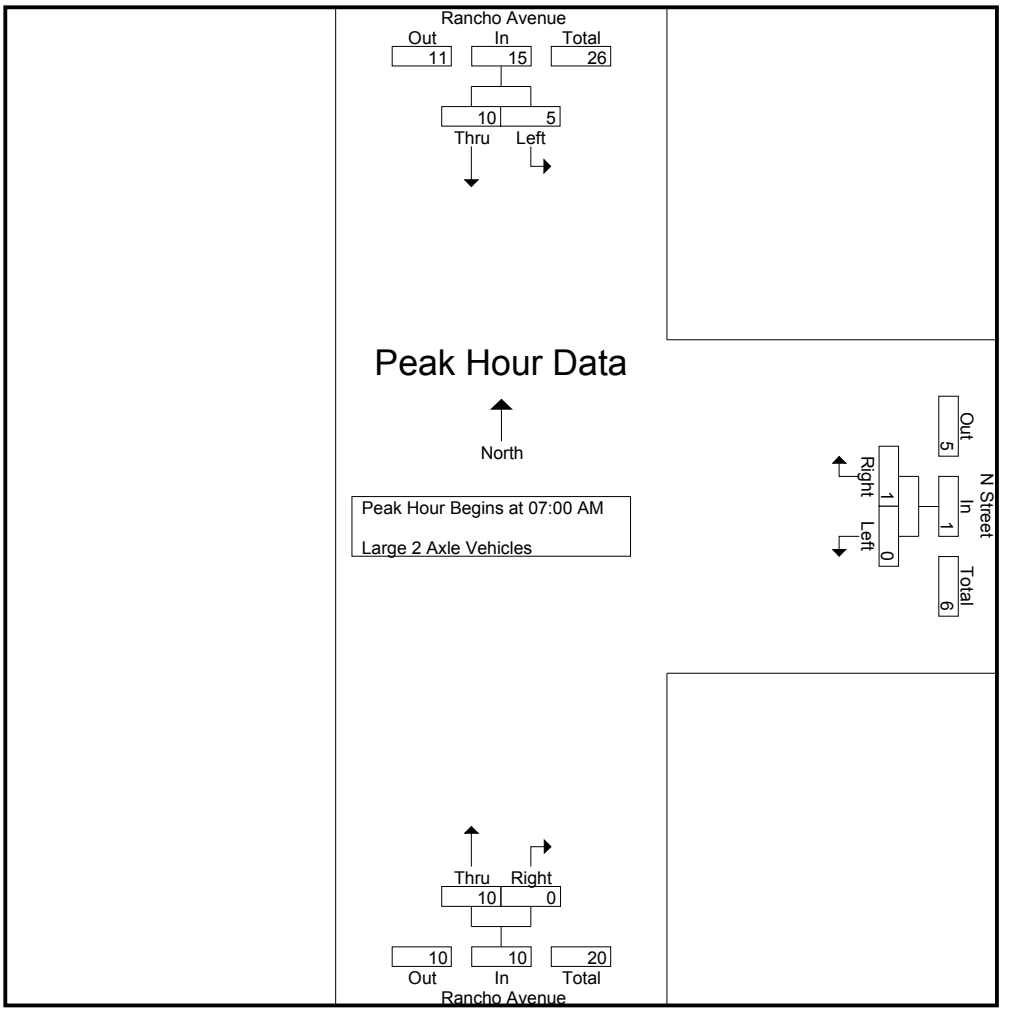

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**3**	2	**5**	0	0	0	2	0	2
+15 mins.	1	1	2	0	0	0	1	0	1
+30 mins.	0	3	3	0	**1**	**1**	1	0	1
+45 mins.	1	**4**	5	0	0	0	**6**	0	**6**
Total Volume	5	10	15	0	1	1	10	0	10
% App. Total	33.3	66.7		0	100		100	0	
PHF	.417	.625	.750	.000	.250	.250	.417	.000	.417

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City of Colton
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Site Code : 04113640
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Groups Printed- 3 Axle Vehicles

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	5	0	5	6
07:15 AM	0	1	1	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	4	4	0	0	0	10	0	10	14
08:00 AM	0	5	5	0	0	0	2	0	2	7
08:15 AM	0	12	12	0	0	0	5	0	5	17
08:30 AM	0	1	1	0	0	0	4	0	4	5
08:45 AM	0	5	5	0	0	0	8	0	8	13
Total	0	23	23	0	0	0	19	0	19	42
Grand Total	0	27	27	0	0	0	29	0	29	56
Apprch %	0	100		0	0		100	0		
Total %	0	48.2	48.2	0	0	0	51.8	0	51.8	

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	**5**	0	**5**	**6**
07:15 AM	0	1	1	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	**2**	**2**	0	0	0	0	0	0	2
Total Volume	0	4	4	0	0	0	10	0	10	14
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500	.583

Counts Unlimited Inc.
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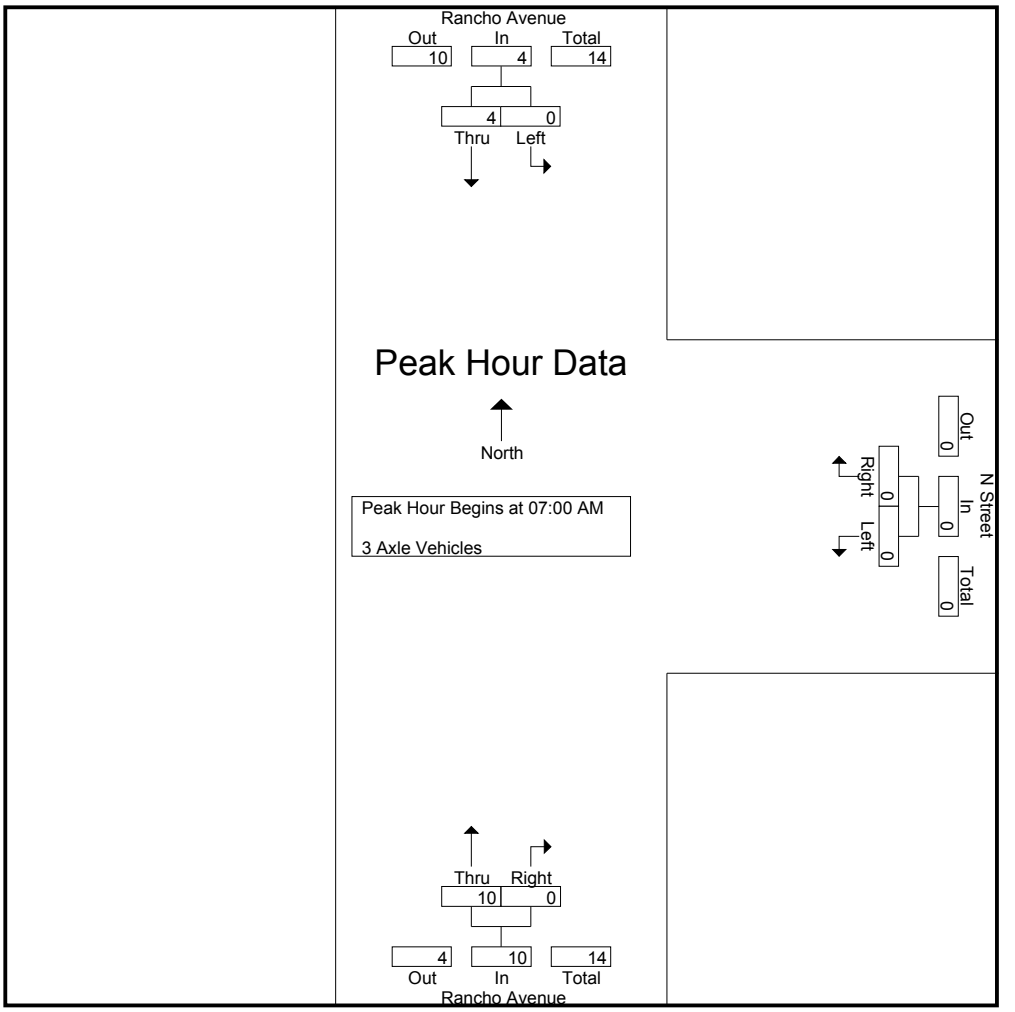

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	0	0	**5**	0	**5**
+15 mins.	0	1	1	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	2	0	2
+45 mins.	0	**2**	**2**	0	0	0	0	0	0
Total Volume	0	4	4	0	0	0	10	0	10
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500

Counts Unlimited Inc.
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Groups Printed- 4+ Axle Trucks

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	0	0	0	6	0	6	11
07:15 AM	0	6	6	0	0	0	5	0	5	11
07:30 AM	0	4	4	0	0	0	2	0	2	6
07:45 AM	0	5	5	0	0	0	1	0	1	6
Total	0	20	20	0	0	0	14	0	14	34
08:00 AM	0	6	6	0	0	0	7	0	7	13
08:15 AM	0	6	6	0	0	0	3	0	3	9
08:30 AM	0	7	7	0	0	0	4	0	4	11
08:45 AM	0	4	4	0	0	0	8	0	8	12
Total	0	23	23	0	0	0	22	0	22	45
Grand Total	0	43	43	0	0	0	36	0	36	79
Apprch %	0	100		0	0		100	0		
Total %	0	54.4	54.4	0	0	0	45.6	0	45.6	

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	5	5	0	0	0	**6**	0	**6**	**11**
07:15 AM	0	**6**	**6**	0	0	0	5	0	5	11
07:30 AM	0	4	4	0	0	0	2	0	2	6
07:45 AM	0	5	5	0	0	0	1	0	1	6
Total Volume	0	20	20	0	0	0	14	0	14	34
% App. Total	0	100		0	0		100	0		
PHF	.000	.833	.833	.000	.000	.000	.583	.000	.583	.773

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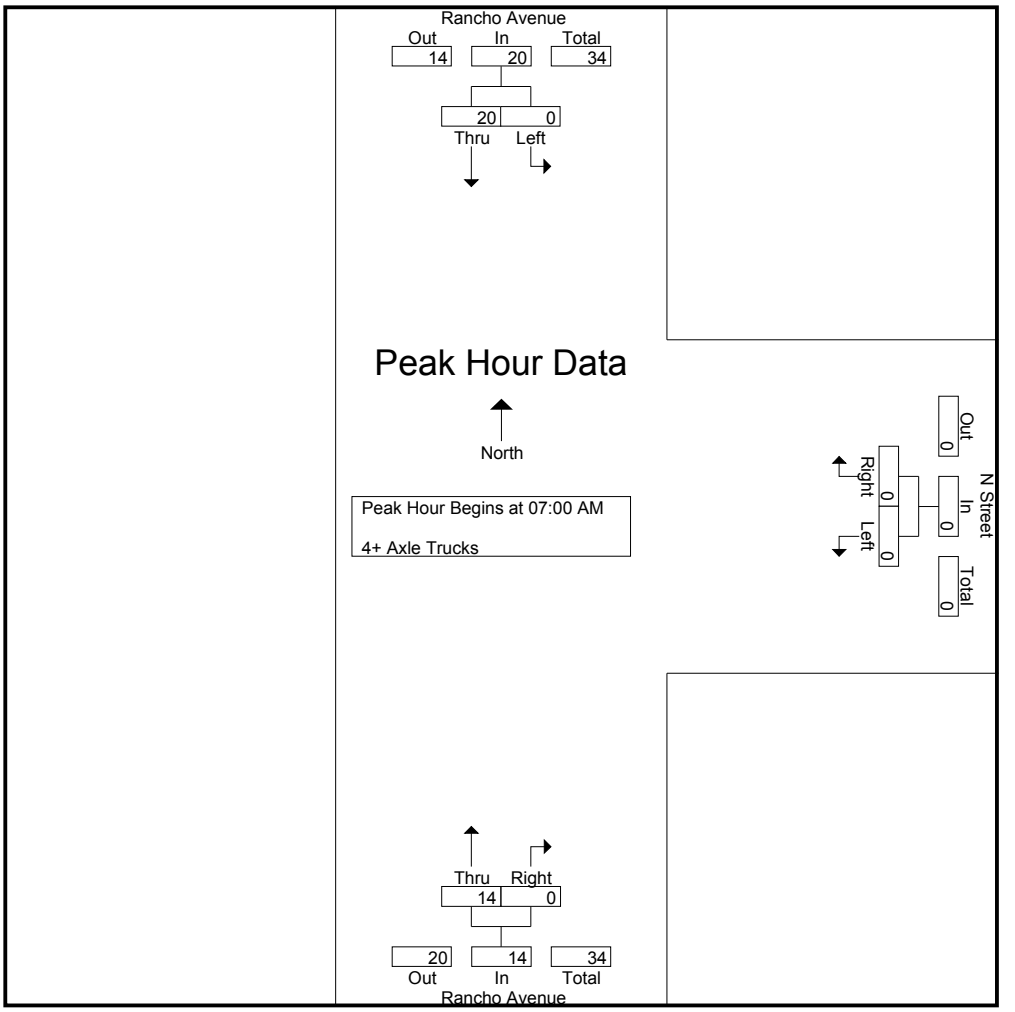

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	5	5	0	0	0	**6**	0	**6**
+15 mins.	0	**6**	**6**	0	0	0	5	0	5
+30 mins.	0	4	4	0	0	0	2	0	2
+45 mins.	0	5	5	0	0	0	1	0	1
Total Volume	0	20	20	0	0	0	14	0	14
% App. Total	0	100		0	0		100	0	
PHF	.000	.833	.833	.000	.000	.000	.583	.000	.583

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File Name : CNRANPM
Site Code : 04113640
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	22	127	149	1	9	10	196	5	201	360
04:15 PM	22	85	107	4	12	16	183	9	192	315
04:30 PM	15	79	94	2	19	21	196	11	207	322
04:45 PM	29	111	140	2	23	25	187	5	192	357
Total	88	402	490	9	63	72	762	30	792	1354
05:00 PM	13	131	144	2	17	19	185	9	194	357
05:15 PM	21	91	112	1	15	16	190	7	197	325
05:30 PM	24	86	110	1	17	18	174	1	175	303
05:45 PM	26	84	110	0	13	13	146	0	146	269
Total	84	392	476	4	62	66	695	17	712	1254
Grand Total	172	794	966	13	125	138	1457	47	1504	2608
Apprch %	17.8	82.2		9.4	90.6		96.9	3.1		
Total %	6.6	30.4	37	0.5	4.8	5.3	55.9	1.8	57.7	
Passenger Vehicles	171	756	927	12	120	132	1399	46	1445	2504
% Passenger Vehicles	99.4	95.2	96	92.3	96	95.7	96	97.9	96.1	96
Large 2 Axle Vehicles	1	20	21	1	5	6	38	1	39	66
% Large 2 Axle Vehicles	0.6	2.5	2.2	7.7	4	4.3	2.6	2.1	2.6	2.5
3 Axle Vehicles	0	5	5	0	0	0	8	0	8	13
% 3 Axle Vehicles	0	0.6	0.5	0	0	0	0.5	0	0.5	0.5
4+ Axle Trucks	0	13	13	0	0	0	12	0	12	25
% 4+ Axle Trucks	0	1.6	1.3	0	0	0	0.8	0	0.8	1

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	15	79	94	**2**	19	21	**196**	**11**	**207**	322
04:45 PM	**29**	111	140	2	**23**	**25**	187	5	192	**357**
05:00 PM	13	**131**	**144**	2	17	19	185	9	194	357
05:15 PM	21	91	112	1	15	16	190	7	197	325
Total Volume	78	412	490	7	74	81	758	32	790	1361
% App. Total	15.9	84.1		8.6	91.4		95.9	4.1		
PHF	.672	.786	.851	.875	.804	.810	.967	.727	.954	.953

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Start Date : 4/8/2008
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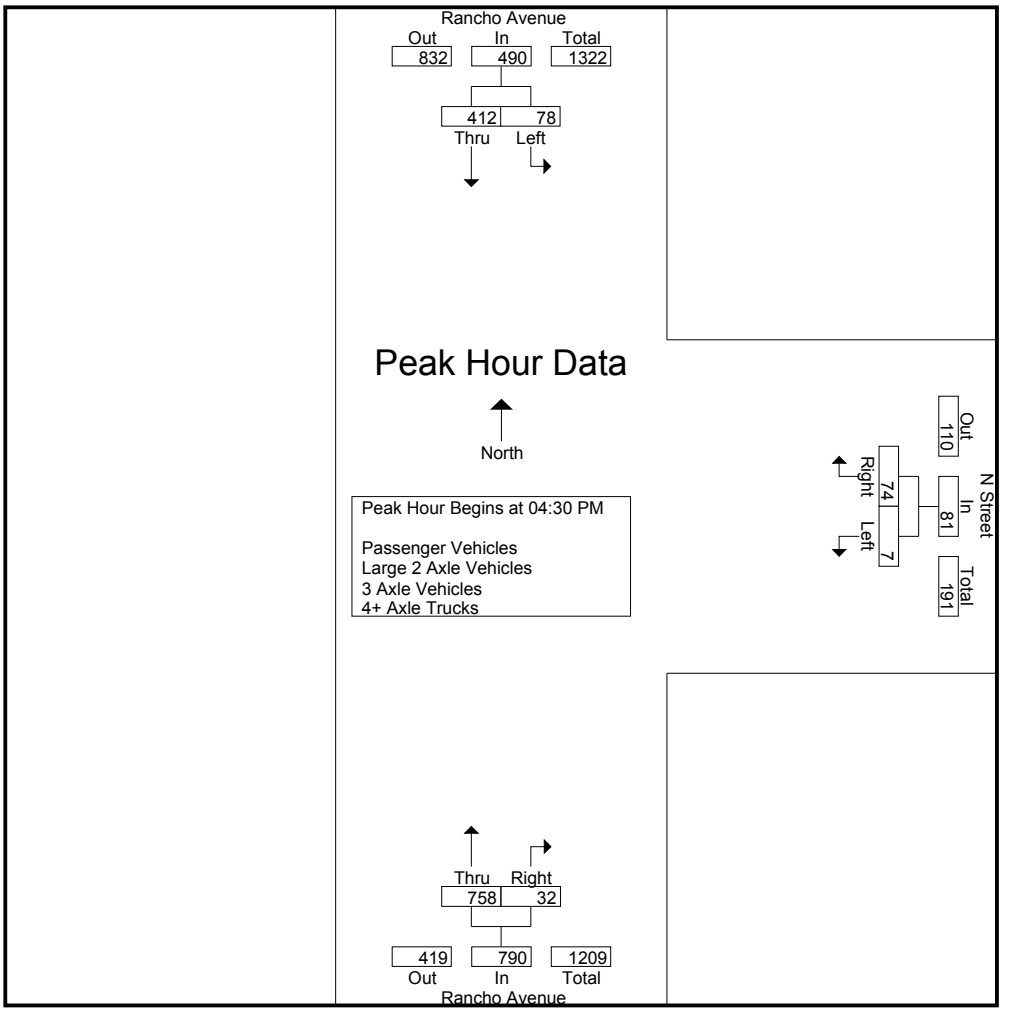


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:00 PM		
+0 mins.	**29**	111	140	**4**	12	16	**196**	5	201
+15 mins.	13	**131**	**144**	2	19	21	183	9	192
+30 mins.	21	91	112	2	**23**	**25**	196	**11**	**207**
+45 mins.	24	86	110	2	17	19	187	5	192
Total Volume	87	419	506	10	71	81	762	30	792
% App. Total	17.2	82.8		12.3	87.7		96.2	3.8	
PHF	.750	.800	.878	.625	.772	.810	.972	.682	.957

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANPM
Site Code : 04113640
Start Date : 4/8/2008
Page No : 1

Groups Printed- Passenger Vehicles

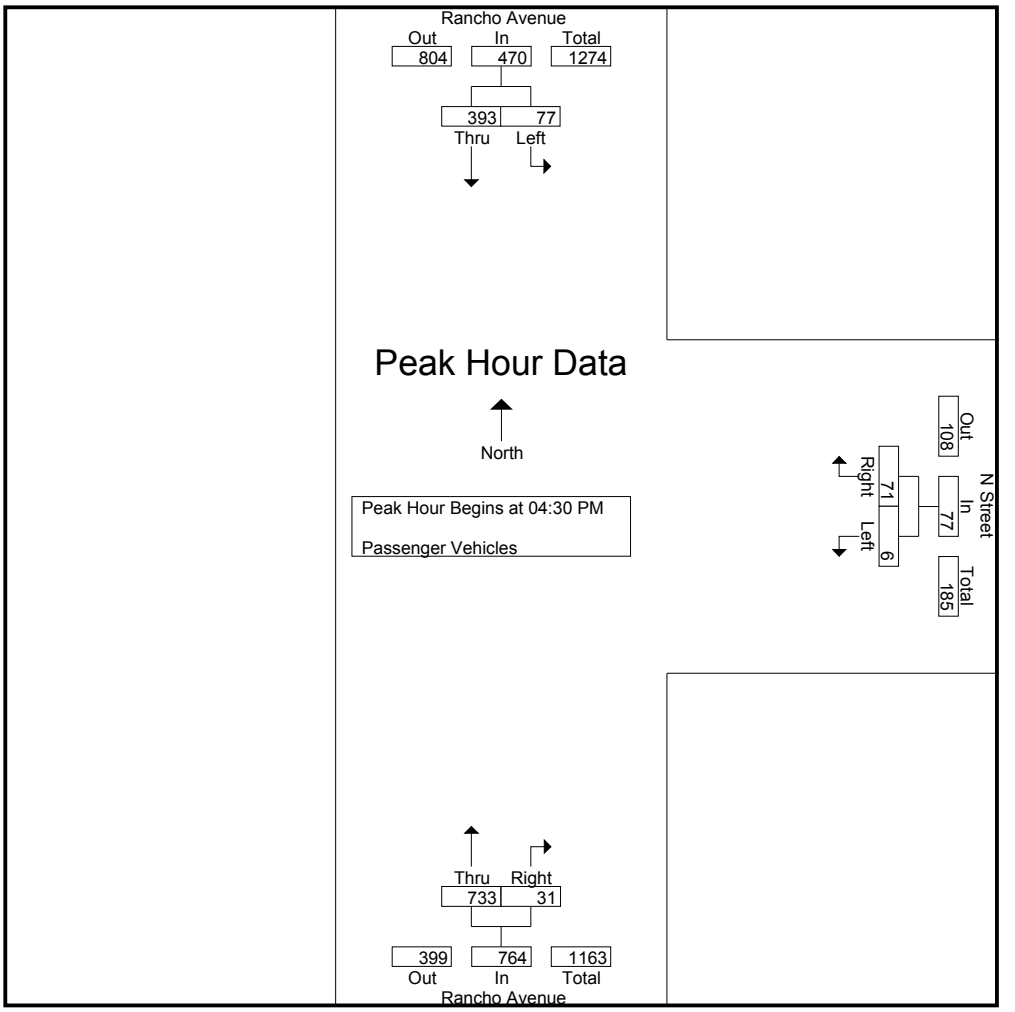
	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	22	118	140	1	7	8	186	5	191	339
04:15 PM	22	81	103	4	12	16	171	9	180	299
04:30 PM	15	70	85	2	18	20	190	11	201	306
04:45 PM	28	106	134	2	22	24	178	5	183	341
Total	87	375	462	9	59	68	725	30	755	1285
05:00 PM	13	129	142	2	16	18	183	8	191	351
05:15 PM	21	88	109	0	15	15	182	7	189	313
05:30 PM	24	83	107	1	17	18	170	1	171	296
05:45 PM	26	81	107	0	13	13	139	0	139	259
Total	84	381	465	3	61	64	674	16	690	1219
Grand Total	171	756	927	12	120	132	1399	46	1445	2504
Apprch %	18.4	81.6		9.1	90.9		96.8	3.2		
Total %	6.8	30.2	37	0.5	4.8	5.3	55.9	1.8	57.7	

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	15	70	85	**2**	18	20	**190**	**11**	**201**	306
04:45 PM	**28**	106	134	2	**22**	**24**	178	5	183	341
05:00 PM	13	**129**	**142**	2	16	18	183	8	191	**351**
05:15 PM	21	88	109	0	15	15	182	7	189	313
Total Volume	77	393	470	6	71	77	733	31	764	1311
% App. Total	16.4	83.6		7.8	92.2		95.9	4.1		
PHF	.688	.762	.827	.750	.807	.802	.964	.705	.950	.934

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANPM
Site Code : 04113640
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:30 PM		
+0 mins.	**28**	106	134	**4**	12	16	**190**	**11**	**201**
+15 mins.	13	**129**	**142**	2	18	20	178	5	183
+30 mins.	21	88	109	2	**22**	**24**	183	8	191
+45 mins.	24	83	107	2	16	18	182	7	189
Total Volume	86	406	492	10	68	78	733	31	764
% App. Total	17.5	82.5		12.8	87.2		95.9	4.1	
PHF	.768	.787	.866	.625	.773	.813	.964	.705	.950

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANPM
Site Code : 04113640
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

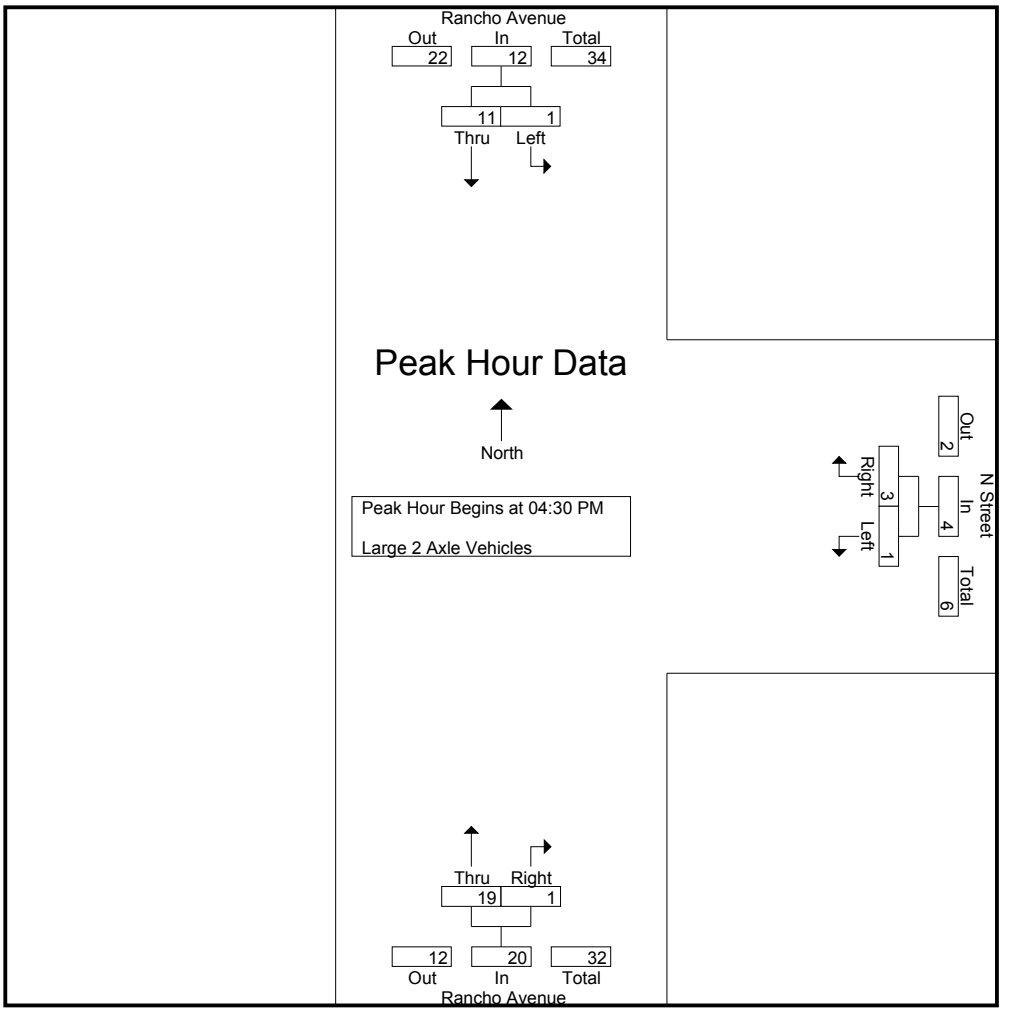
	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	5	0	2	2	4	0	4	11
04:15 PM	0	1	1	0	0	0	8	0	8	9
04:30 PM	0	7	7	0	1	1	5	0	5	13
04:45 PM	1	4	5	0	1	1	5	0	5	11
Total	1	17	18	0	4	4	22	0	22	44
05:00 PM	0	0	0	0	1	1	2	1	3	4
05:15 PM	0	0	0	1	0	1	7	0	7	8
05:30 PM	0	2	2	0	0	0	3	0	3	5
05:45 PM	0	1	1	0	0	0	4	0	4	5
Total	0	3	3	1	1	2	16	1	17	22
Grand Total	1	20	21	1	5	6	38	1	39	66
Apprch %	4.8	95.2		16.7	83.3		97.4	2.6		
Total %	1.5	30.3	31.8	1.5	7.6	9.1	57.6	1.5	59.1	

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**7**	**7**	0	**1**	**1**	5	0	5	**13**
04:45 PM	**1**	4	5	0	1	1	5	0	5	11
05:00 PM	0	0	0	0	1	1	2	**1**	3	4
05:15 PM	0	0	0	**1**	0	1	**7**	0	**7**	8
Total Volume	1	11	12	1	3	4	19	1	20	36
% App. Total	8.3	91.7		25	75		95	5		
PHF	.250	.393	.429	.250	.750	1.000	.679	.250	.714	.692

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANPM
Site Code : 04113640
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**7**	**7**	0	**1**	**1**	5	0	5
+15 mins.	**1**	4	5	0	1	1	5	0	5
+30 mins.	0	0	0	0	1	1	2	**1**	3
+45 mins.	0	0	0	**1**	0	1	**7**	0	**7**
Total Volume	1	11	12	1	3	4	19	1	20
% App. Total	8.3	91.7		25	75		95	5	
PHF	.250	.393	.429	.250	.750	1.000	.679	.250	.714

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANPM
Site Code : 04113640
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

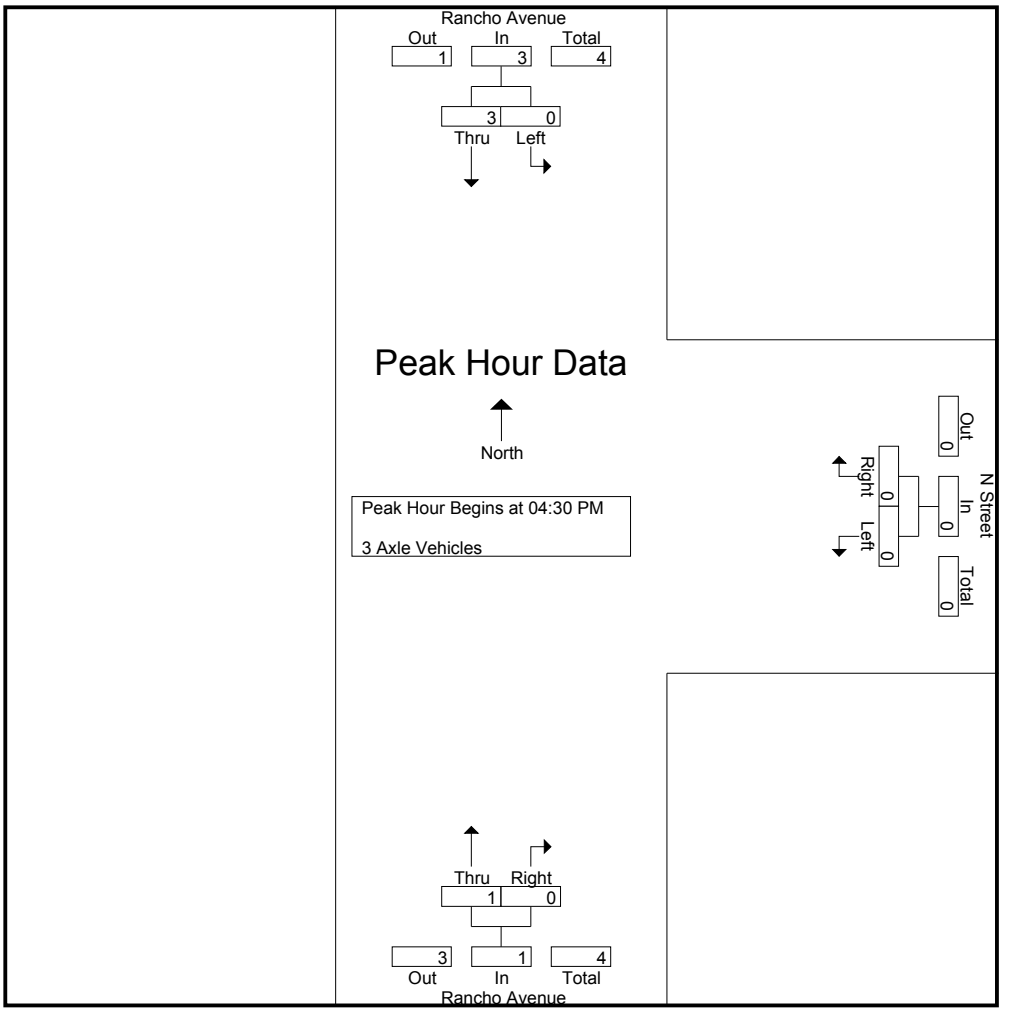
	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	1	1	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	2	2	0	0	0	6	0	6	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	3	3	0	0	0	2	0	2	5
Grand Total	0	5	5	0	0	0	8	0	8	13
Apprch %	0	100		0	0		100	0		
Total %	0	38.5	38.5	0	0	0	61.5	0	61.5	

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	**1**	0	**1**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**2**	**2**	0	0	0	0	0	0	2
Total Volume	0	3	3	0	0	0	1	0	1	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.375	.375	.000	.000	.000	.250	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANPM
Site Code : 04113640
Start Date : 4/8/2008



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	**2**	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.375	.375	.000	.000	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANPM
Site Code : 04113640
Start Date : 4/8/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

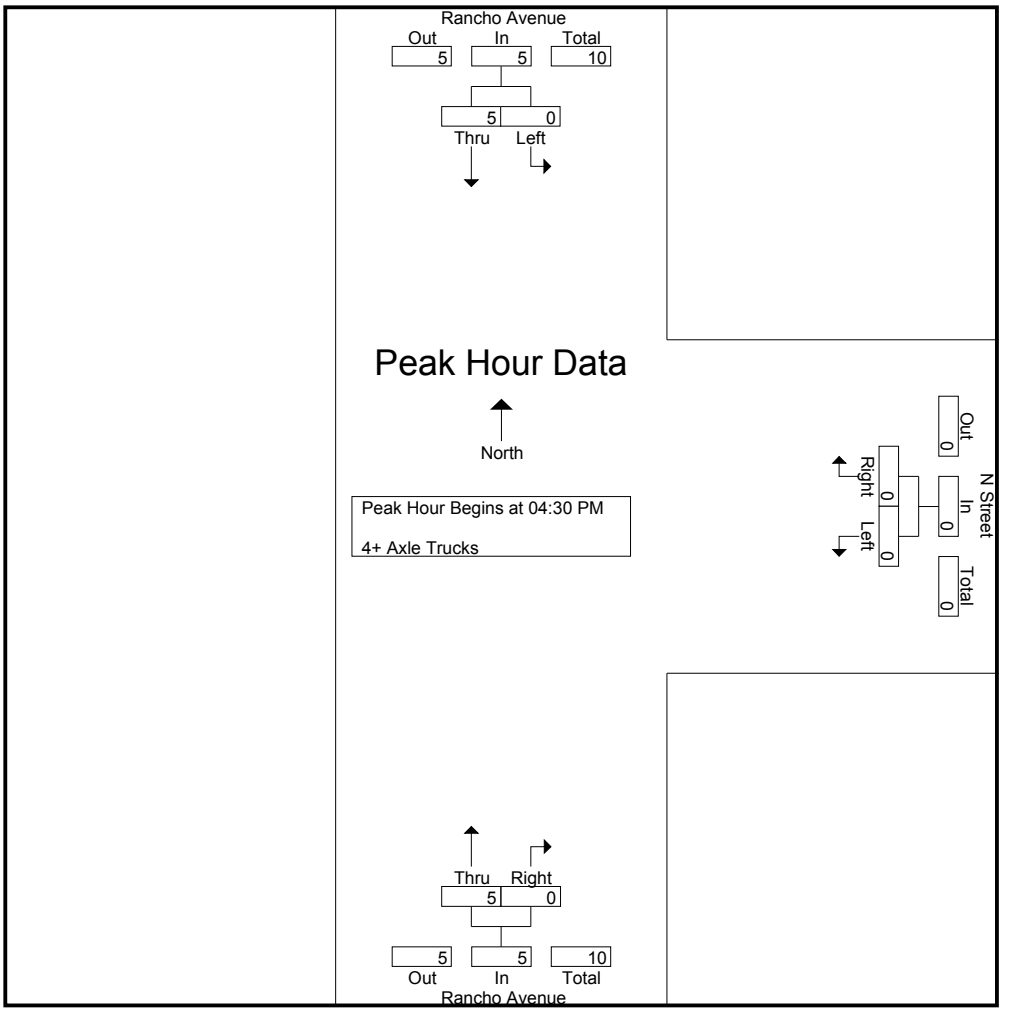
	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	0	0	0	3	0	3	7
04:15 PM	0	2	2	0	0	0	2	0	2	4
04:30 PM	0	2	2	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	8	8	0	0	0	9	0	9	17
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	5	5	0	0	0	3	0	3	8
Grand Total	0	13	13	0	0	0	12	0	12	25
Apprch %	0	100		0	0		100	0		
Total %	0	52	52	0	0	0	48	0	48	

	Rancho Avenue Southbound			N Street Westbound			Rancho Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	**2**	**2**	0	0	0	1	0	1	**3**
04:45 PM	0	0	0	0	0	0	**3**	0	**3**	3
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	5	5	0	0	0	5	0	5	10
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.417	.000	.417	.833

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: N Street
Weather: Sunny

File Name : CNRANPM
Site Code : 04113640
Start Date : 4/8/2008



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**2**	**2**	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	2	2	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	5	5	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.417	.000	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008

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

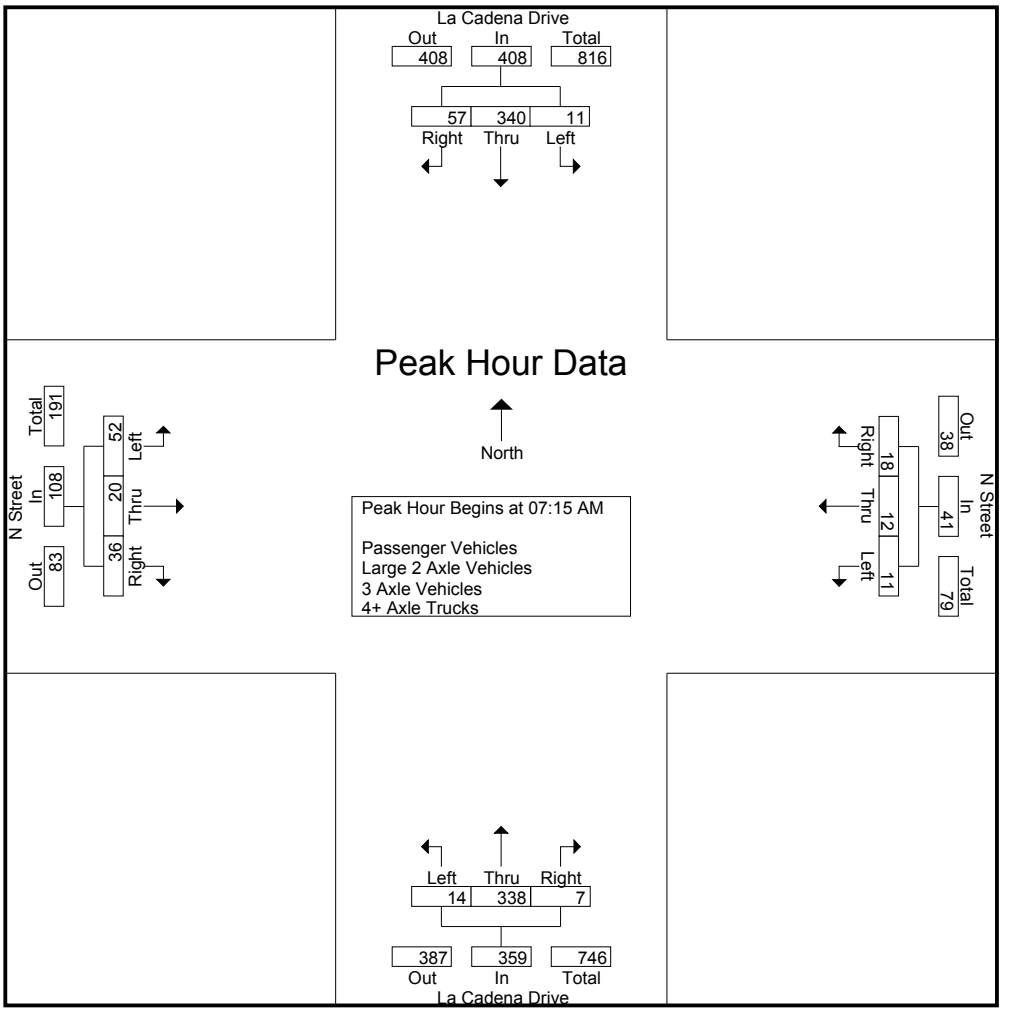
	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	50	10	61	1	0	4	5	6	97	0	103	17	1	4	22	191
07:15 AM	2	102	14	118	4	3	5	12	5	96	1	102	13	3	4	20	252
07:30 AM	3	96	15	114	0	4	2	6	4	82	0	86	14	5	17	36	242
07:45 AM	1	76	14	91	5	4	4	13	2	81	3	86	16	9	11	36	226
Total	7	324	53	384	10	11	15	36	17	356	4	377	60	18	36	114	911
08:00 AM	5	66	14	85	2	1	7	10	3	79	3	85	9	3	4	16	196
08:15 AM	1	53	5	59	3	4	6	13	3	61	0	64	14	6	11	31	167
08:30 AM	0	48	3	51	0	1	1	2	3	50	0	53	10	2	7	19	125
08:45 AM	1	54	9	64	3	6	1	10	1	56	0	57	17	9	4	30	161
Total	7	221	31	259	8	12	15	35	10	246	3	259	50	20	26	96	649
Grand Total	14	545	84	643	18	23	30	71	27	602	7	636	110	38	62	210	1560
Apprch %	2.2	84.8	13.1		25.4	32.4	42.3		4.2	94.7	1.1		52.4	18.1	29.5		
Total %	0.9	34.9	5.4	41.2	1.2	1.5	1.9	4.6	1.7	38.6	0.4	40.8	7.1	2.4	4	13.5	
Passenger Vehicles	14	500	82	596	15	23	30	68	23	520	6	549	108	38	59	205	1418
% Passenger Vehicles	100	91.7	97.6	92.7	83.3	100	100	95.8	85.2	86.4	85.7	86.3	98.2	100	95.2	97.6	90.9
Large 2 Axle Vehicles	0	23	2	25	1	0	0	1	4	53	0	57	1	0	3	4	87
% Large 2 Axle Vehicles	0	4.2	2.4	3.9	5.6	0	0	1.4	14.8	8.8	0	9	0.9	0	4.8	1.9	5.6
3 Axle Vehicles	0	18	0	18	2	0	0	2	0	25	1	26	0	0	0	0	46
% 3 Axle Vehicles	0	3.3	0	2.8	11.1	0	0	2.8	0	4.2	14.3	4.1	0	0	0	0	2.9
4+ Axle Trucks	0	4	0	4	0	0	0	0	0	4	0	4	1	0	0	1	9
% 4+ Axle Trucks	0	0.7	0	0.6	0	0	0	0	0	0.7	0	0.6	0.9	0	0	0.5	0.6

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	**102**	14	**118**	4	3	5	12	**5**	**96**	1	**102**	13	3	4	20	**252**
07:30 AM	3	96	**15**	114	0	**4**	2	6	4	82	0	86	14	5	**17**	**36**	242
07:45 AM	1	76	14	91	**5**	4	4	**13**	2	81	**3**	86	**16**	**9**	11	36	226
08:00 AM	**5**	66	14	85	2	1	**7**	10	3	79	3	85	9	3	4	16	196
Total Volume	11	340	57	408	11	12	18	41	14	338	7	359	52	20	36	108	916
% App. Total	2.7	83.3	14		26.8	29.3	43.9		3.9	94.2	1.9		48.1	18.5	33.3		
PHF	.550	.833	.950	.864	.550	.750	.643	.788	.700	.880	.583	.880	.813	.556	.529	.750	.909

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	2	**102**	14	**118**	0	**4**	2	6	**6**	**97**	0	**103**	14	5	**17**	**36**
+15 mins.	3	96	**15**	114	**5**	4	4	**13**	5	96	1	102	**16**	**9**	11	36
+30 mins.	1	76	14	91	2	1	**7**	10	4	82	0	86	9	3	4	16
+45 mins.	**5**	66	14	85	3	4	6	13	2	81	**3**	86	14	6	11	31
Total Volume	11	340	57	408	10	13	19	42	17	356	4	377	53	23	43	119
% App. Total	2.7	83.3	14		23.8	31	45.2		4.5	94.4	1.1		44.5	19.3	36.1	
PHF	.550	.833	.950	.864	.500	.813	.679	.808	.708	.918	.333	.915	.828	.639	.632	.826

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

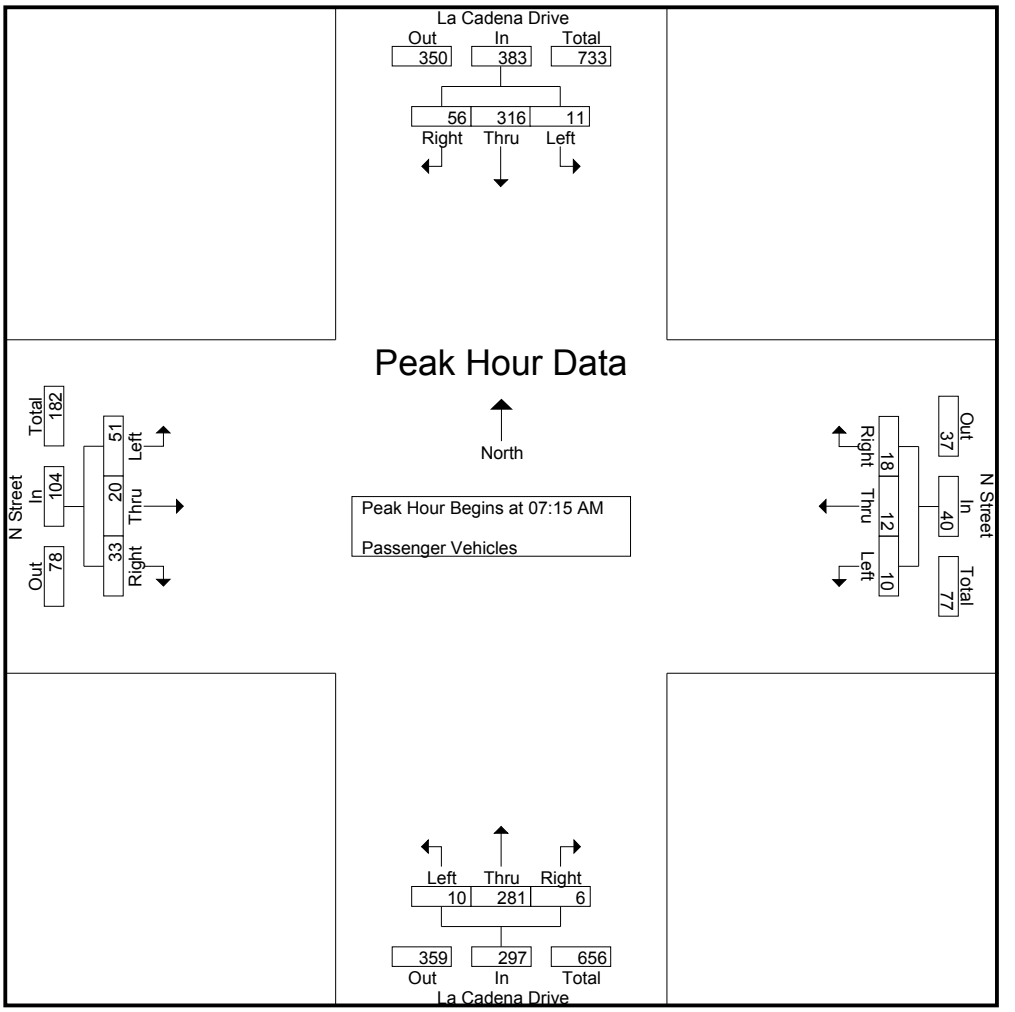
	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	48	10	59	0	0	4	4	6	89	0	95	16	1	4	21	179
07:15 AM	2	93	14	109	3	3	5	11	5	82	1	88	13	3	4	20	228
07:30 AM	3	90	14	107	0	4	2	6	2	63	0	65	13	5	15	33	211
07:45 AM	1	72	14	87	5	4	4	13	2	70	2	74	16	9	10	35	209
Total	7	303	52	362	8	11	15	34	15	304	3	322	58	18	33	109	827
08:00 AM	5	61	14	80	2	1	7	10	1	66	3	70	9	3	4	16	176
08:15 AM	1	45	5	51	3	4	6	13	3	55	0	58	14	6	11	31	153
08:30 AM	0	45	2	47	0	1	1	2	3	41	0	44	10	2	7	19	112
08:45 AM	1	46	9	56	2	6	1	9	1	54	0	55	17	9	4	30	150
Total	7	197	30	234	7	12	15	34	8	216	3	227	50	20	26	96	591
Grand Total	14	500	82	596	15	23	30	68	23	520	6	549	108	38	59	205	1418
Apprch %	2.3	83.9	13.8		22.1	33.8	44.1		4.2	94.7	1.1		52.7	18.5	28.8		
Total %	1	35.3	5.8	42	1.1	1.6	2.1	4.8	1.6	36.7	0.4	38.7	7.6	2.7	4.2	14.5	

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	**93**	**14**	**109**	3	3	5	11	**5**	**82**	1	**88**	13	3	4	20	**228**
07:30 AM	3	90	14	107	0	**4**	2	6	2	63	0	65	13	5	**15**	33	211
07:45 AM	1	72	14	87	**5**	4	4	**13**	2	70	2	74	**16**	**9**	10	**35**	209
08:00 AM	**5**	61	14	80	2	1	**7**	10	1	66	**3**	70	9	3	4	16	176
Total Volume	11	316	56	383	10	12	18	40	10	281	6	297	51	20	33	104	824
% App. Total	2.9	82.5	14.6		25	30	45		3.4	94.6	2		49	19.2	31.7		
PHF	.550	.849	1.000	.878	.500	.750	.643	.769	.500	.857	.500	.844	.797	.556	.550	.743	.904

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	**93**	**14**	**109**	3	3	5	11	**5**	**82**	1	**88**	13	3	4	20
+15 mins.	3	90	14	107	0	**4**	2	6	2	63	0	65	13	5	**15**	33
+30 mins.	1	72	14	87	**5**	4	4	**13**	2	70	2	74	**16**	**9**	10	**35**
+45 mins.	**5**	61	14	80	2	1	**7**	10	1	66	**3**	70	9	3	4	16
Total Volume	11	316	56	383	10	12	18	40	10	281	6	297	51	20	33	104
% App. Total	2.9	82.5	14.6		25	30	45		3.4	94.6	2		49	19.2	31.7	
PHF	.550	.849	1.000	.878	.500	.750	.643	.769	.500	.857	.500	.844	.797	.556	.550	.743

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

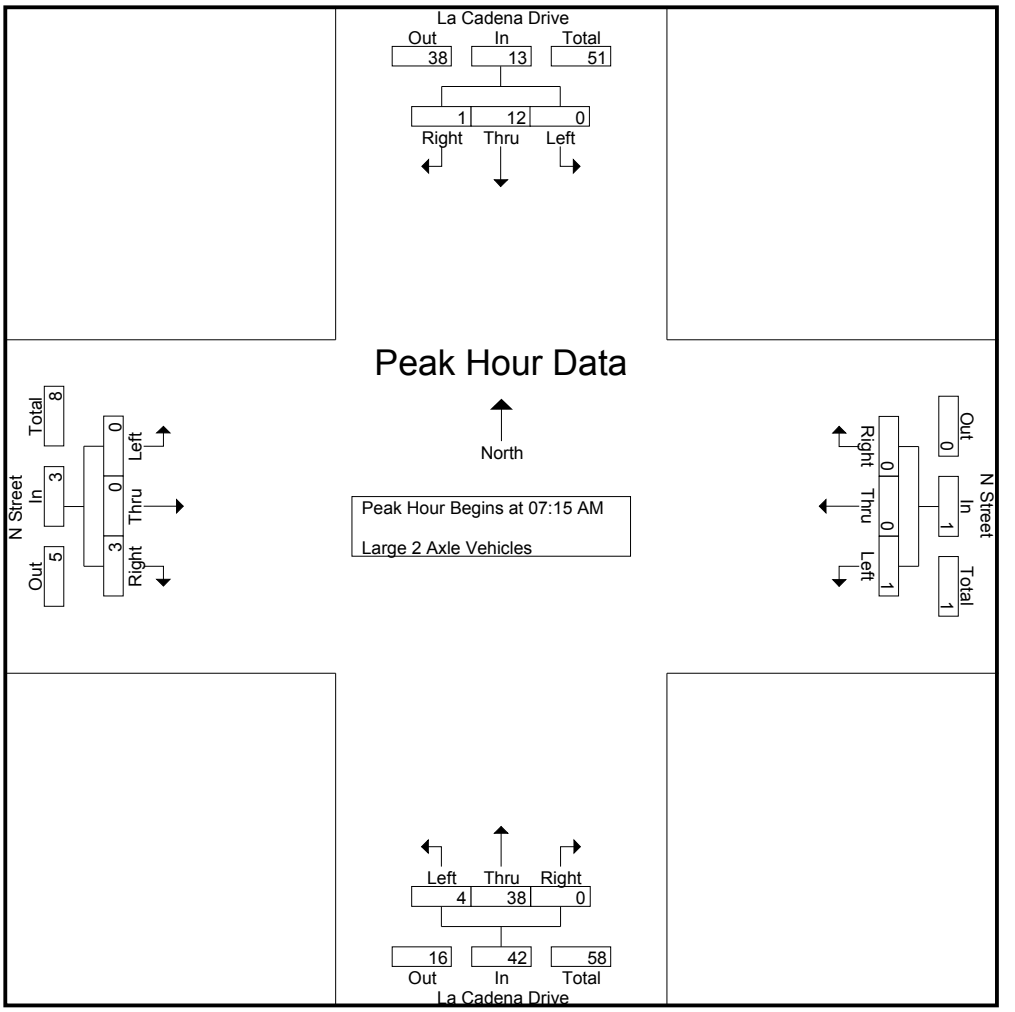
	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	1	6
07:15 AM	0	6	0	6	1	0	0	1	0	10	0	10	0	0	0	0	17
07:30 AM	0	2	1	3	0	0	0	0	2	17	0	19	0	0	2	2	24
07:45 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	1	1	8
Total	0	11	1	12	1	0	0	1	2	36	0	38	1	0	3	4	55
08:00 AM	0	1	0	1	0	0	0	0	2	7	0	9	0	0	0	0	10
08:15 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:30 AM	0	1	1	2	0	0	0	0	0	5	0	5	0	0	0	0	7
08:45 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
Total	0	12	1	13	0	0	0	0	2	17	0	19	0	0	0	0	32
Grand Total	0	23	2	25	1	0	0	1	4	53	0	57	1	0	3	4	87
Apprch %	0	92	8		100	0	0		7	93	0		25	0	75		
Total %	0	26.4	2.3	28.7	1.1	0	0	1.1	4.6	60.9	0	65.5	1.1	0	3.4	4.6	

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**6**	0	**6**	**1**	0	0	**1**	0	10	0	10	0	0	0	0	17
07:30 AM	0	2	**1**	3	0	0	0	0	**2**	**17**	0	**19**	0	0	**2**	**2**	**24**
07:45 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	1	1	8
08:00 AM	0	1	0	1	0	0	0	0	2	7	0	9	0	0	0	0	10
Total Volume	0	12	1	13	1	0	0	1	4	38	0	42	0	0	3	3	59
% App. Total	0	92.3	7.7		100	0	0		9.5	90.5	0		0	0	100		
PHF	.000	.500	.250	.542	.250	.000	.000	.250	.500	.559	.000	.553	.000	.000	.375	.375	.615

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**6**	0	**6**	**1**	0	0	**1**	0	10	0	10	0	0	0	0
+15 mins.	0	2	**1**	3	0	0	0	0	**2**	**17**	0	**19**	0	0	**2**	**2**
+30 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	2	7	0	9	0	0	0	0
Total Volume	0	12	1	13	1	0	0	1	4	38	0	42	0	0	3	3
% App. Total	0	92.3	7.7		100	0	0		9.5	90.5	0		0	0	100	
PHF	.000	.500	.250	.542	.250	.000	.000	.250	.500	.559	.000	.553	.000	.000	.375	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	2	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
07:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	7	1	8	0	0	0	0	9
Total	0	8	0	8	1	0	0	1	0	14	1	15	0	0	0	0	24
08:00 AM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
08:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Total	0	10	0	10	1	0	0	1	0	11	0	11	0	0	0	0	22
Grand Total	0	18	0	18	2	0	0	2	0	25	1	26	0	0	0	0	46
Apprch %	0	100	0		100	0	0		0	96.2	3.8		0	0	0		
Total %	0	39.1	0	39.1	4.3	0	0	4.3	0	54.3	2.2	56.5	0	0	0	0	

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	0	**3**	0	0	0	0	0	3	0	3	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	**7**	**1**	**8**	0	0	0	0	**9**
08:00 AM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
Total Volume	0	9	0	9	0	0	0	0	0	18	1	19	0	0	0	0	28
% App. Total	0	100	0		0	0	0		0	94.7	5.3		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.643	.250	.594	.000	.000	.000	.000	.778

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008
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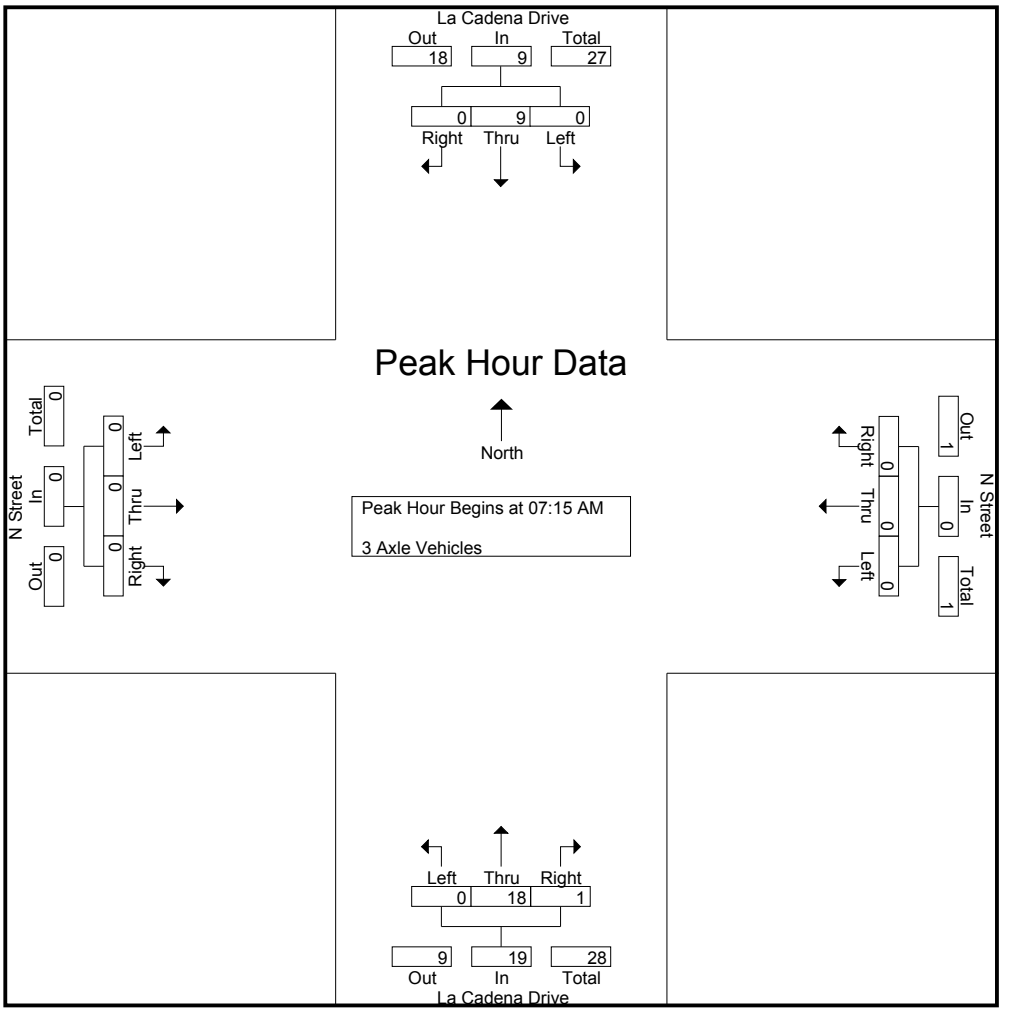

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**7**	**1**	**8**	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	18	1	19	0	0	0	0
% App. Total	0	100	0		0	0	0		0	94.7	5.3		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.643	.250	.594	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANAM
Site Code : 04113649
Start Date : 3/27/2008

Groups Printed- 4+ Axle Trucks

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Grand Total	0	4	0	4	0	0	0	0	0	4	0	4	1	0	0	1	9
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	44.4	0	44.4	0	0	0	0	0	44.4	0	44.4	11.1	0	0	11.1	

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:30 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
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File Name : CNCANAM
Site Code : 04113649
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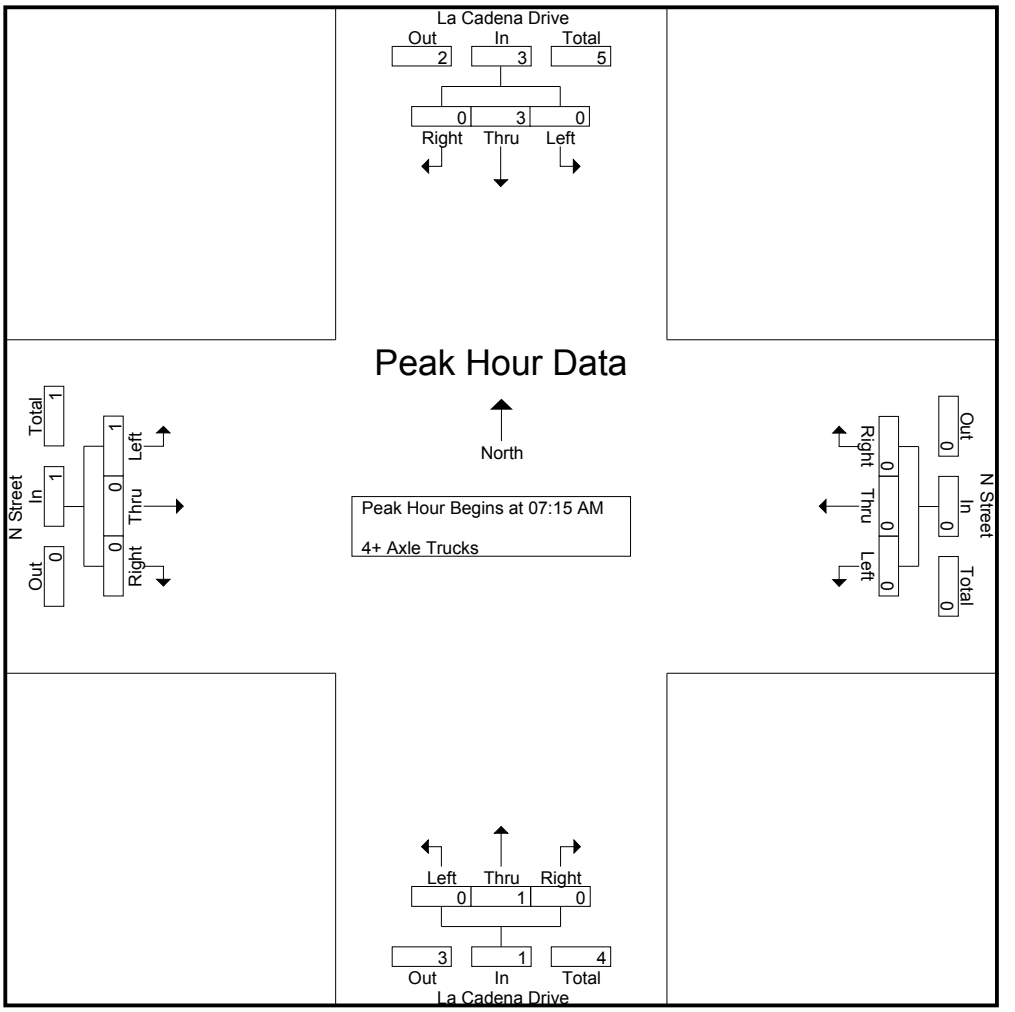


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
Start Date : 3/27/2008

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

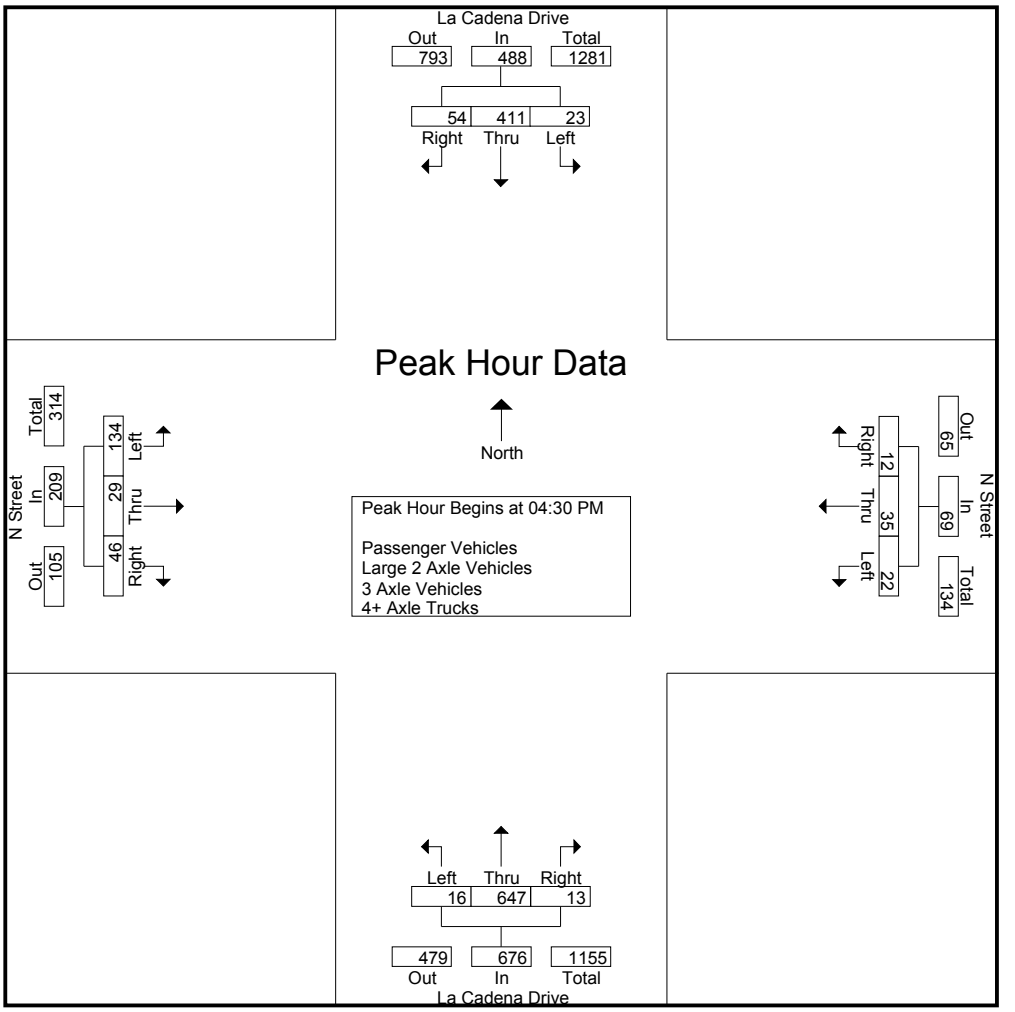
	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	4	99	17	120	4	7	3	14	4	169	2	175	56	11	9	76	385
04:15 PM	3	86	18	107	3	4	1	8	12	169	2	183	37	4	19	60	358
04:30 PM	5	93	20	118	8	7	2	17	4	150	3	157	35	6	10	51	343
04:45 PM	6	93	9	108	5	9	2	16	5	143	4	152	38	7	7	52	328
Total	18	371	64	453	20	27	8	55	25	631	11	667	166	28	45	239	1414
05:00 PM	5	92	11	108	5	12	4	21	6	169	2	177	28	7	9	44	350
05:15 PM	7	133	14	154	4	7	4	15	1	185	4	190	33	9	20	62	421
05:30 PM	5	81	25	111	4	6	4	14	5	165	4	174	22	6	9	37	336
05:45 PM	10	75	11	96	2	2	7	11	2	136	2	140	28	12	8	48	295
Total	27	381	61	469	15	27	19	61	14	655	12	681	111	34	46	191	1402
Grand Total	45	752	125	922	35	54	27	116	39	1286	23	1348	277	62	91	430	2816
Apprch %	4.9	81.6	13.6		30.2	46.6	23.3		2.9	95.4	1.7		64.4	14.4	21.2		
Total %	1.6	26.7	4.4	32.7	1.2	1.9	1	4.1	1.4	45.7	0.8	47.9	9.8	2.2	3.2	15.3	
Passenger Vehicles	45	734	124	903	35	54	27	116	37	1261	22	1320	275	62	88	425	2764
% Passenger Vehicles	100	97.6	99.2	97.9	100	100	100	100	94.9	98.1	95.7	97.9	99.3	100	96.7	98.8	98.2
Large 2 Axle Vehicles	0	11	1	12	0	0	0	0	2	12	1	15	0	0	3	3	30
% Large 2 Axle Vehicles	0	1.5	0.8	1.3	0	0	0	0	5.1	0.9	4.3	1.1	0	0	3.3	0.7	1.1
3 Axle Vehicles	0	7	0	7	0	0	0	0	0	11	0	11	1	0	0	1	19
% 3 Axle Vehicles	0	0.9	0	0.8	0	0	0	0	0	0.9	0	0.8	0.4	0	0	0.2	0.7
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0.4	0	0	0.2	0.1

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	93	**20**	118	**8**	7	2	17	4	150	3	157	35	6	10	51	343
04:45 PM	6	93	9	108	5	9	2	16	5	143	**4**	152	**38**	7	7	52	328
05:00 PM	5	92	11	108	5	**12**	**4**	**21**	**6**	169	2	177	28	7	9	44	350
05:15 PM	**7**	**133**	14	**154**	4	7	4	15	1	**185**	4	**190**	33	**9**	**20**	**62**	**421**
Total Volume	23	411	54	488	22	35	12	69	16	647	13	676	134	29	46	209	1442
% App. Total	4.7	84.2	11.1		31.9	50.7	17.4		2.4	95.7	1.9		64.1	13.9	22		
PHF	.821	.773	.675	.792	.688	.729	.750	.821	.667	.874	.813	.889	.882	.806	.575	.843	.856

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	5	93	**20**	118	**8**	7	2	17	4	150	3	157	35	6	10	51
+15 mins.	6	93	9	108	5	9	2	16	5	143	**4**	152	**38**	7	7	52
+30 mins.	5	92	11	108	5	**12**	**4**	**21**	**6**	169	2	177	28	7	9	44
+45 mins.	**7**	**133**	14	**154**	4	7	4	15	1	**185**	4	**190**	33	**9**	**20**	**62**
Total Volume	23	411	54	488	22	35	12	69	16	647	13	676	134	29	46	209
% App. Total	4.7	84.2	11.1		31.9	50.7	17.4		2.4	95.7	1.9		64.1	13.9	22	
PHF	.821	.773	.675	.792	.688	.729	.750	.821	.667	.874	.813	.889	.882	.806	.575	.843

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
Start Date : 3/27/2008
Page No : 1

Groups Printed- Passenger Vehicles

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	4	93	17	114	4	7	3	14	4	161	2	167	56	11	9	76	371
04:15 PM	3	85	18	106	3	4	1	8	11	167	2	180	37	4	17	58	352
04:30 PM	5	92	20	117	8	7	2	17	3	149	2	154	35	6	9	50	338
04:45 PM	6	90	8	104	5	9	2	16	5	139	4	148	38	7	7	52	320
Total	18	360	63	441	20	27	8	55	23	616	10	649	166	28	42	236	1381
05:00 PM	5	91	11	107	5	12	4	21	6	166	2	174	28	7	9	44	346
05:15 PM	7	131	14	152	4	7	4	15	1	184	4	189	31	9	20	60	416
05:30 PM	5	81	25	111	4	6	4	14	5	160	4	169	22	6	9	37	331
05:45 PM	10	71	11	92	2	2	7	11	2	135	2	139	28	12	8	48	290
Total	27	374	61	462	15	27	19	61	14	645	12	671	109	34	46	189	1383
Grand Total	45	734	124	903	35	54	27	116	37	1261	22	1320	275	62	88	425	2764
Apprch %	5	81.3	13.7		30.2	46.6	23.3		2.8	95.5	1.7		64.7	14.6	20.7		
Total %	1.6	26.6	4.5	32.7	1.3	2	1	4.2	1.3	45.6	0.8	47.8	9.9	2.2	3.2	15.4	

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	92	**20**	117	**8**	7	2	17	3	149	2	154	35	6	9	50	338
04:45 PM	6	90	8	104	5	9	2	16	5	139	**4**	148	**38**	7	7	52	320
05:00 PM	5	91	11	107	5	**12**	**4**	**21**	**6**	166	2	174	28	7	9	44	346
05:15 PM	**7**	**131**	14	**152**	4	7	4	15	1	**184**	4	**189**	31	**9**	**20**	**60**	**416**
Total Volume	23	404	53	480	22	35	12	69	15	638	12	665	132	29	45	206	1420
% App. Total	4.8	84.2	11		31.9	50.7	17.4		2.3	95.9	1.8		64.1	14.1	21.8		
PHF	.821	.771	.663	.789	.688	.729	.750	.821	.625	.867	.750	.880	.868	.806	.563	.858	.853

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
Start Date : 3/27/2008
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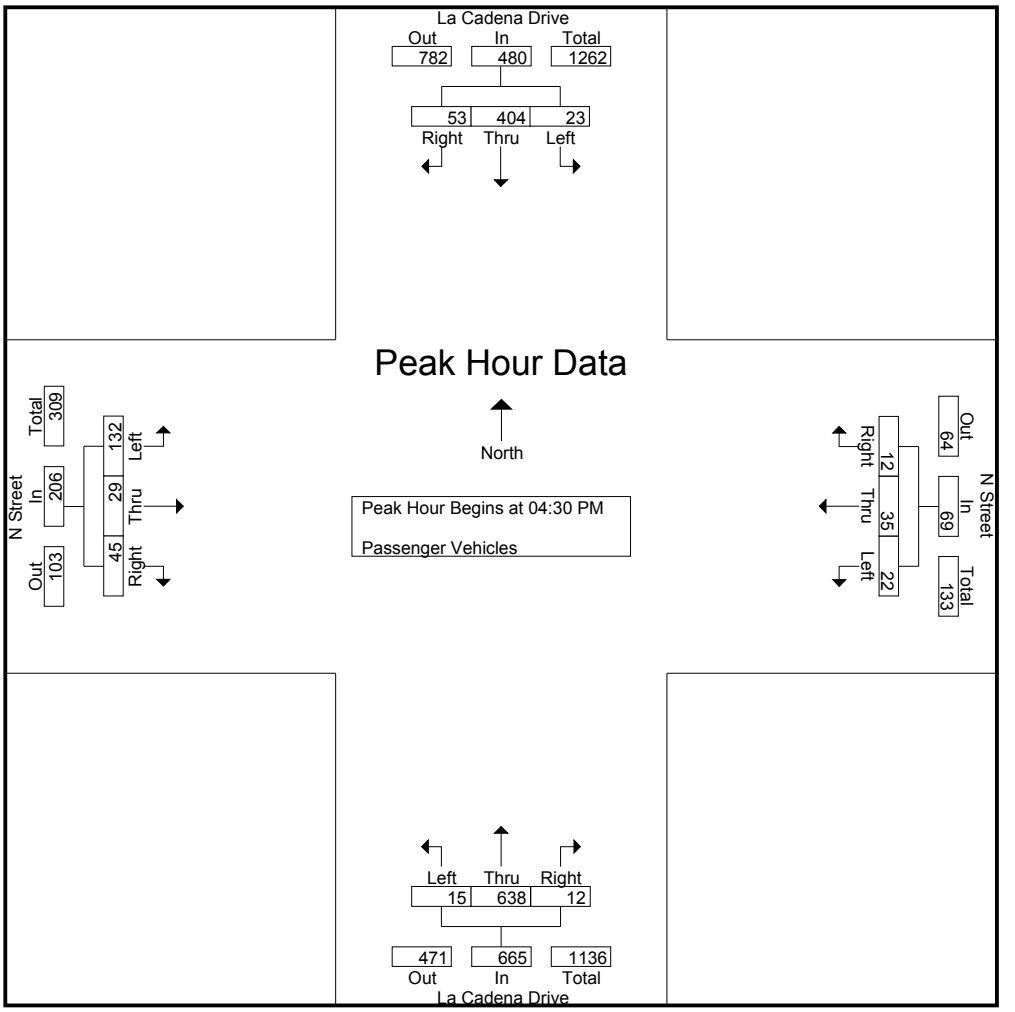

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	5	92	**20**	117	**8**	7	2	17	3	149	2	154	35	6	9	50
+15 mins.	6	90	8	104	5	9	2	16	5	139	**4**	148	**38**	7	7	52
+30 mins.	5	91	11	107	5	**12**	**4**	**21**	**6**	166	2	174	28	7	9	44
+45 mins.	**7**	**131**	14	**152**	4	7	4	15	1	**184**	4	**189**	31	**9**	**20**	**60**
Total Volume	23	404	53	480	22	35	12	69	15	638	12	665	132	29	45	206
% App. Total	4.8	84.2	11		31.9	50.7	17.4		2.3	95.9	1.8		64.1	14.1	21.8	
PHF	.821	.771	.663	.789	.688	.729	.750	.821	.625	.867	.750	.880	.868	.806	.563	.858

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
Start Date : 3/27/2008
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Groups Printed- Large 2 Axle Vehicles

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
04:30 PM	0	1	0	1	0	0	0	0	1	0	1	2	0	0	1	1	4
04:45 PM	0	3	1	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total	0	7	1	8	0	0	0	0	2	7	1	10	0	0	3	3	21
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
Grand Total	0	11	1	12	0	0	0	0	2	12	1	15	0	0	3	3	30
Apprch %	0	91.7	8.3		0	0	0		13.3	80	6.7		0	0	100		
Total %	0	36.7	3.3	40	0	0	0	0	6.7	40	3.3	50	0	0	10	10	

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	**1**	0	**1**	2	0	0	**1**	**1**	4
04:45 PM	0	**3**	**1**	**4**	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**8**
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	6	1	7	0	0	0	0	1	6	1	8	0	0	1	1	16
% App. Total	0	85.7	14.3		0	0	0		12.5	75	12.5		0	0	100		
PHF	.000	.500	.250	.438	.000	.000	.000	.000	.250	.375	.250	.500	.000	.000	.250	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
Start Date : 3/27/2008
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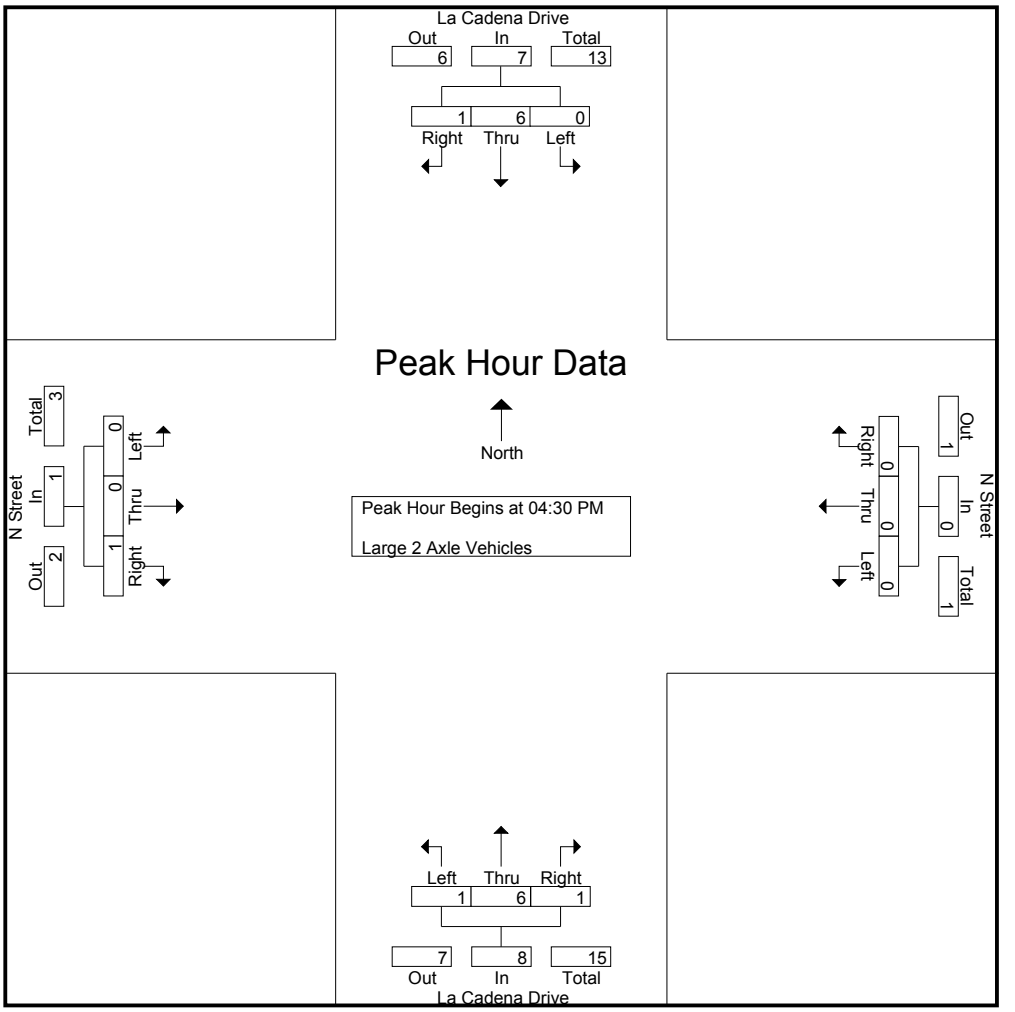

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	**1**	0	**1**	2	0	0	**1**	**1**
+15 mins.	0	**3**	**1**	**4**	0	0	0	0	0	**4**	0	**4**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	6	1	7	0	0	0	0	1	6	1	8	0	0	1	1
% App. Total	0	85.7	14.3		0	0	0		12.5	75	12.5		0	0	100	
PHF	.000	.500	.250	.438	.000	.000	.000	.000	.250	.375	.250	.500	.000	.000	.250	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	4	0	4	1	0	0	1	8
Grand Total	0	7	0	7	0	0	0	0	0	11	0	11	1	0	0	1	19
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	36.8	0	36.8	0	0	0	0	0	57.9	0	57.9	5.3	0	0	5.3	

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
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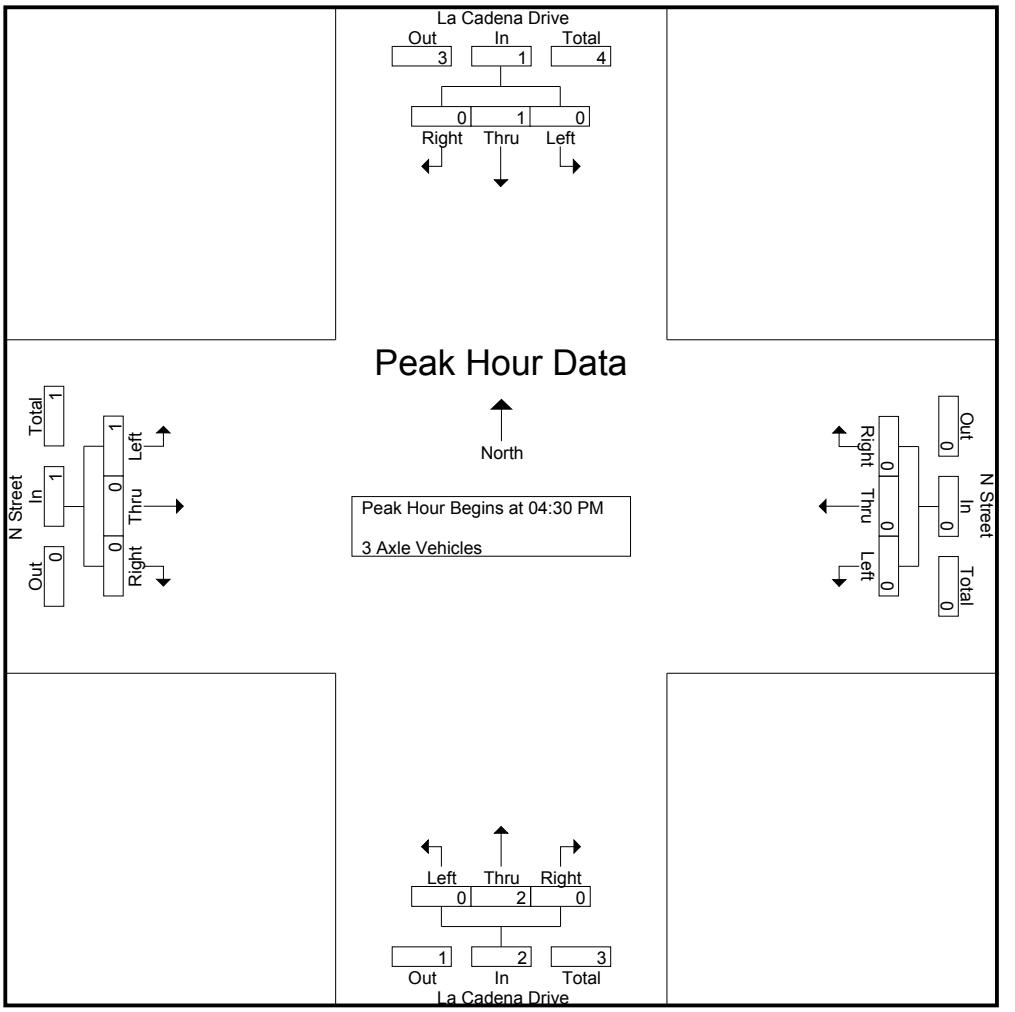

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
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Groups Printed- 4+ Axle Trucks

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
Apprch %	0	0	0		0	0	0		0	100	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	66.7	0	66.7	33.3	0	0	33.3	

	La Cadena Drive Southbound				N Street Westbound				La Cadena Drive Northbound				N Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: N Street
Weather: Sunny

File Name : CNCANPM
Site Code : 04113649
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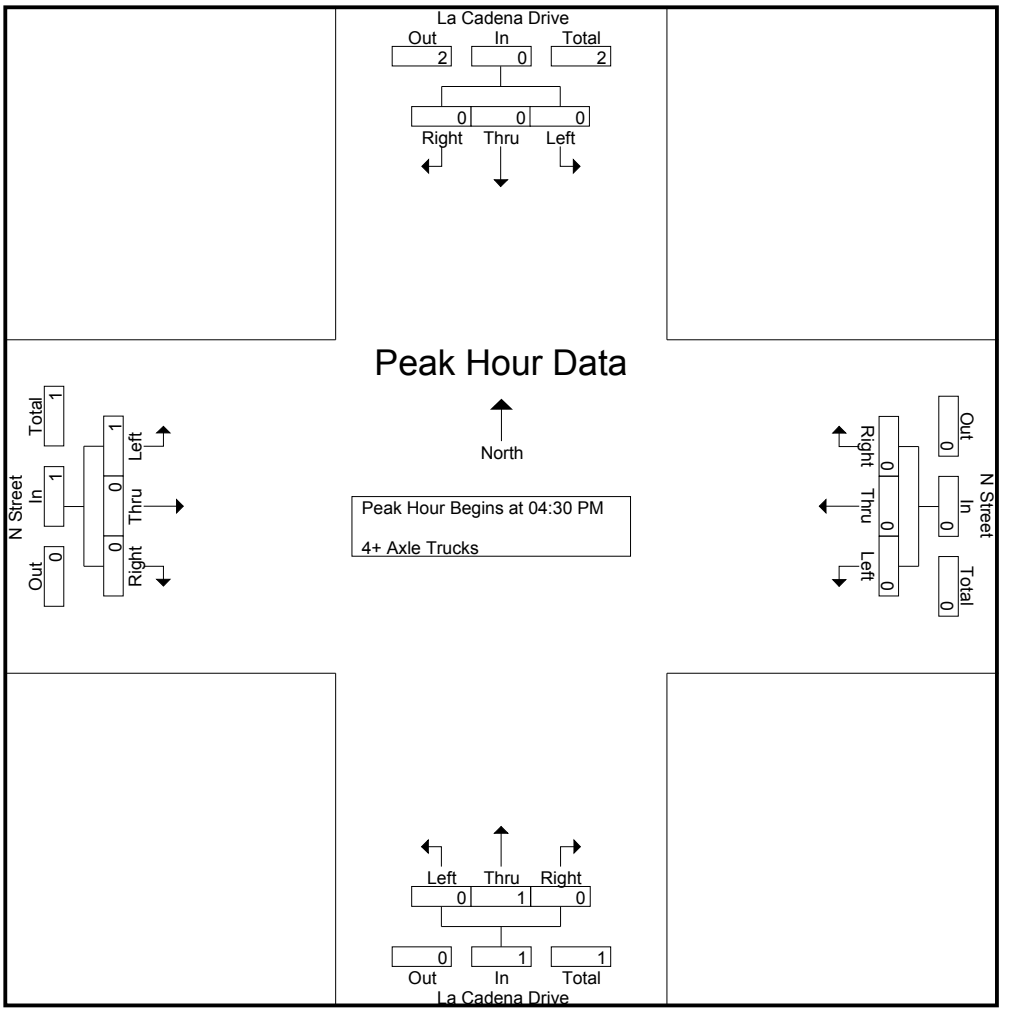

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMAM
Site Code : 04113668
Start Date : 3/26/2008
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	82	13	95	12	88	100	11	8	19	214
07:15 AM	107	6	113	18	121	139	11	17	28	280
07:30 AM	148	16	164	19	137	156	17	26	43	363
07:45 AM	189	24	213	22	116	138	20	29	49	400
Total	526	59	585	71	462	533	59	80	139	1257
08:00 AM	169	16	185	13	88	101	9	21	30	316
08:15 AM	131	14	145	13	94	107	18	21	39	291
08:30 AM	115	14	129	10	80	90	18	15	33	252
08:45 AM	138	15	153	21	102	123	16	18	34	310
Total	553	59	612	57	364	421	61	75	136	1169
Grand Total	1079	118	1197	128	826	954	120	155	275	2426
Apprch %	90.1	9.9		13.4	86.6		43.6	56.4		
Total %	44.5	4.9	49.3	5.3	34	39.3	4.9	6.4	11.3	
Passenger Vehicles	1029	94	1123	113	762	875	84	144	228	2226
% Passenger Vehicles	95.4	79.7	93.8	88.3	92.3	91.7	70	92.9	82.9	91.8
Large 2 Axle Vehicles	25	5	30	13	35	48	15	8	23	101
% Large 2 Axle Vehicles	2.3	4.2	2.5	10.2	4.2	5	12.5	5.2	8.4	4.2
3 Axle Vehicles	5	2	7	0	6	6	5	0	5	18
% 3 Axle Vehicles	0.5	1.7	0.6	0	0.7	0.6	4.2	0	1.8	0.7
4+ Axle Trucks	20	17	37	2	23	25	16	3	19	81
% 4+ Axle Trucks	1.9	14.4	3.1	1.6	2.8	2.6	13.3	1.9	6.9	3.3

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	148	16	164	19	**137**	**156**	17	26	43	363
07:45 AM	**189**	**24**	**213**	**22**	116	138	**20**	**29**	**49**	**400**
08:00 AM	169	16	185	13	88	101	9	21	30	316
08:15 AM	131	14	145	13	94	107	18	21	39	291
Total Volume	637	70	707	67	435	502	64	97	161	1370
% App. Total	90.1	9.9		13.3	86.7		39.8	60.2		
PHF	.843	.729	.830	.761	.794	.804	.800	.836	.821	.856

Counts Unlimited Inc.
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951-485-7934

City of Colton
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File Name : CNMVMAM
Site Code : 04113668
Start Date : 3/26/2008
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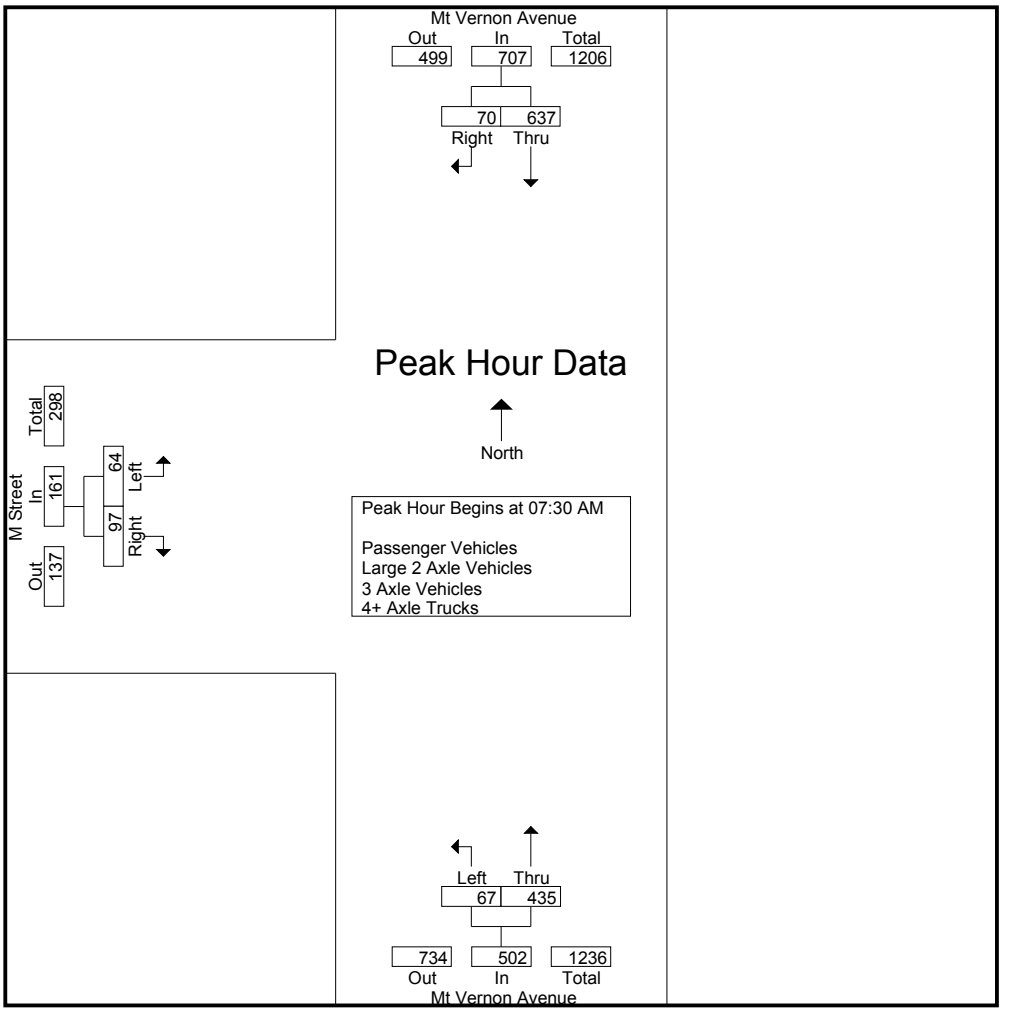

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	148	16	164	18	121	139	17	26	43
+15 mins.	**189**	**24**	**213**	19	**137**	**156**	**20**	**29**	**49**
+30 mins.	169	16	185	**22**	116	138	9	21	30
+45 mins.	131	14	145	13	88	101	18	21	39
Total Volume	637	70	707	72	462	534	64	97	161
% App. Total	90.1	9.9		13.5	86.5		39.8	60.2	
PHF	.843	.729	.830	.818	.843	.856	.800	.836	.821

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMAM
Site Code : 04113668
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	76	10	86	10	82	92	6	7	13	191
07:15 AM	102	5	107	17	111	128	5	14	19	254
07:30 AM	144	12	156	16	125	141	13	25	38	335
07:45 AM	178	17	195	22	109	131	16	27	43	369
Total	500	44	544	65	427	492	40	73	113	1149
08:00 AM	165	14	179	12	83	95	8	19	27	301
08:15 AM	123	13	136	11	86	97	15	20	35	268
08:30 AM	107	11	118	8	74	82	9	15	24	224
08:45 AM	134	12	146	17	92	109	12	17	29	284
Total	529	50	579	48	335	383	44	71	115	1077
Grand Total	1029	94	1123	113	762	875	84	144	228	2226
Apprch %	91.6	8.4		12.9	87.1		36.8	63.2		
Total %	46.2	4.2	50.4	5.1	34.2	39.3	3.8	6.5	10.2	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	144	12	156	16	**125**	**141**	13	25	38	335
07:45 AM	**178**	**17**	**195**	**22**	109	131	**16**	**27**	**43**	**369**
08:00 AM	165	14	179	12	83	95	8	19	27	301
08:15 AM	123	13	136	11	86	97	15	20	35	268
Total Volume	610	56	666	61	403	464	52	91	143	1273
% App. Total	91.6	8.4		13.1	86.9		36.4	63.6		
PHF	.857	.824	.854	.693	.806	.823	.813	.843	.831	.862

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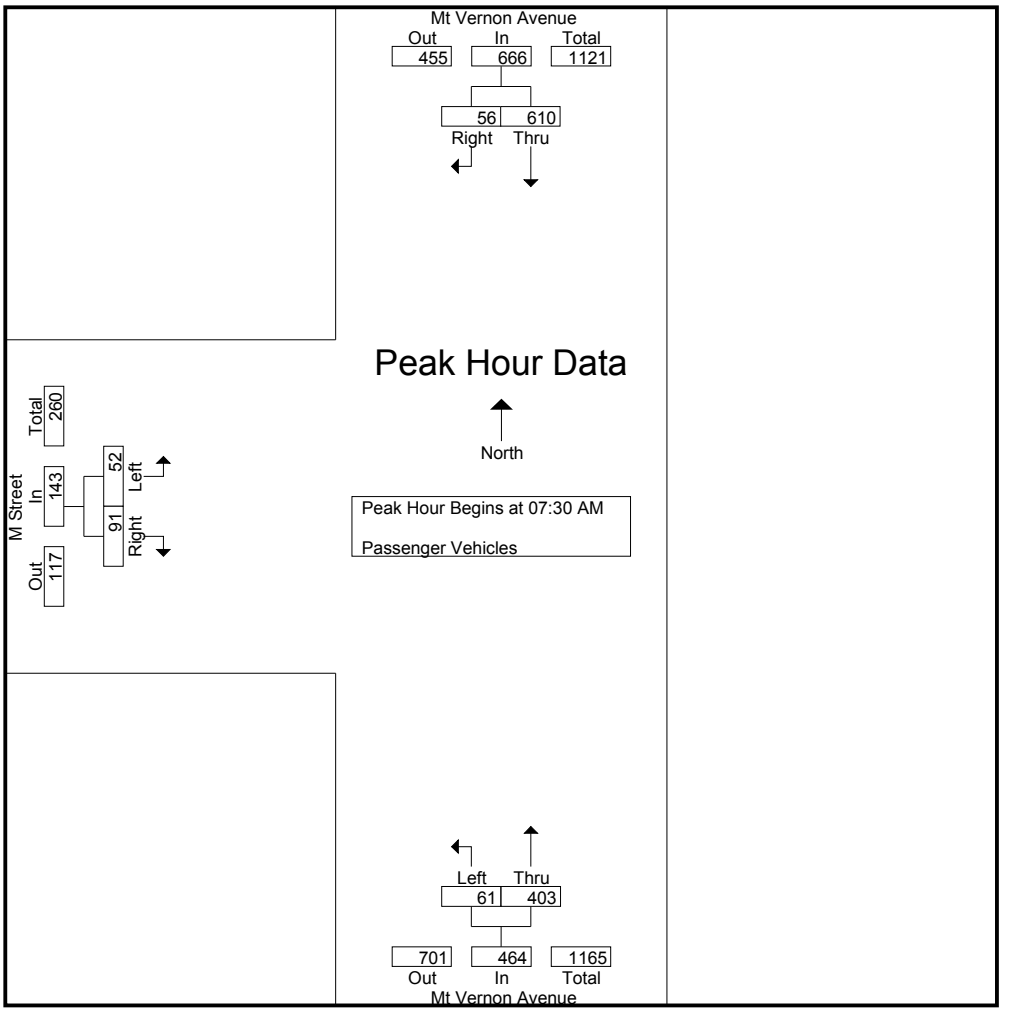
File Name : CNMVMAM
Site Code : 04113668
Start Date : 3/26/2008



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	144	12	156	17	111	128	13	25	38
+15 mins.	**178**	**17**	**195**	16	**125**	**141**	**16**	**27**	**43**
+30 mins.	165	14	179	**22**	109	131	8	19	27
+45 mins.	123	13	136	12	83	95	15	20	35
Total Volume	610	56	666	67	428	495	52	91	143
% App. Total	91.6	8.4		13.5	86.5		36.4	63.6	
PHF	.857	.824	.854	.761	.856	.878	.813	.843	.831

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMAM
Site Code : 04113668
Start Date : 3/26/2008
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Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	6	0	6	2	3	5	3	0	3	14
07:15 AM	3	1	4	1	6	7	4	3	7	18
07:30 AM	2	2	4	3	5	8	2	1	3	15
07:45 AM	5	1	6	0	6	6	2	1	3	15
Total	16	4	20	6	20	26	11	5	16	62
08:00 AM	0	0	0	1	3	4	0	1	1	5
08:15 AM	4	0	4	1	5	6	0	1	1	11
08:30 AM	4	0	4	1	2	3	3	0	3	10
08:45 AM	1	1	2	4	5	9	1	1	2	13
Total	9	1	10	7	15	22	4	3	7	39
Grand Total	25	5	30	13	35	48	15	8	23	101
Apprch %	83.3	16.7		27.1	72.9		65.2	34.8		
Total %	24.8	5	29.7	12.9	34.7	47.5	14.9	7.9	22.8	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	**2**	4	**3**	5	**8**	**2**	**1**	**3**	**15**
07:45 AM	**5**	1	**6**	0	**6**	6	2	1	3	15
08:00 AM	0	0	0	1	3	4	0	1	1	5
08:15 AM	4	0	4	1	5	6	0	1	1	11
Total Volume	11	3	14	5	19	24	4	4	8	46
% App. Total	78.6	21.4		20.8	79.2		50	50		
PHF	.550	.375	.583	.417	.792	.750	.500	1.000	.667	.767

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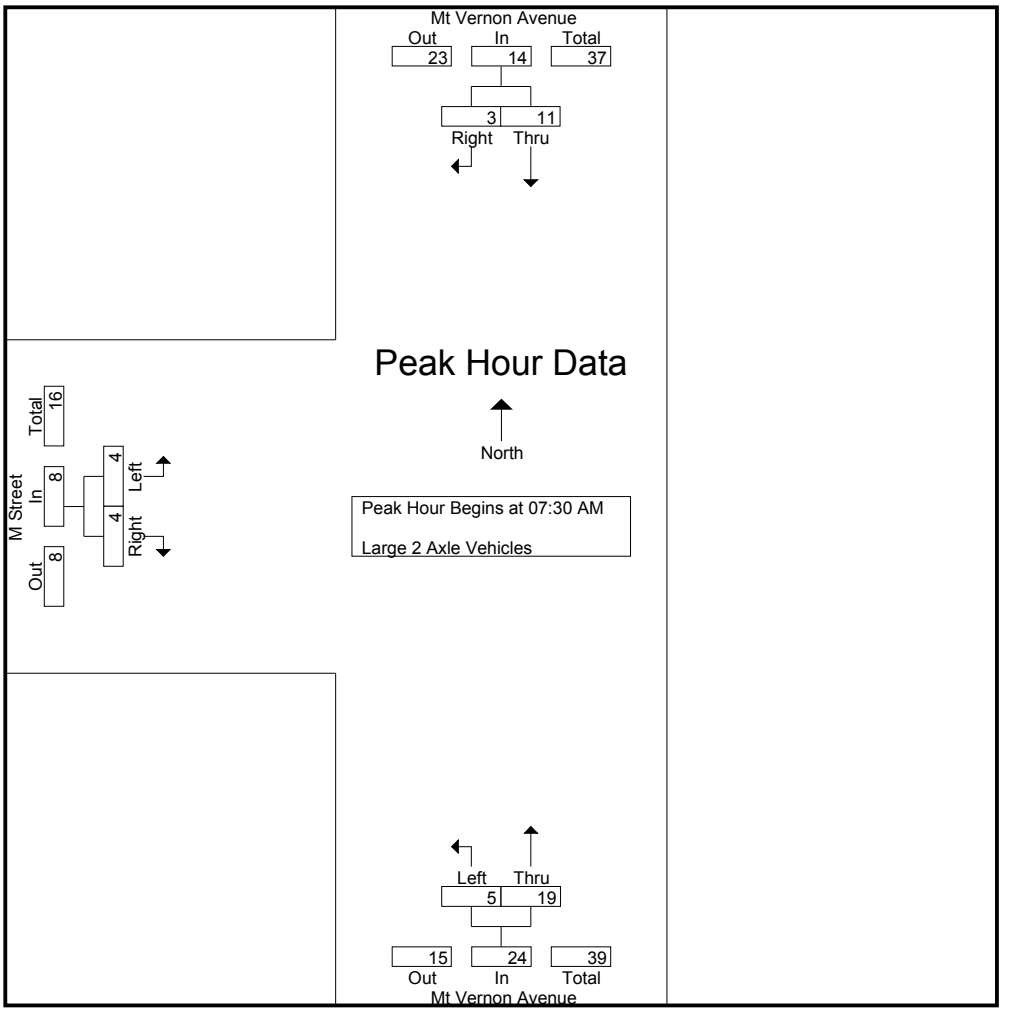
File Name : CNMVMAM
Site Code : 04113668
Start Date : 3/26/2008



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	**2**	4	**3**	5	**8**	**2**	**1**	**3**
+15 mins.	**5**	1	**6**	0	**6**	6	2	1	3
+30 mins.	0	0	0	1	3	4	0	1	1
+45 mins.	4	0	4	1	5	6	0	1	1
Total Volume	11	3	14	5	19	24	4	4	8
% App. Total	78.6	21.4		20.8	79.2		50	50	
PHF	.550	.375	.583	.417	.792	.750	.500	1.000	.667

Counts Unlimited Inc.
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City of Colton
N/S: Mt Vernon Avenue
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Weather: Sunny

File Name : CNMVMAM
Site Code : 04113668
Start Date : 3/26/2008
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Groups Printed- 3 Axle Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	2	2	1	0	1	3
07:30 AM	1	0	1	0	2	2	1	0	1	4
07:45 AM	2	0	2	0	0	0	1	0	1	3
Total	3	0	3	0	4	4	3	0	3	10
08:00 AM	1	1	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	1	2	0	1	1	0	0	0	3
08:45 AM	0	0	0	0	1	1	2	0	2	3
Total	2	2	4	0	2	2	2	0	2	8
Grand Total	5	2	7	0	6	6	5	0	5	18
Apprch %	71.4	28.6		0	100		100	0		
Total %	27.8	11.1	38.9	0	33.3	33.3	27.8	0	27.8	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	0	1	0	**2**	**2**	**1**	0	**1**	**4**
07:45 AM	**2**	0	**2**	0	0	0	1	0	1	3
08:00 AM	1	**1**	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	4	1	5	0	2	2	2	0	2	9
% App. Total	80	20		0	100		100	0		
PHF	.500	.250	.625	.000	.250	.250	.500	.000	.500	.563

Counts Unlimited Inc.
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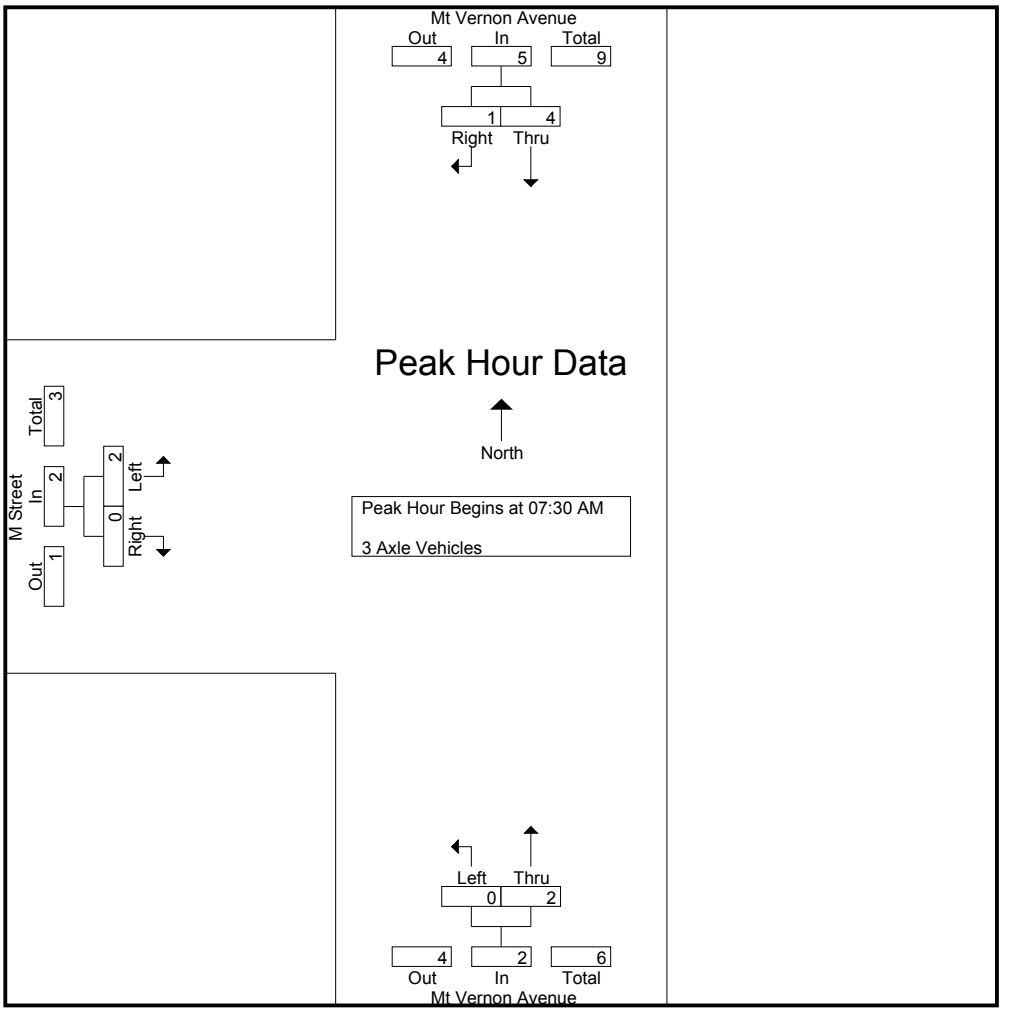

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	0	1	0	**2**	**2**	**1**	0	**1**
+15 mins.	**2**	0	**2**	0	0	0	1	0	1
+30 mins.	1	**1**	2	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	4	1	5	0	2	2	2	0	2
% App. Total	80	20		0	100		100	0	
PHF	.500	.250	.625	.000	.250	.250	.500	.000	.500

Counts Unlimited Inc.
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Groups Printed- 4+ Axle Trucks

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	0	3	3	0	3	3	2	1	3	9
07:15 AM	2	0	2	0	2	2	1	0	1	5
07:30 AM	1	2	3	0	5	5	1	0	1	9
07:45 AM	4	6	10	0	1	1	1	1	2	13
Total	7	11	18	0	11	11	5	2	7	36
08:00 AM	3	1	4	0	2	2	1	1	2	8
08:15 AM	4	1	5	1	3	4	3	0	3	12
08:30 AM	3	2	5	1	3	4	6	0	6	15
08:45 AM	3	2	5	0	4	4	1	0	1	10
Total	13	6	19	2	12	14	11	1	12	45
Grand Total	20	17	37	2	23	25	16	3	19	81
Apprch %	54.1	45.9		8	92		84.2	15.8		
Total %	24.7	21	45.7	2.5	28.4	30.9	19.8	3.7	23.5	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	2	3	0	**5**	**5**	1	0	1	9
07:45 AM	**4**	**6**	**10**	0	1	1	1	**1**	2	**13**
08:00 AM	3	1	4	0	2	2	1	1	2	8
08:15 AM	4	1	5	**1**	3	4	**3**	0	**3**	12
Total Volume	12	10	22	1	11	12	6	2	8	42
% App. Total	54.5	45.5		8.3	91.7		75	25		
PHF	.750	.417	.550	.250	.550	.600	.500	.500	.667	.808

Counts Unlimited Inc.
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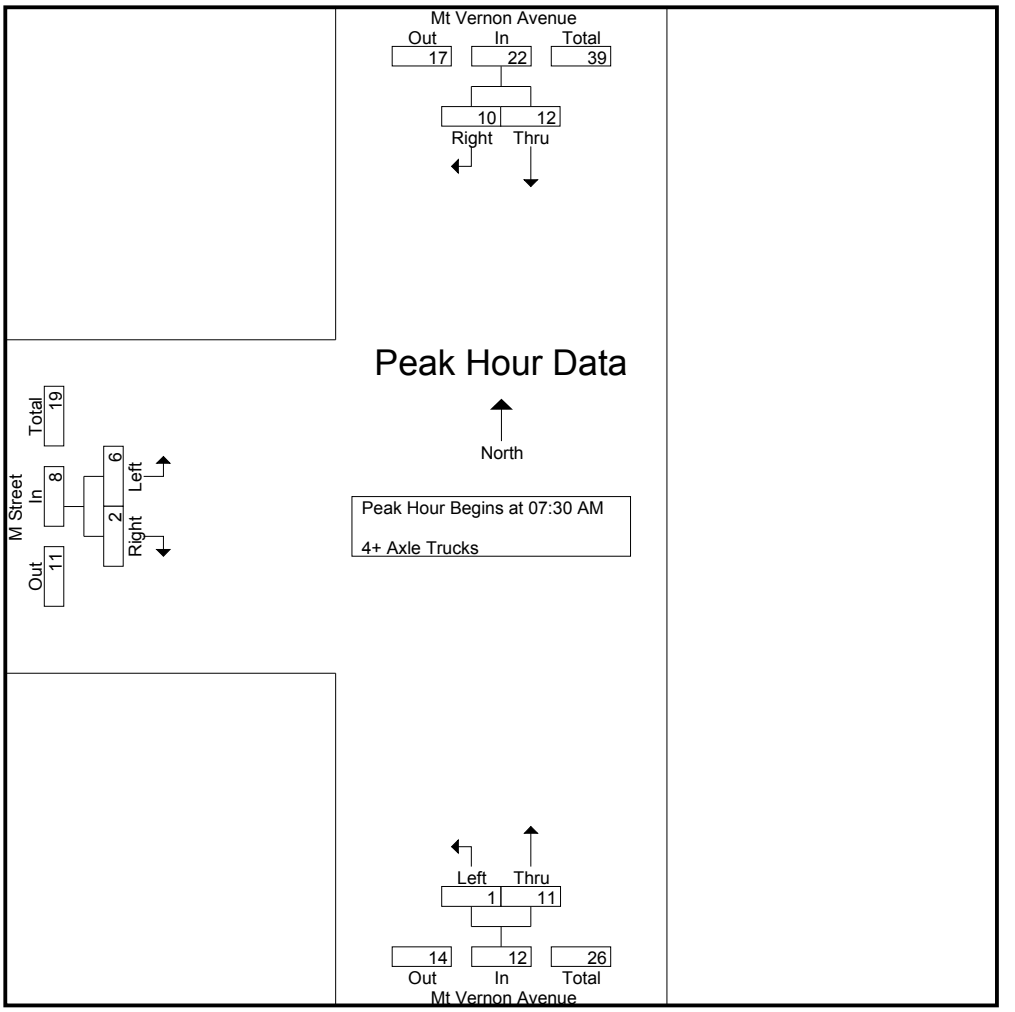

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	2	3	0	**5**	**5**	1	0	1
+15 mins.	**4**	**6**	**10**	0	1	1	1	**1**	2
+30 mins.	3	1	4	0	2	2	1	1	2
+45 mins.	4	1	5	**1**	3	4	**3**	0	**3**
Total Volume	12	10	22	1	11	12	6	2	8
% App. Total	54.5	45.5		8.3	91.7		75	25	
PHF	.750	.417	.550	.250	.550	.600	.500	.500	.667

Counts Unlimited Inc.
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951-485-7934

City of Colton
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File Name : CNMVMPM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

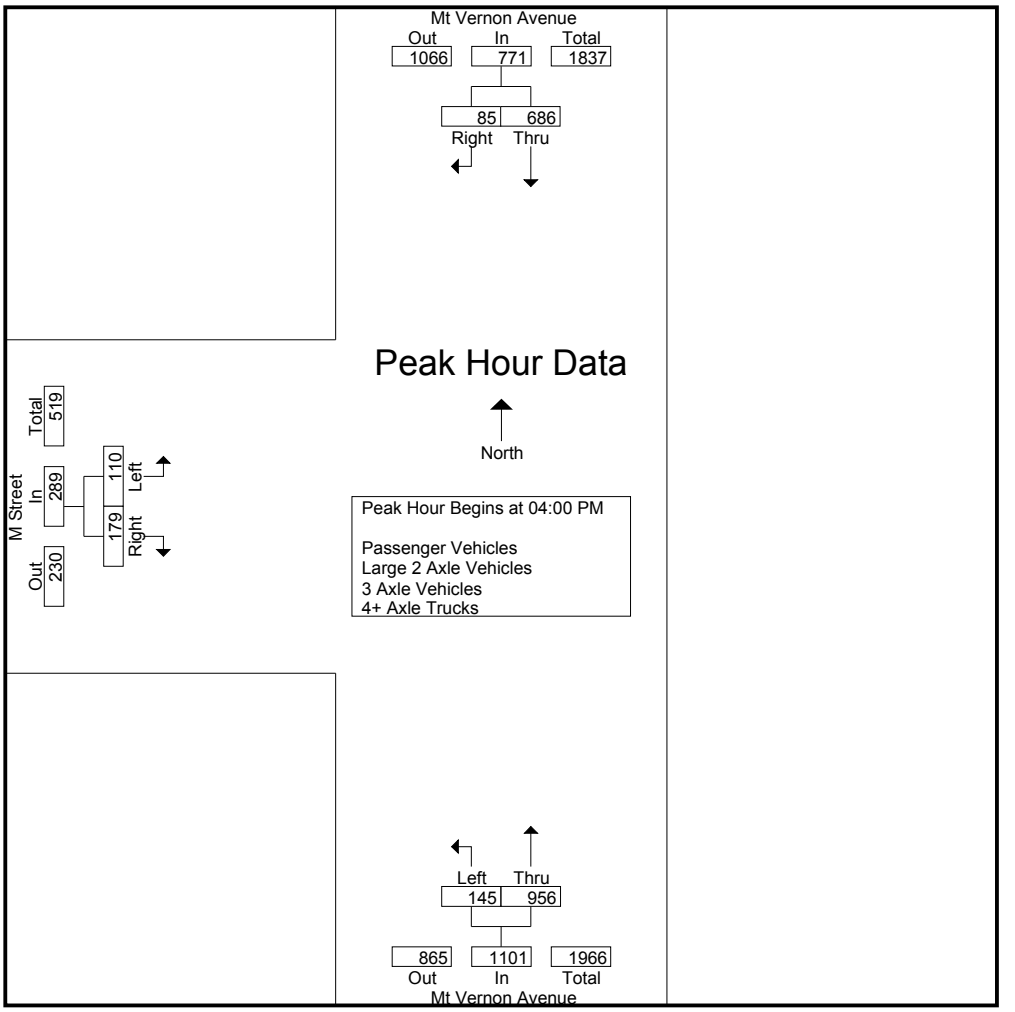
	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	166	32	198	41	220	261	29	44	73	532
04:15 PM	167	21	188	23	223	246	22	44	66	500
04:30 PM	180	14	194	42	274	316	28	50	78	588
04:45 PM	173	18	191	39	239	278	31	41	72	541
Total	686	85	771	145	956	1101	110	179	289	2161
05:00 PM	144	12	156	42	236	278	15	33	48	482
05:15 PM	195	17	212	37	195	232	13	34	47	491
05:30 PM	193	12	205	31	210	241	16	37	53	499
05:45 PM	150	11	161	29	182	211	6	41	47	419
Total	682	52	734	139	823	962	50	145	195	1891
Grand Total	1368	137	1505	284	1779	2063	160	324	484	4052
Apprch %	90.9	9.1		13.8	86.2		33.1	66.9		
Total %	33.8	3.4	37.1	7	43.9	50.9	3.9	8	11.9	
Passenger Vehicles	1339	112	1451	272	1741	2013	149	316	465	3929
% Passenger Vehicles	97.9	81.8	96.4	95.8	97.9	97.6	93.1	97.5	96.1	97
Large 2 Axle Vehicles	15	5	20	10	12	22	6	7	13	55
% Large 2 Axle Vehicles	1.1	3.6	1.3	3.5	0.7	1.1	3.8	2.2	2.7	1.4
3 Axle Vehicles	0	0	0	0	1	1	1	0	1	2
% 3 Axle Vehicles	0	0	0	0	0.1	0	0.6	0	0.2	0
4+ Axle Trucks	14	20	34	2	25	27	4	1	5	66
% 4+ Axle Trucks	1	14.6	2.3	0.7	1.4	1.3	2.5	0.3	1	1.6

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	166	**32**	**198**	41	220	261	29	44	73	532
04:15 PM	167	21	188	23	223	246	22	44	66	500
04:30 PM	**180**	14	194	**42**	**274**	**316**	28	**50**	**78**	**588**
04:45 PM	173	18	191	39	239	278	**31**	41	72	541
Total Volume	686	85	771	145	956	1101	110	179	289	2161
% App. Total	89	11		13.2	86.8		38.1	61.9		
PHF	.953	.664	.973	.863	.872	.871	.887	.895	.926	.919

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	166	**32**	**198**	23	223	246	29	44	73
+15 mins.	167	21	188	**42**	**274**	**316**	22	44	66
+30 mins.	**180**	14	194	39	239	278	28	**50**	**78**
+45 mins.	173	18	191	42	236	278	**31**	41	72
Total Volume	686	85	771	146	972	1118	110	179	289
% App. Total	89	11		13.1	86.9		38.1	61.9	
PHF	.953	.664	.973	.869	.887	.884	.887	.895	.926

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008
Page No : 1

Groups Printed- Passenger Vehicles

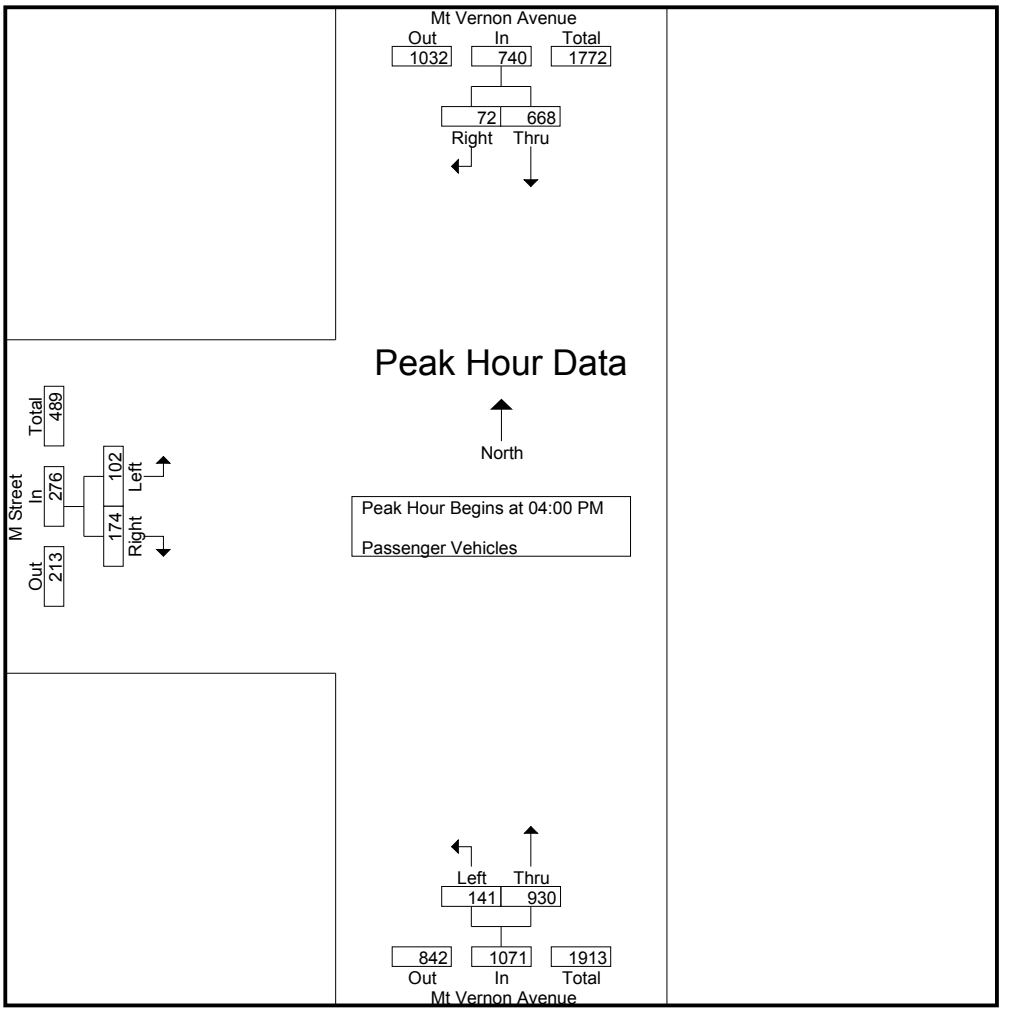
	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	162	27	189	40	208	248	25	43	68	505
04:15 PM	163	17	180	23	216	239	19	42	61	480
04:30 PM	178	13	191	41	270	311	27	49	76	578
04:45 PM	165	15	180	37	236	273	31	40	71	524
Total	668	72	740	141	930	1071	102	174	276	2087
05:00 PM	142	8	150	40	234	274	14	33	47	471
05:15 PM	193	12	205	35	193	228	12	32	44	477
05:30 PM	192	11	203	28	205	233	16	36	52	488
05:45 PM	144	9	153	28	179	207	5	41	46	406
Total	671	40	711	131	811	942	47	142	189	1842
Grand Total	1339	112	1451	272	1741	2013	149	316	465	3929
Apprch %	92.3	7.7		13.5	86.5		32	68		
Total %	34.1	2.9	36.9	6.9	44.3	51.2	3.8	8	11.8	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	162	**27**	189	40	208	248	25	43	68	505
04:15 PM	163	17	180	23	216	239	19	42	61	480
04:30 PM	**178**	13	**191**	**41**	**270**	**311**	27	**49**	**76**	**578**
04:45 PM	165	15	180	37	236	273	**31**	40	71	524
Total Volume	668	72	740	141	930	1071	102	174	276	2087
% App. Total	90.3	9.7		13.2	86.8		37	63		
PHF	.938	.667	.969	.860	.861	.861	.823	.888	.908	.903

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	162	**27**	189	23	216	239	25	43	68
+15 mins.	163	17	180	**41**	**270**	**311**	19	42	61
+30 mins.	**178**	13	**191**	37	236	273	27	**49**	**76**
+45 mins.	165	15	180	40	234	274	**31**	40	71
Total Volume	668	72	740	141	956	1097	102	174	276
% App. Total	90.3	9.7		12.9	87.1		37	63	
PHF	.938	.667	.969	.860	.885	.882	.823	.888	.908

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	2	2	4	1	5	6	3	0	3	13
04:15 PM	2	0	2	0	1	1	2	2	4	7
04:30 PM	1	0	1	1	0	1	0	1	1	3
04:45 PM	5	1	6	1	1	2	0	1	1	9
Total	10	3	13	3	7	10	5	4	9	32
05:00 PM	1	0	1	2	0	2	0	0	0	3
05:15 PM	0	0	0	2	1	3	1	2	3	6
05:30 PM	0	1	1	3	2	5	0	1	1	7
05:45 PM	4	1	5	0	2	2	0	0	0	7
Total	5	2	7	7	5	12	1	3	4	23
Grand Total	15	5	20	10	12	22	6	7	13	55
Apprch %	75	25		45.5	54.5		46.2	53.8		
Total %	27.3	9.1	36.4	18.2	21.8	40	10.9	12.7	23.6	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	**2**	4	**1**	**5**	**6**	**3**	0	3	**13**
04:15 PM	2	0	2	0	1	1	2	**2**	**4**	7
04:30 PM	1	0	1	1	0	1	0	1	1	3
04:45 PM	**5**	1	**6**	1	1	2	0	1	1	9
Total Volume	10	3	13	3	7	10	5	4	9	32
% App. Total	76.9	23.1		30	70		55.6	44.4		
PHF	.500	.375	.542	.750	.350	.417	.417	.500	.563	.615

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008
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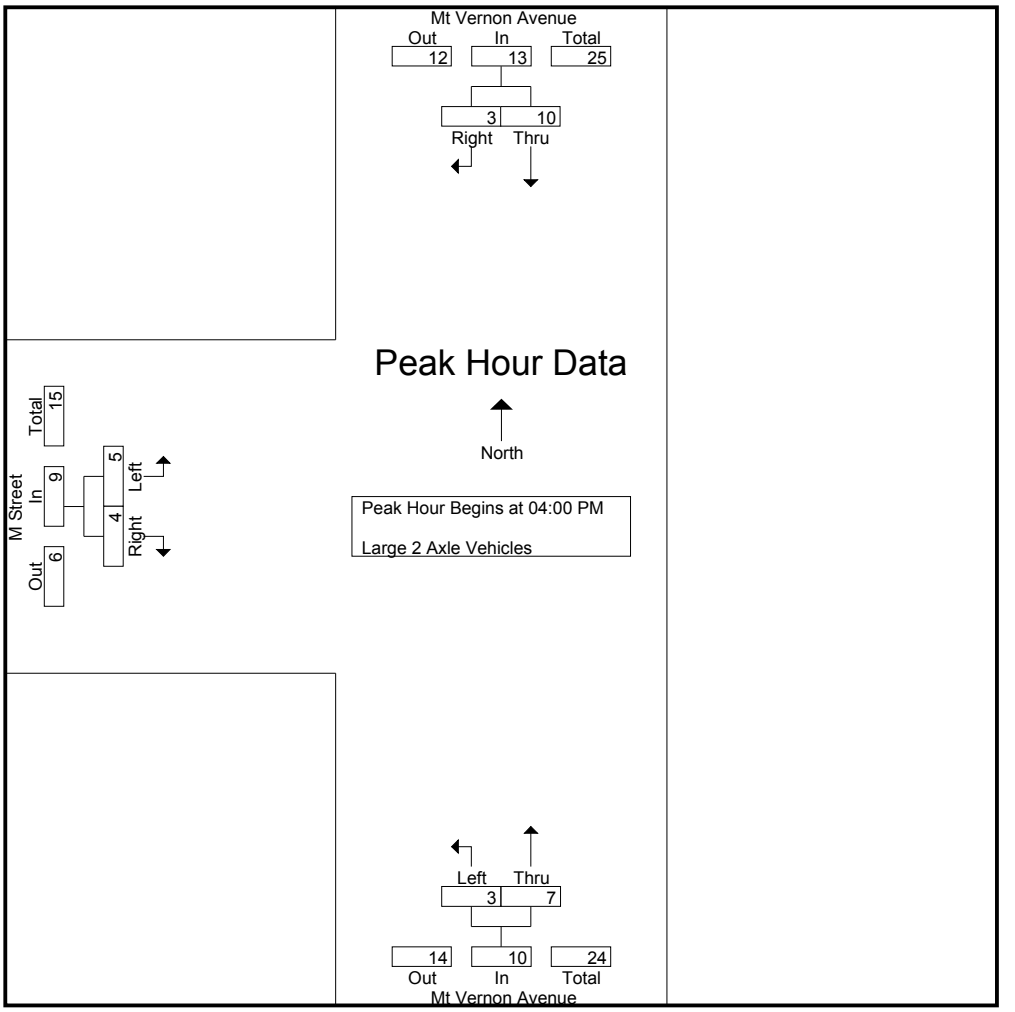


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	2	**2**	4	1	1	2	**3**	0	3
+15 mins.	2	0	2	2	0	2	2	**2**	**4**
+30 mins.	1	0	1	2	1	3	0	1	1
+45 mins.	**5**	1	**6**	**3**	**2**	**5**	0	1	1
Total Volume	10	3	13	8	4	12	5	4	9
% App. Total	76.9	23.1		66.7	33.3		55.6	44.4	
PHF	.500	.375	.542	.667	.500	.600	.417	.500	.563

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

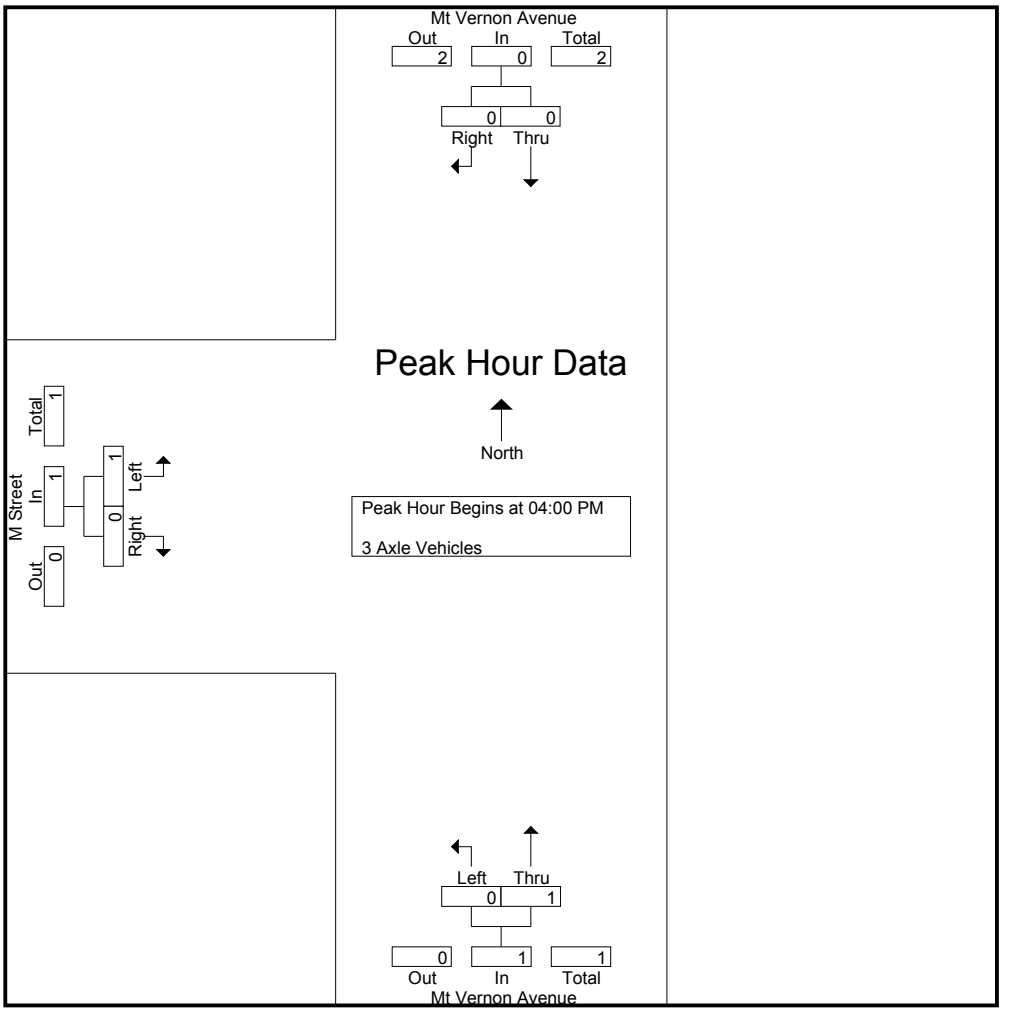
	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	1	0	1	2
Apprch %	0	0		0	100		100	0		
Total %	0	0	0	0	50	50	50	0	50	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	**1**	**1**	**1**	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	1	0	1	2
% App. Total	0	0		0	100		100	0		
PHF	.000	.000	.000	.000	.250	.250	.250	.000	.250	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

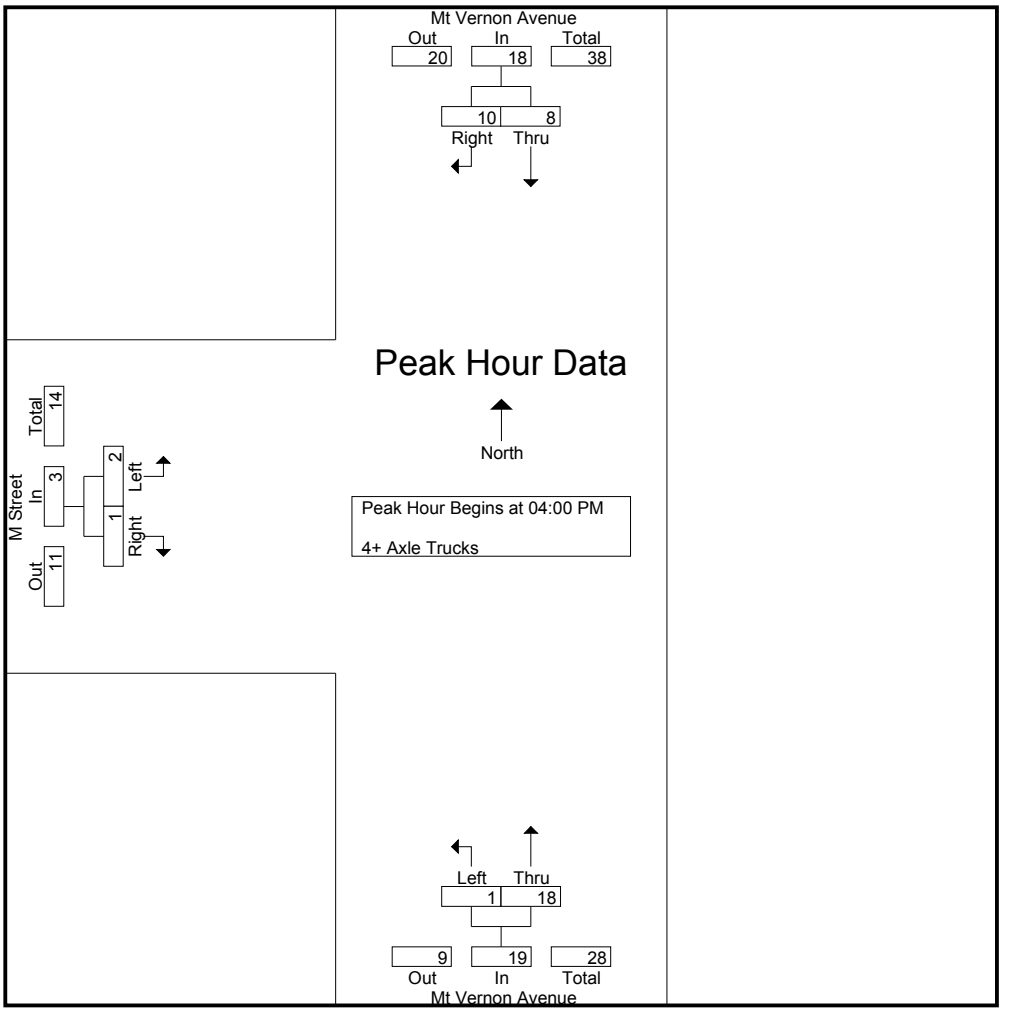
	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	2	3	5	0	7	7	1	1	2	14
04:15 PM	2	4	6	0	5	5	0	0	0	11
04:30 PM	1	1	2	0	4	4	1	0	1	7
04:45 PM	3	2	5	1	2	3	0	0	0	8
Total	8	10	18	1	18	19	2	1	3	40
05:00 PM	1	4	5	0	2	2	1	0	1	8
05:15 PM	2	5	7	0	1	1	0	0	0	8
05:30 PM	1	0	1	0	3	3	0	0	0	4
05:45 PM	2	1	3	1	1	2	1	0	1	6
Total	6	10	16	1	7	8	2	0	2	26
Grand Total	14	20	34	2	25	27	4	1	5	66
Apprch %	41.2	58.8		7.4	92.6		80	20		
Total %	21.2	30.3	51.5	3	37.9	40.9	6.1	1.5	7.6	

	Mt Vernon Avenue Southbound			Mt Vernon Avenue Northbound			M Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	3	5	0	**7**	**7**	**1**	**1**	**2**	**14**
04:15 PM	2	**4**	**6**	0	5	5	0	0	0	11
04:30 PM	1	1	2	0	4	4	1	0	1	7
04:45 PM	**3**	2	5	**1**	2	3	0	0	0	8
Total Volume	8	10	18	1	18	19	2	1	3	40
% App. Total	44.4	55.6		5.3	94.7		66.7	33.3		
PHF	.667	.625	.750	.250	.643	.679	.500	.250	.375	.714

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Mt Vernon Avenue
E/W: M Street
Weather: Sunny

File Name : CNMVMPM
Site Code : 04113668
Start Date : 3/26/2008



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	1	1	2	0	**7**	**7**	**1**	**1**	**2**
+15 mins.	**3**	2	5	0	5	5	0	0	0
+30 mins.	1	4	5	0	4	4	1	0	1
+45 mins.	2	**5**	**7**	**1**	2	3	0	0	0
Total Volume	7	12	19	1	18	19	2	1	3
% App. Total	36.8	63.2		5.3	94.7		66.7	33.3	
PHF	.583	.600	.679	.250	.643	.679	.500	.250	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

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

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	68	32	106	0	3	2	5	11	96	1	108	26	2	6	34	253
07:15 AM	6	97	26	129	0	4	3	7	11	90	1	102	28	1	8	37	275
07:30 AM	9	75	31	115	2	7	9	18	11	78	0	89	16	6	12	34	256
07:45 AM	7	132	35	174	1	5	4	10	14	51	2	67	22	3	16	41	292
Total	28	372	124	524	3	19	18	40	47	315	4	366	92	12	42	146	1076
08:00 AM	10	69	25	104	2	2	11	15	7	70	2	79	14	1	6	21	219
08:15 AM	9	65	21	95	1	5	4	10	8	47	0	55	12	6	3	21	181
08:30 AM	10	52	17	79	2	1	3	6	9	44	0	53	12	5	9	26	164
08:45 AM	14	63	15	92	4	5	13	22	11	42	4	57	17	3	4	24	195
Total	43	249	78	370	9	13	31	53	35	203	6	244	55	15	22	92	759
Grand Total	71	621	202	894	12	32	49	93	82	518	10	610	147	27	64	238	1835
Apprch %	7.9	69.5	22.6		12.9	34.4	52.7		13.4	84.9	1.6		61.8	11.3	26.9		
Total %	3.9	33.8	11	48.7	0.7	1.7	2.7	5.1	4.5	28.2	0.5	33.2	8	1.5	3.5	13	
Passenger Vehicles	65	575	150	790	10	30	46	86	70	478	10	558	96	25	54	175	1609
% Passenger Vehicles	91.5	92.6	74.3	88.4	83.3	93.8	93.9	92.5	85.4	92.3	100	91.5	65.3	92.6	84.4	73.5	87.7
Large 2 Axle Vehicles	6	21	7	34	2	1	3	6	6	13	0	19	7	2	5	14	73
% Large 2 Axle Vehicles	8.5	3.4	3.5	3.8	16.7	3.1	6.1	6.5	7.3	2.5	0	3.1	4.8	7.4	7.8	5.9	4
3 Axle Vehicles	0	13	13	26	0	0	0	0	3	13	0	16	14	0	2	16	58
% 3 Axle Vehicles	0	2.1	6.4	2.9	0	0	0	0	3.7	2.5	0	2.6	9.5	0	3.1	6.7	3.2
4+ Axle Trucks	0	12	32	44	0	1	0	1	3	14	0	17	30	0	3	33	95
% 4+ Axle Trucks	0	1.9	15.8	4.9	0	3.1	0	1.1	3.7	2.7	0	2.8	20.4	0	4.7	13.9	5.2

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	68	32	106	0	3	2	5	11	**96**	1	**108**	26	2	6	34	253
07:15 AM	6	97	26	129	0	4	3	7	11	90	1	102	**28**	1	8	37	275
07:30 AM	**9**	75	31	115	**2**	**7**	**9**	**18**	11	78	0	89	16	**6**	12	34	256
07:45 AM	7	**132**	**35**	**174**	1	5	4	10	**14**	51	**2**	67	22	3	**16**	**41**	**292**
Total Volume	28	372	124	524	3	19	18	40	47	315	4	366	92	12	42	146	1076
% App. Total	5.3	71	23.7		7.5	47.5	45		12.8	86.1	1.1		63	8.2	28.8		
PHF	.778	.705	.886	.753	.375	.679	.500	.556	.839	.820	.500	.847	.821	.500	.656	.890	.921

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
Start Date : 4/8/2008
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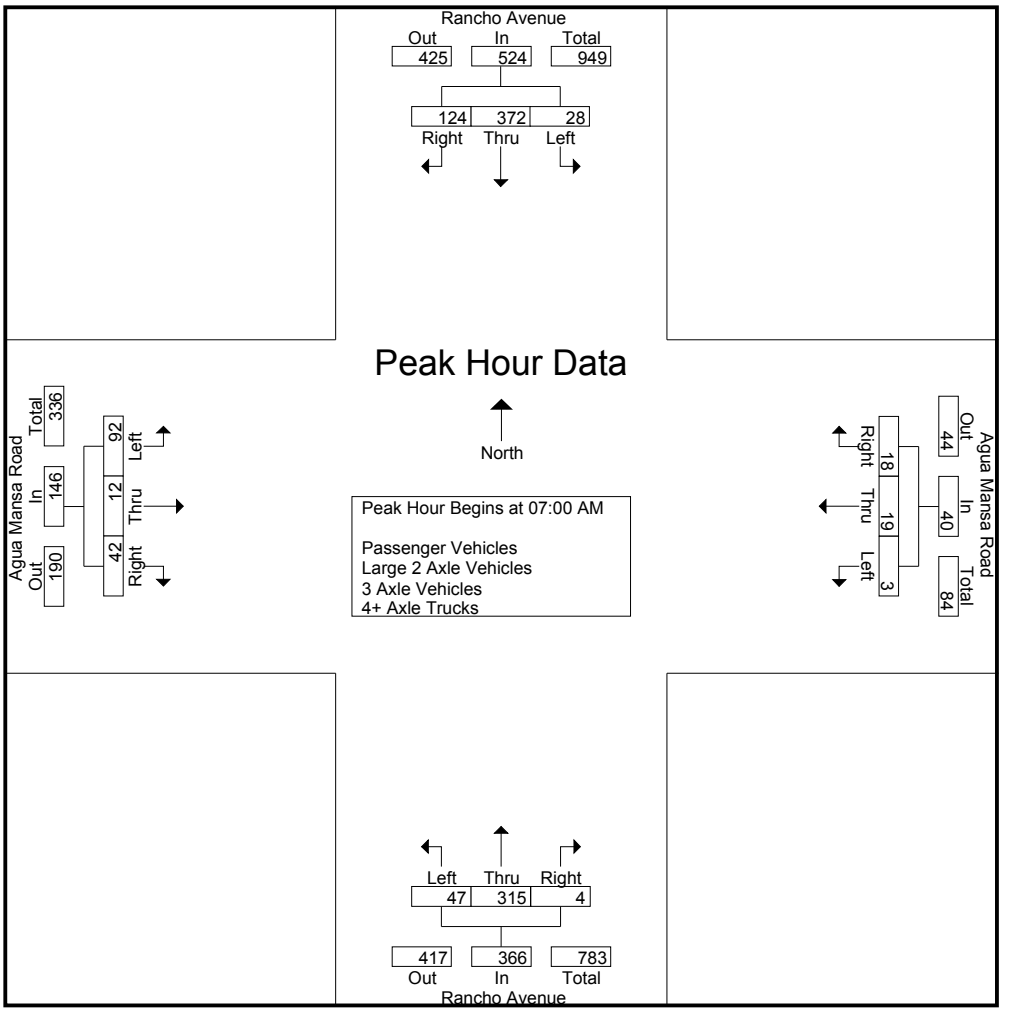


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	6	68	32	106	**2**	**7**	9	**18**	11	**96**	1	**108**	26	2	6	34
+15 mins.	6	97	26	129	1	5	4	10	11	90	1	102	**28**	1	8	37
+30 mins.	**9**	75	31	115	2	2	**11**	15	11	78	0	89	16	**6**	12	34
+45 mins.	7	**132**	**35**	**174**	1	5	4	10	**14**	51	**2**	67	22	3	**16**	**41**
Total Volume	28	372	124	524	6	19	28	53	47	315	4	366	92	12	42	146
% App. Total	5.3	71	23.7		11.3	35.8	52.8		12.8	86.1	1.1		63	8.2	28.8	
PHF	.778	.705	.886	.753	.750	.679	.636	.736	.839	.820	.500	.847	.821	.500	.656	.890

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

Groups Printed- Passenger Vehicles

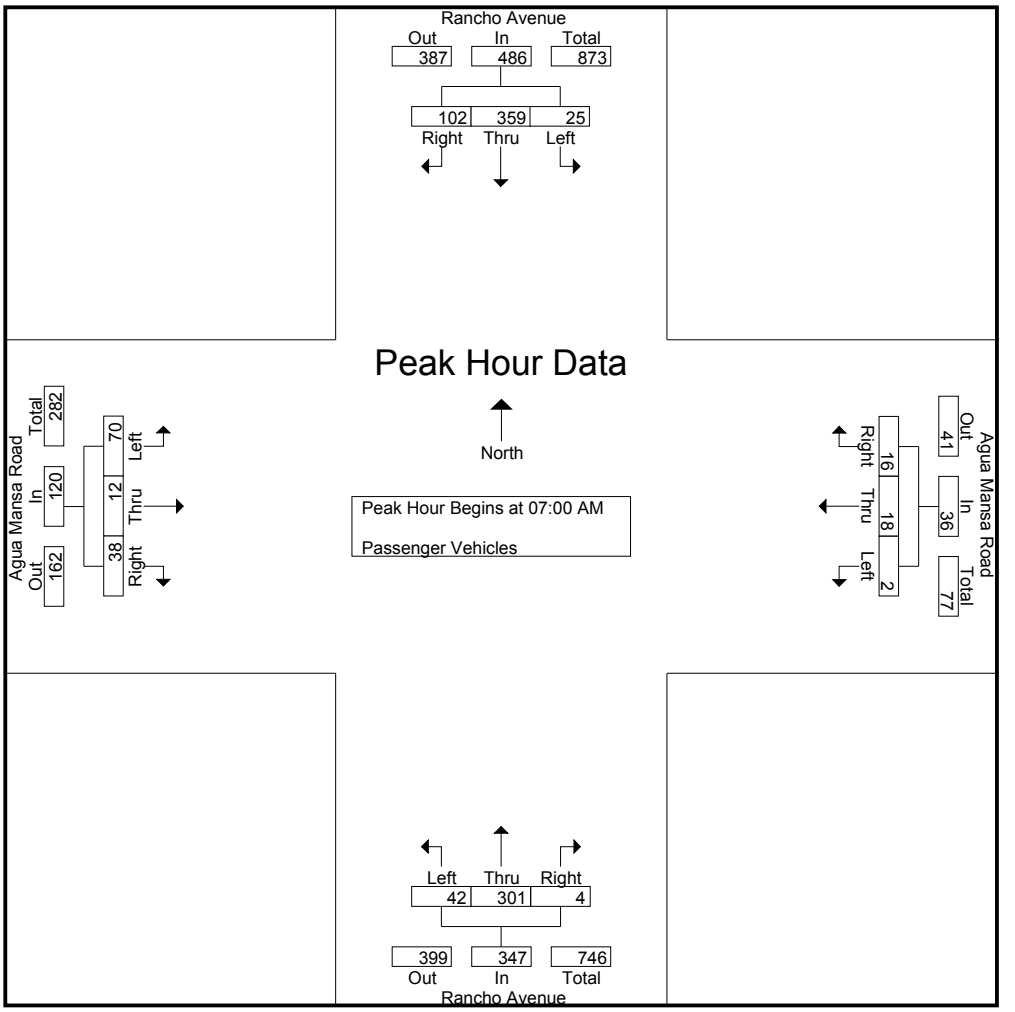
	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	64	24	93	0	3	2	5	8	89	1	98	17	2	6	25	221
07:15 AM	5	95	23	123	0	4	3	7	11	88	1	100	22	1	6	29	259
07:30 AM	9	74	28	111	2	6	8	16	10	75	0	85	12	6	12	30	242
07:45 AM	6	126	27	159	0	5	3	8	13	49	2	64	19	3	14	36	267
Total	25	359	102	486	2	18	16	36	42	301	4	347	70	12	38	120	989
08:00 AM	10	62	19	91	2	2	11	15	5	67	2	74	6	1	3	10	190
08:15 AM	7	57	8	72	1	5	4	10	6	39	0	45	8	6	2	16	143
08:30 AM	10	49	10	69	1	1	3	5	9	34	0	43	6	3	8	17	134
08:45 AM	13	48	11	72	4	4	12	20	8	37	4	49	6	3	3	12	153
Total	40	216	48	304	8	12	30	50	28	177	6	211	26	13	16	55	620
Grand Total	65	575	150	790	10	30	46	86	70	478	10	558	96	25	54	175	1609
Apprch %	8.2	72.8	19		11.6	34.9	53.5		12.5	85.7	1.8		54.9	14.3	30.9		
Total %	4	35.7	9.3	49.1	0.6	1.9	2.9	5.3	4.4	29.7	0.6	34.7	6	1.6	3.4	10.9	

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	64	24	93	0	3	2	5	8	**89**	1	98	17	2	6	25	221
07:15 AM	5	95	23	123	0	4	3	7	11	88	1	**100**	**22**	1	6	29	259
07:30 AM	**9**	74	**28**	111	**2**	**6**	**8**	**16**	10	75	0	85	12	**6**	12	30	242
07:45 AM	6	**126**	27	**159**	0	5	3	8	**13**	49	**2**	64	19	3	**14**	**36**	**267**
Total Volume	25	359	102	486	2	18	16	36	42	301	4	347	70	12	38	120	989
% App. Total	5.1	73.9	21		5.6	50	44.4		12.1	86.7	1.2		58.3	10	31.7		
PHF	.694	.712	.911	.764	.250	.750	.500	.563	.808	.846	.500	.868	.795	.500	.679	.833	.926

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	5	64	24	93	2	2	11	15	8	**89**	1	98	17	2	6	25
+15 mins.	5	95	23	123	1	**5**	4	10	11	88	1	**100**	**22**	1	6	29
+30 mins.	**9**	74	**28**	111	1	1	3	5	10	75	0	85	12	**6**	12	30
+45 mins.	6	**126**	27	**159**	**4**	4	**12**	**20**	**13**	49	**2**	64	19	3	**14**	**36**
Total Volume	25	359	102	486	8	12	30	50	42	301	4	347	70	12	38	120
% App. Total	5.1	73.9	21		16	24	60		12.1	86.7	1.2		58.3	10	31.7	
PHF	.694	.712	.911	.764	.500	.600	.625	.625	.808	.846	.500	.868	.795	.500	.679	.833

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

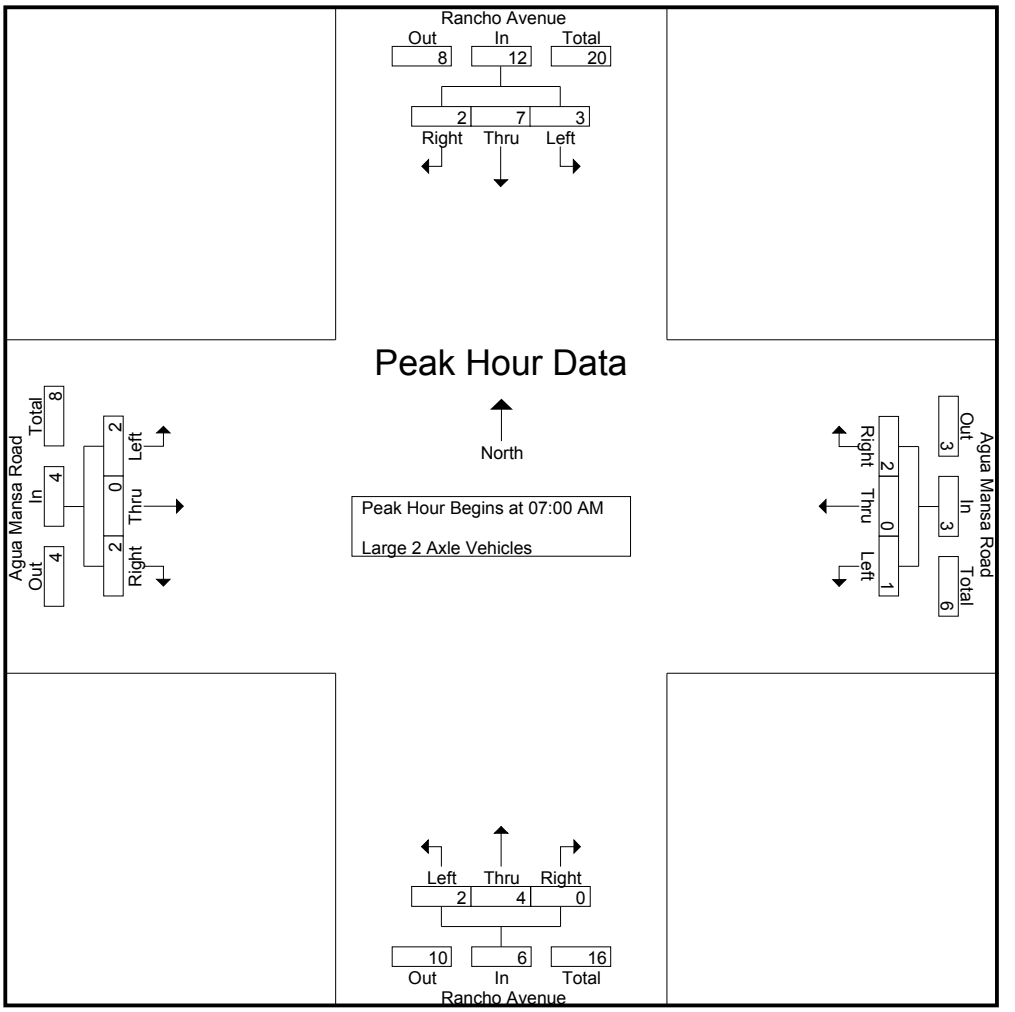
	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	3	1	5	0	0	0	0	2	2	0	4	0	0	0	0	9
07:15 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
07:45 AM	1	2	1	4	1	0	1	2	0	2	0	2	1	0	2	3	11
Total	3	7	2	12	1	0	2	3	2	4	0	6	2	0	2	4	25
08:00 AM	0	4	1	5	0	0	0	0	2	1	0	3	2	0	1	3	11
08:15 AM	2	1	1	4	0	0	0	0	1	3	0	4	1	0	0	1	9
08:30 AM	0	1	3	4	1	0	0	1	0	4	0	4	0	2	1	3	12
08:45 AM	1	8	0	9	0	1	1	2	1	1	0	2	2	0	1	3	16
Total	3	14	5	22	1	1	1	3	4	9	0	13	5	2	3	10	48
Grand Total	6	21	7	34	2	1	3	6	6	13	0	19	7	2	5	14	73
Apprch %	17.6	61.8	20.6		33.3	16.7	50		31.6	68.4	0		50	14.3	35.7		
Total %	8.2	28.8	9.6	46.6	2.7	1.4	4.1	8.2	8.2	17.8	0	26	9.6	2.7	6.8	19.2	

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	**3**	**1**	**5**	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0	9
07:15 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	1	2
07:45 AM	1	2	1	4	**1**	0	1	**2**	0	2	0	2	1	0	**2**	**3**	**11**
Total Volume	3	7	2	12	1	0	2	3	2	4	0	6	2	0	2	4	25
% App. Total	25	58.3	16.7		33.3	0	66.7		33.3	66.7	0		50	0	50		
PHF	.750	.583	.500	.600	.250	.000	.500	.375	.250	.500	.000	.375	.500	.000	.250	.333	.568

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	**3**	**1**	**5**	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0
+15 mins.	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	1
+45 mins.	1	2	1	4	**1**	0	1	**2**	0	2	0	2	1	0	**2**	**3**
Total Volume	3	7	2	12	1	0	2	3	2	4	0	6	2	0	2	4
% App. Total	25	58.3	16.7		33.3	0	66.7		33.3	66.7	0		50	0	50	
PHF	.750	.583	.500	.600	.250	.000	.500	.375	.250	.500	.000	.375	.500	.000	.250	.333

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	3	0	3	2	0	0	2	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total	0	1	2	3	0	0	0	0	1	5	0	6	4	0	1	5	14
08:00 AM	0	3	2	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:15 AM	0	6	6	12	0	0	0	0	1	2	0	3	3	0	1	4	19
08:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	3	0	0	3	6
08:45 AM	0	3	2	5	0	0	0	0	1	3	0	4	4	0	0	4	13
Total	0	12	11	23	0	0	0	0	2	8	0	10	10	0	1	11	44
Grand Total	0	13	13	26	0	0	0	0	3	13	0	16	14	0	2	16	58
Apprch %	0	50	50		0	0	0		18.8	81.2	0		87.5	0	12.5		
Total %	0	22.4	22.4	44.8	0	0	0	0	5.2	22.4	0	27.6	24.1	0	3.4	27.6	

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	0	0	0	0	0	**3**	0	**3**	**2**	0	0	2	**6**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	**1**	**3**	3
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	**1**	1	**2**	0	0	0	0	**1**	0	0	1	0	0	0	0	3
Total Volume	0	1	2	3	0	0	0	0	1	5	0	6	4	0	1	5	14
% App. Total	0	33.3	66.7		0	0	0		16.7	83.3	0		80	0	20		
PHF	.000	.250	.500	.375	.000	.000	.000	.000	.250	.417	.000	.500	.500	.000	.250	.417	.583

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
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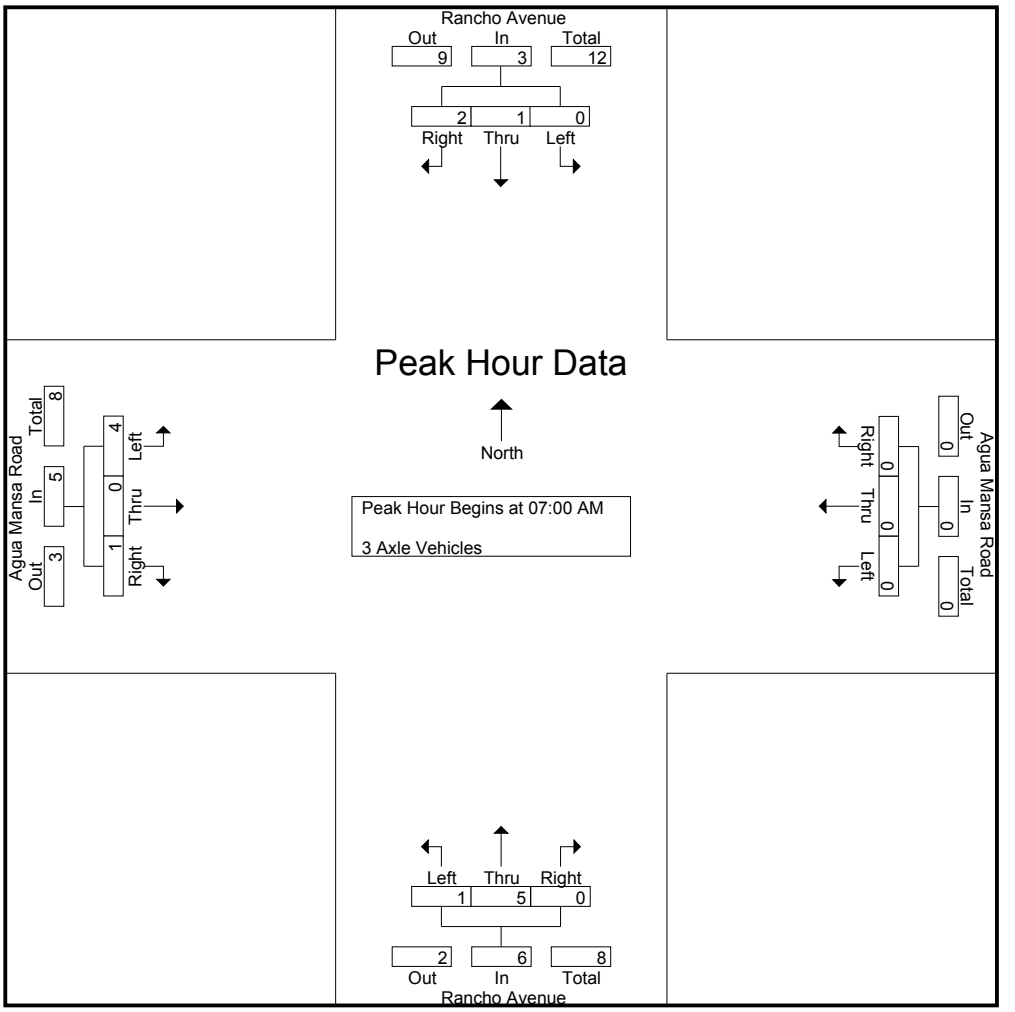

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	0	0	0	0	0	**3**	0	**3**	**2**	0	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	**1**	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	**1**	1	**2**	0	0	0	0	**1**	0	0	1	0	0	0	0
Total Volume	0	1	2	3	0	0	0	0	1	5	0	6	4	0	1	5
% App. Total	0	33.3	66.7		0	0	0		16.7	83.3	0		80	0	20	
PHF	.000	.250	.500	.375	.000	.000	.000	.000	.250	.417	.000	.500	.500	.000	.250	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMAM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	6	7	0	0	0	0	1	2	0	3	7	0	0	7	17
07:15 AM	0	0	3	3	0	0	0	0	0	2	0	2	4	0	1	5	10
07:30 AM	0	1	3	4	0	1	0	1	1	1	0	2	3	0	0	3	10
07:45 AM	0	3	6	9	0	0	0	0	0	0	0	0	2	0	0	2	11
Total	0	5	18	23	0	1	0	1	2	5	0	7	16	0	1	17	48
08:00 AM	0	0	3	3	0	0	0	0	0	1	0	1	6	0	2	8	12
08:15 AM	0	1	6	7	0	0	0	0	0	3	0	3	0	0	0	0	10
08:30 AM	0	2	3	5	0	0	0	0	0	4	0	4	3	0	0	3	12
08:45 AM	0	4	2	6	0	0	0	0	1	1	0	2	5	0	0	5	13
Total	0	7	14	21	0	0	0	0	1	9	0	10	14	0	2	16	47
Grand Total	0	12	32	44	0	1	0	1	3	14	0	17	30	0	3	33	95
Apprch %	0	27.3	72.7		0	100	0		17.6	82.4	0		90.9	0	9.1		
Total %	0	12.6	33.7	46.3	0	1.1	0	1.1	3.2	14.7	0	17.9	31.6	0	3.2	34.7	

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	**6**	7	0	0	0	0	**1**	**2**	0	**3**	**7**	0	0	**7**	**17**
07:15 AM	0	0	3	3	0	0	0	0	0	2	0	2	4	0	**1**	5	10
07:30 AM	0	1	3	4	0	**1**	0	**1**	1	1	0	2	3	0	0	3	10
07:45 AM	0	**3**	6	**9**	0	0	0	0	0	0	0	0	2	0	0	2	11
Total Volume	0	5	18	23	0	1	0	1	2	5	0	7	16	0	1	17	48
% App. Total	0	21.7	78.3		0	100	0		28.6	71.4	0		94.1	0	5.9		
PHF	.000	.417	.750	.639	.000	.250	.000	.250	.500	.625	.000	.583	.571	.000	.250	.607	.706

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
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File Name : CNRAAMAM
Site Code : 04113610
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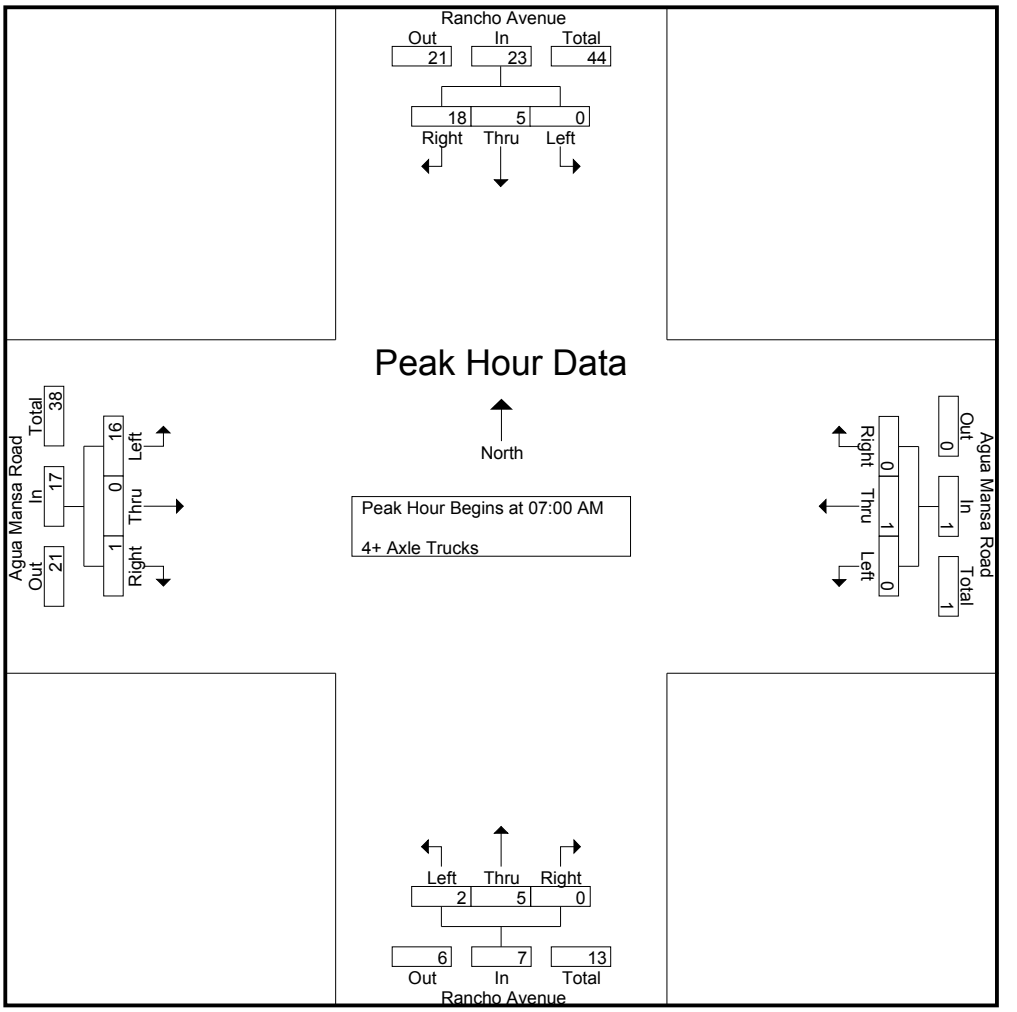


Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	**6**	7	0	0	0	0	**1**	**2**	0	**3**	**7**	0	0	**7**
+15 mins.	0	0	3	3	0	0	0	0	0	2	0	2	4	0	**1**	5
+30 mins.	0	1	3	4	0	**1**	0	**1**	1	1	0	2	3	0	0	3
+45 mins.	0	**3**	6	**9**	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	5	18	23	0	1	0	1	2	5	0	7	16	0	1	17
% App. Total	0	21.7	78.3		0	100	0		28.6	71.4	0		94.1	0	5.9	
PHF	.000	.417	.750	.639	.000	.250	.000	.250	.500	.625	.000	.583	.571	.000	.250	.607

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

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

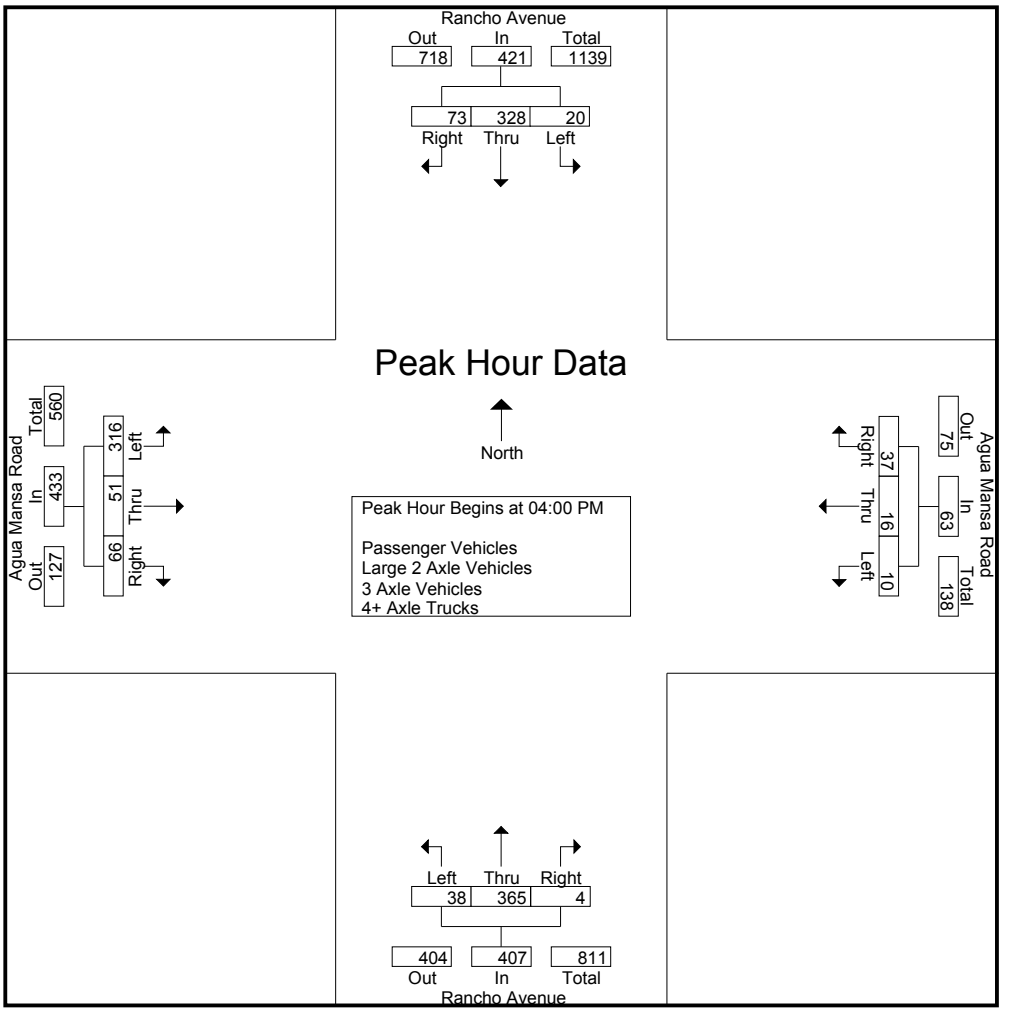
	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	98	19	128	4	4	14	22	14	87	1	102	83	13	16	112	364
04:15 PM	1	68	23	92	2	5	14	21	9	78	1	88	87	10	14	111	312
04:30 PM	3	72	17	92	1	3	7	11	7	98	2	107	73	15	19	107	317
04:45 PM	5	90	14	109	3	4	2	9	8	102	0	110	73	13	17	103	331
Total	20	328	73	421	10	16	37	63	38	365	4	407	316	51	66	433	1324
05:00 PM	8	106	20	134	0	4	2	6	13	93	1	107	85	7	10	102	349
05:15 PM	2	85	7	94	0	3	7	10	8	113	0	121	75	13	10	98	323
05:30 PM	3	73	13	89	1	1	3	5	6	101	0	107	66	7	22	95	296
05:45 PM	1	65	9	75	0	3	2	5	5	81	1	87	46	9	19	74	241
Total	14	329	49	392	1	11	14	26	32	388	2	422	272	36	61	369	1209
Grand Total	34	657	122	813	11	27	51	89	70	753	6	829	588	87	127	802	2533
Apprch %	4.2	80.8	15		12.4	30.3	57.3		8.4	90.8	0.7		73.3	10.8	15.8		
Total %	1.3	25.9	4.8	32.1	0.4	1.1	2	3.5	2.8	29.7	0.2	32.7	23.2	3.4	5	31.7	
Passenger Vehicles	34	641	104	779	11	27	51	89	68	726	6	800	561	87	122	770	2438
% Passenger Vehicles	100	97.6	85.2	95.8	100	100	100	100	97.1	96.4	100	96.5	95.4	100	96.1	96	96.2
Large 2 Axle Vehicles	0	14	4	18	0	0	0	0	1	23	0	24	12	0	4	16	58
% Large 2 Axle Vehicles	0	2.1	3.3	2.2	0	0	0	0	1.4	3.1	0	2.9	2	0	3.1	2	2.3
3 Axle Vehicles	0	1	3	4	0	0	0	0	1	2	0	3	8	0	1	9	16
% 3 Axle Vehicles	0	0.2	2.5	0.5	0	0	0	0	1.4	0.3	0	0.4	1.4	0	0.8	1.1	0.6
4+ Axle Trucks	0	1	11	12	0	0	0	0	0	2	0	2	7	0	0	7	21
% 4+ Axle Trucks	0	0.2	9	1.5	0	0	0	0	0	0.3	0	0.2	1.2	0	0	0.9	0.8

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**11**	**98**	19	**128**	**4**	4	**14**	**22**	**14**	87	1	102	83	13	16	**112**	**364**
04:15 PM	1	68	**23**	92	2	**5**	14	21	9	78	1	88	**87**	10	14	111	312
04:30 PM	3	72	17	92	1	3	7	11	7	98	**2**	107	73	**15**	**19**	107	317
04:45 PM	5	90	14	109	3	4	2	9	8	**102**	0	**110**	73	13	17	103	331
Total Volume	20	328	73	421	10	16	37	63	38	365	4	407	316	51	66	433	1324
% App. Total	4.8	77.9	17.3		15.9	25.4	58.7		9.3	89.7	1		73	11.8	15.2		
PHF	.455	.837	.793	.822	.625	.800	.661	.716	.679	.895	.500	.925	.908	.850	.868	.967	.909

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	3	72	17	92	**4**	4	**14**	**22**	7	98	**2**	107	83	13	16	**112**
+15 mins.	5	90	14	109	2	**5**	14	21	8	102	0	110	**87**	10	14	111
+30 mins.	**8**	**106**	**20**	**134**	1	3	7	11	**13**	93	1	107	73	**15**	**19**	107
+45 mins.	2	85	7	94	3	4	2	9	8	**113**	0	**121**	73	13	17	103
Total Volume	18	353	58	429	10	16	37	63	36	406	3	445	316	51	66	433
% App. Total	4.2	82.3	13.5		15.9	25.4	58.7		8.1	91.2	0.7		73	11.8	15.2	
PHF	.563	.833	.725	.800	.625	.800	.661	.716	.692	.898	.375	.919	.908	.850	.868	.967

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

Groups Printed- Passenger Vehicles

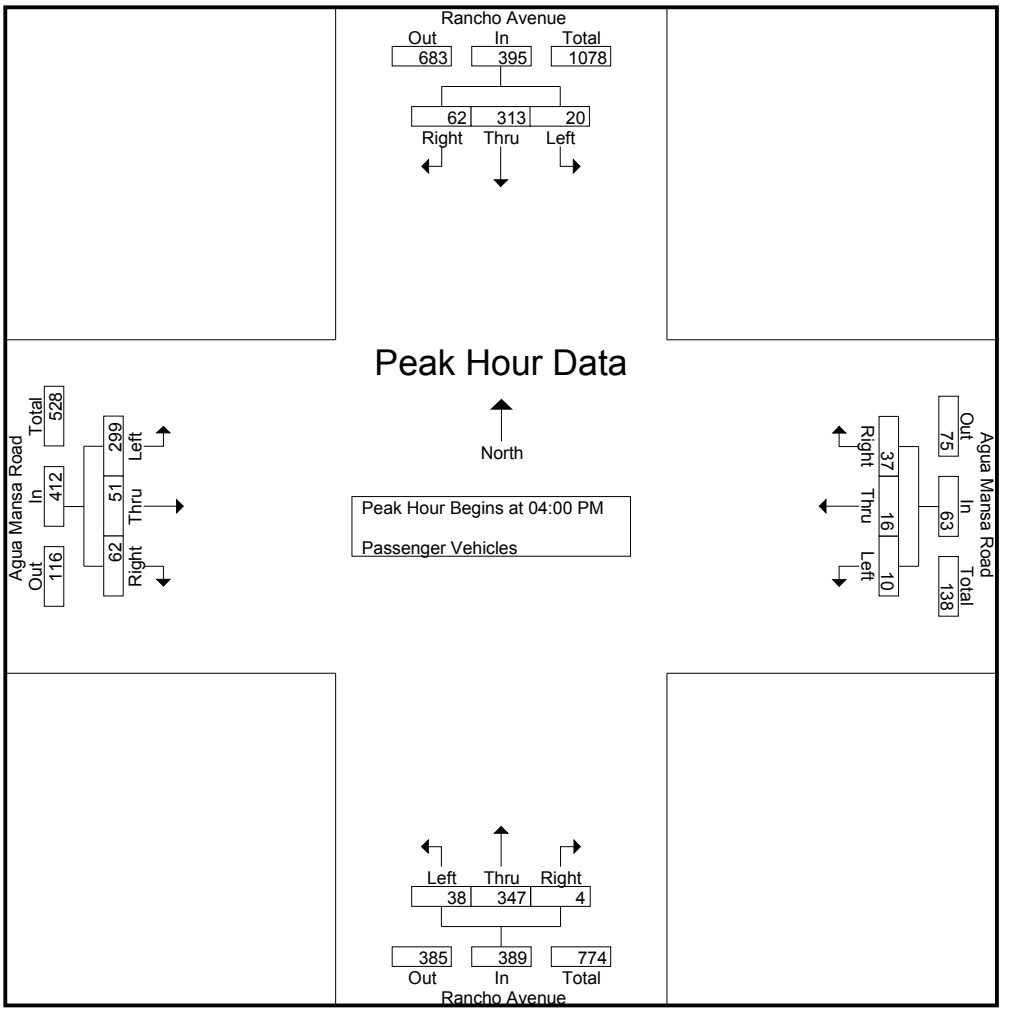
	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	94	14	119	4	4	14	22	14	79	1	94	80	13	15	108	343
04:15 PM	1	65	22	88	2	5	14	21	9	76	1	86	79	10	12	101	296
04:30 PM	3	68	14	85	1	3	7	11	7	96	2	105	69	15	19	103	304
04:45 PM	5	86	12	103	3	4	2	9	8	96	0	104	71	13	16	100	316
Total	20	313	62	395	10	16	37	63	38	347	4	389	299	51	62	412	1259
05:00 PM	8	106	19	133	0	4	2	6	11	92	1	104	84	7	10	101	344
05:15 PM	2	85	6	93	0	3	7	10	8	107	0	115	74	13	10	97	315
05:30 PM	3	72	10	85	1	1	3	5	6	100	0	106	63	7	21	91	287
05:45 PM	1	65	7	73	0	3	2	5	5	80	1	86	41	9	19	69	233
Total	14	328	42	384	1	11	14	26	30	379	2	411	262	36	60	358	1179
Grand Total	34	641	104	779	11	27	51	89	68	726	6	800	561	87	122	770	2438
Apprch %	4.4	82.3	13.4		12.4	30.3	57.3		8.5	90.8	0.8		72.9	11.3	15.8		
Total %	1.4	26.3	4.3	32	0.5	1.1	2.1	3.7	2.8	29.8	0.2	32.8	23	3.6	5	31.6	

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**11**	**94**	14	**119**	**4**	4	**14**	**22**	**14**	79	1	94	**80**	13	15	**108**	**343**
04:15 PM	1	65	**22**	88	2	**5**	14	21	9	76	1	86	79	10	12	101	296
04:30 PM	3	68	14	85	1	3	7	11	7	**96**	**2**	**105**	69	**15**	**19**	103	304
04:45 PM	5	86	12	103	3	4	2	9	8	96	0	104	71	13	16	100	316
Total Volume	20	313	62	395	10	16	37	63	38	347	4	389	299	51	62	412	1259
% App. Total	5.1	79.2	15.7		15.9	25.4	58.7		9.8	89.2	1		72.6	12.4	15		
PHF	.455	.832	.705	.830	.625	.800	.661	.716	.679	.904	.500	.926	.934	.850	.816	.954	.918

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**11**	**94**	14	**119**	**4**	4	**14**	**22**	**14**	79	1	94	**80**	13	15	**108**
+15 mins.	1	65	**22**	88	2	**5**	14	21	9	76	1	86	79	10	12	101
+30 mins.	3	68	14	85	1	3	7	11	7	**96**	**2**	**105**	69	**15**	**19**	103
+45 mins.	5	86	12	103	3	4	2	9	8	96	0	104	71	13	16	100
Total Volume	20	313	62	395	10	16	37	63	38	347	4	389	299	51	62	412
% App. Total	5.1	79.2	15.7		15.9	25.4	58.7		9.8	89.2	1		72.6	12.4	15	
PHF	.455	.832	.705	.830	.625	.800	.661	.716	.679	.904	.500	.926	.934	.850	.816	.954

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

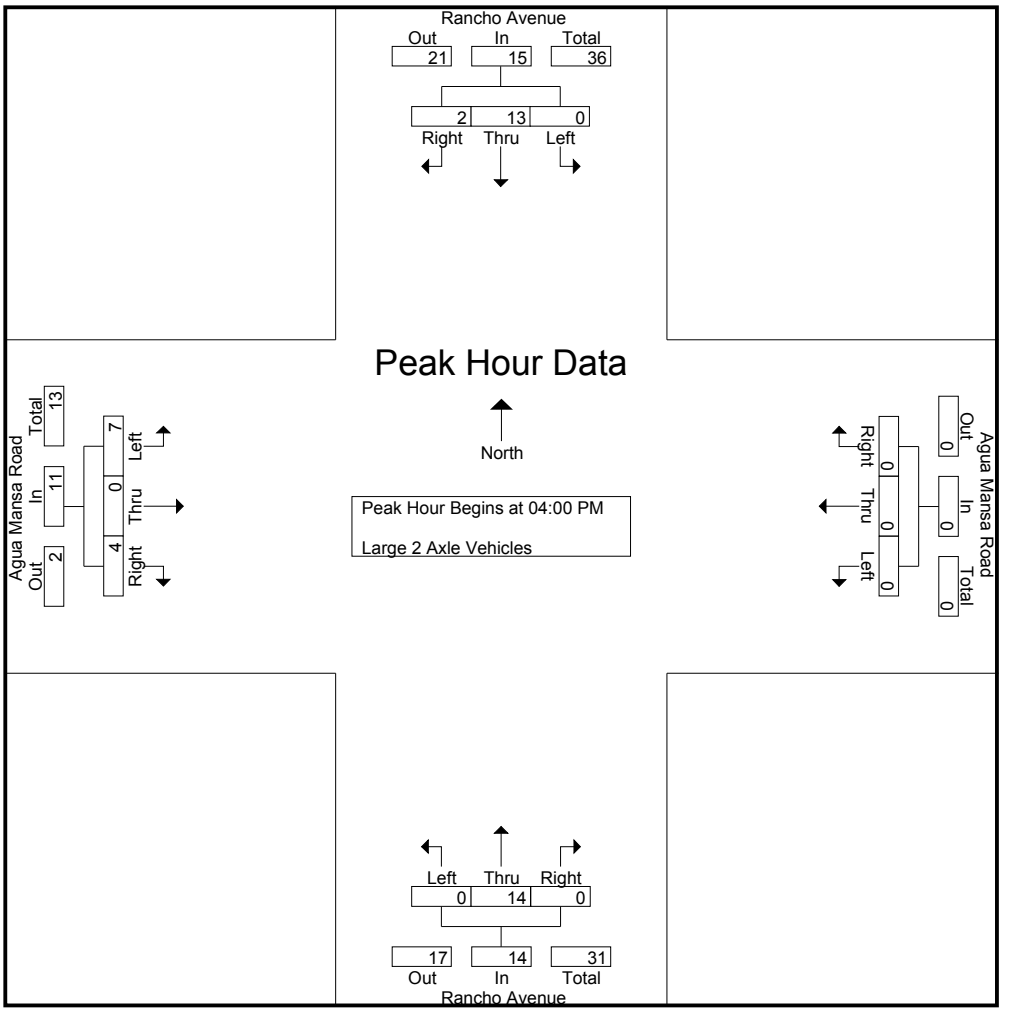
	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	1	1	10
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	5	0	2	7	10
04:30 PM	0	4	1	5	0	0	0	0	0	2	0	2	2	0	0	2	9
04:45 PM	0	4	1	5	0	0	0	0	0	5	0	5	0	0	1	1	11
Total	0	13	2	15	0	0	0	0	0	14	0	14	7	0	4	11	40
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	1	7
05:30 PM	0	1	2	3	0	0	0	0	0	1	0	1	2	0	0	2	6
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	1	2	3	0	0	0	0	1	9	0	10	5	0	0	5	18
Grand Total	0	14	4	18	0	0	0	0	1	23	0	24	12	0	4	16	58
Apprch %	0	77.8	22.2		0	0	0		4.2	95.8	0		75	0	25		
Total %	0	24.1	6.9	31	0	0	0	0	1.7	39.7	0	41.4	20.7	0	6.9	27.6	

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**4**	0	4	0	0	0	0	0	**5**	0	**5**	0	0	1	1	10
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	**5**	0	**2**	**7**	10
04:30 PM	0	4	**1**	**5**	0	0	0	0	0	2	0	2	2	0	0	2	9
04:45 PM	0	4	1	5	0	0	0	0	0	5	0	5	0	0	1	1	**11**
Total Volume	0	13	2	15	0	0	0	0	0	14	0	14	7	0	4	11	40
% App. Total	0	86.7	13.3		0	0	0		0	100	0		63.6	0	36.4		
PHF	.000	.813	.500	.750	.000	.000	.000	.000	.000	.700	.000	.700	.350	.000	.500	.393	.909

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**4**	0	4	0	0	0	0	0	**5**	0	**5**	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	**5**	0	**2**	**7**
+30 mins.	0	4	**1**	**5**	0	0	0	0	0	2	0	2	2	0	0	2
+45 mins.	0	4	1	5	0	0	0	0	0	5	0	5	0	0	1	1
Total Volume	0	13	2	15	0	0	0	0	0	14	0	14	7	0	4	11
% App. Total	0	86.7	13.3		0	0	0		0	100	0		63.6	0	36.4	
PHF	.000	.813	.500	.750	.000	.000	.000	.000	.000	.700	.000	.700	.350	.000	.500	.393

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	3	4
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	1	2	0	0	0	0	0	2	0	2	5	0	0	5	9
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	2	2	0	0	0	0	1	0	0	1	3	0	1	4	7
Grand Total	0	1	3	4	0	0	0	0	1	2	0	3	8	0	1	9	16
Apprch %	0	25	75		0	0	0		33.3	66.7	0		88.9	0	11.1		
Total %	0	6.2	18.8	25	0	0	0	0	6.2	12.5	0	18.8	50	0	6.2	56.2	

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**	**4**
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2	0	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	1	1	2	0	0	0	0	0	2	0	2	5	0	0	5	9
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.500	.000	.500	.417	.000	.000	.417	.563

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
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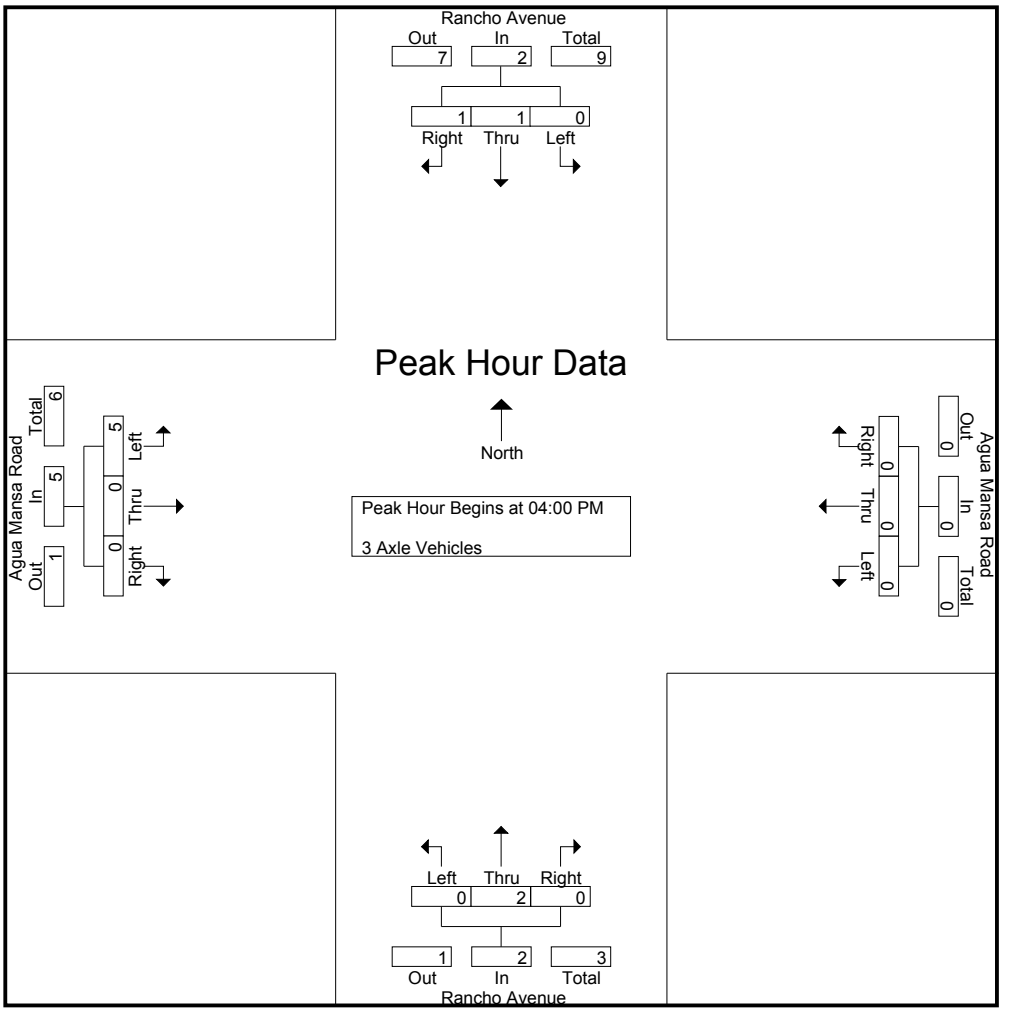


Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	1	2	0	0	0	0	0	2	0	2	5	0	0	5
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0	
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.500	.000	.500	.417	.000	.000	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

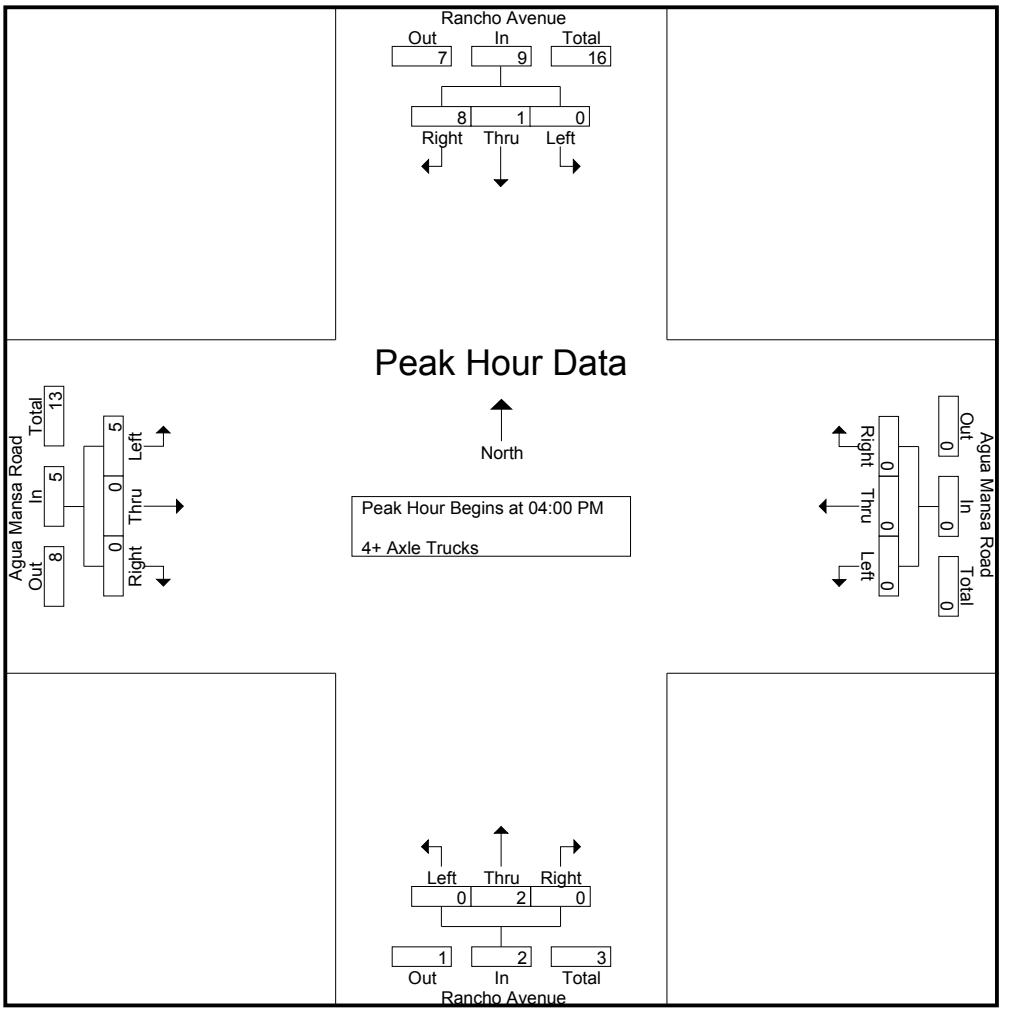
	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	5	5	0	0	0	0	0	2	0	2	0	0	0	0	7
04:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	1	8	9	0	0	0	0	0	2	0	2	5	0	0	5	16
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	3	3	0	0	0	0	0	0	0	0	2	0	0	2	5
Grand Total	0	1	11	12	0	0	0	0	0	2	0	2	7	0	0	7	21
Apprch %	0	8.3	91.7		0	0	0		0	100	0		100	0	0		
Total %	0	4.8	52.4	57.1	0	0	0	0	0	9.5	0	9.5	33.3	0	0	33.3	

	Rancho Avenue Southbound				Agua Mansa Road Westbound				Rancho Avenue Northbound				Agua Mansa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**5**	**5**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**7**
04:15 PM	0	**1**	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	**2**	0	0	**2**	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	1	8	9	0	0	0	0	0	2	0	2	5	0	0	5	16
% App. Total	0	11.1	88.9		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.400	.450	.000	.000	.000	.000	.000	.250	.000	.250	.625	.000	.000	.625	.571

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Rancho Avenue
E/W: Agua Mansa Road
Weather: Sunny

File Name : CNRAAMPM
Site Code : 04113610
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**5**	**5**	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	**1**	1	2	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	**2**	0	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	1	8	9	0	0	0	0	0	2	0	2	5	0	0	5
% App. Total	0	11.1	88.9		0	0	0		0	100	0		100	0	0	
PHF	.000	.250	.400	.450	.000	.000	.000	.000	.000	.250	.000	.250	.625	.000	.000	.625

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: MOUNT VERNON AVENUE
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNMVWAWAM
Site Code : 0411811
Start Date : 5/24/2006

Groups Printed- TOTAL VOLUME

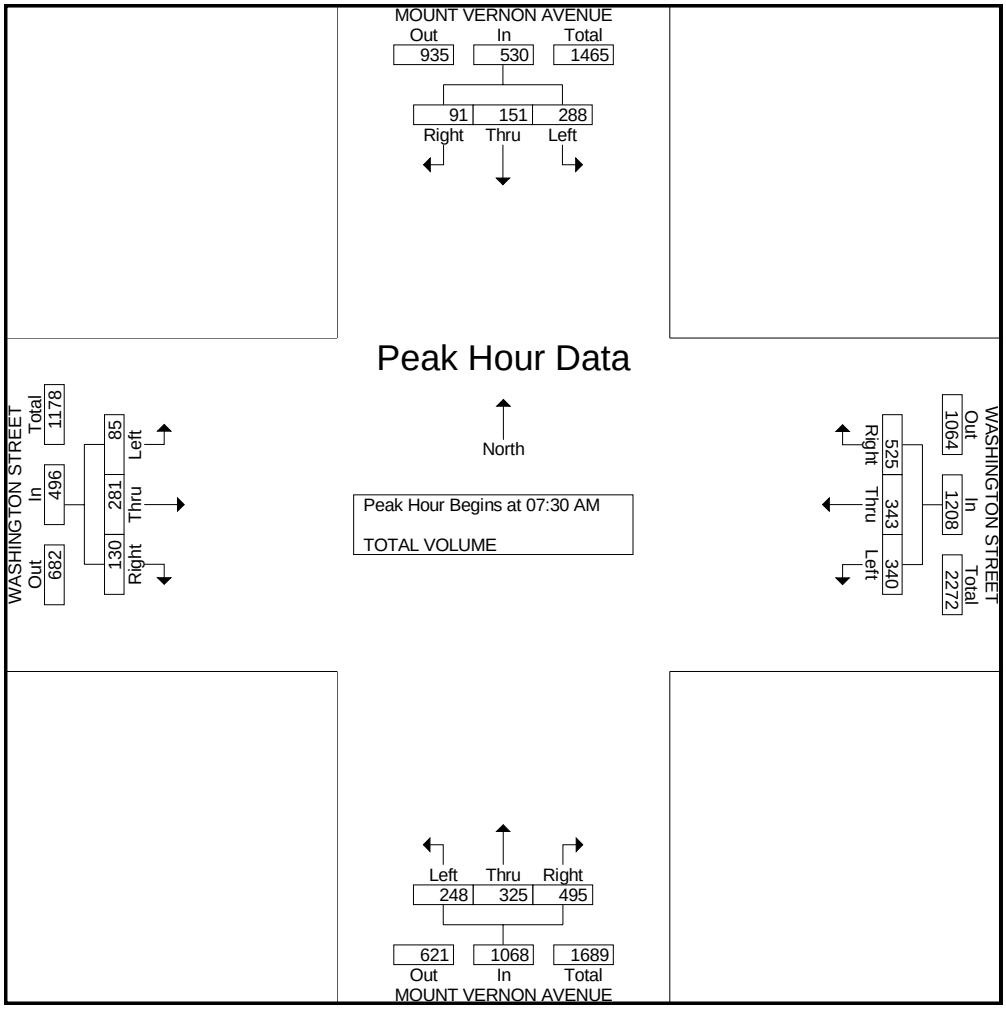
	MOUNT VERNON AVENUE Southbound				WASHINGTON STREET Westbound				MOUNT VERNON AVENUE Northbound				WASHINGTON STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:45 AM	44	23	4	71	75	43	82	200	25	48	85	158	11	42	28	81	510
Total	44	23	4	71	75	43	82	200	25	48	85	158	11	42	28	81	510
07:00 AM	40	22	4	66	102	57	96	255	41	48	77	166	11	47	31	89	576
07:15 AM	48	36	14	98	88	72	102	262	34	61	113	208	12	56	38	106	674
07:30 AM	74	39	14	127	97	68	102	267	59	61	143	263	14	62	50	126	783
07:45 AM	62	32	25	119	95	89	143	327	72	95	140	307	16	89	29	134	887
Total	224	129	57	410	382	286	443	1111	206	265	473	944	53	254	148	455	2920
08:00 AM	68	39	27	134	64	103	138	305	64	86	130	280	26	74	26	126	845
08:15 AM	84	41	25	150	84	83	142	309	53	83	82	218	29	56	25	110	787
08:30 AM	61	42	14	117	84	70	123	277	58	63	93	214	21	71	36	128	736
Grand Total	481	274	127	882	689	585	928	2202	406	545	863	1814	140	497	263	900	5798
Apprch %	54.5	31.1	14.4		31.3	26.6	42.1		22.4	30	47.6		15.6	55.2	29.2		
Total %	8.3	4.7	2.2	15.2	11.9	10.1	16	38	7	9.4	14.9	31.3	2.4	8.6	4.5	15.5	

	MOUNT VERNON AVENUE Southbound				WASHINGTON STREET Westbound				MOUNT VERNON AVENUE Northbound				WASHINGTON STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	74	39	14	127	**97**	68	102	267	59	61	**143**	263	14	62	**50**	126	783
07:45 AM	62	32	25	119	95	89	**143**	**327**	**72**	**95**	140	**307**	16	**89**	29	**134**	**887**
08:00 AM	68	39	**27**	134	64	**103**	138	305	64	86	130	280	26	74	26	126	845
08:15 AM	**84**	**41**	25	**150**	84	83	142	309	53	83	82	218	**29**	56	25	110	787
Total Volume	288	151	91	530	340	343	525	1208	248	325	495	1068	85	281	130	496	3302
% App. Total	54.3	28.5	17.2		28.1	28.4	43.5		23.2	30.4	46.3		17.1	56.7	26.2		
PHF	.857	.921	.843	.883	.876	.833	.918	.924	.861	.855	.865	.870	.733	.789	.650	.925	.931

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: MOUNT VERNON AVENUE
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNMVWAWAM
Site Code : 0411811
Start Date : 5/24/2006
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	74	39	14	127	**95**	89	**143**	**327**	59	61	**143**	263	16	**89**	29	**134**
+15 mins.	62	32	25	119	64	**103**	138	305	**72**	**95**	140	**307**	26	74	26	126
+30 mins.	68	39	**27**	134	84	83	142	309	64	86	130	280	**29**	56	25	110
+45 mins.	**84**	**41**	25	**150**	84	70	123	277	53	83	82	218	21	71	**36**	128
Total Volume	288	151	91	530	327	345	546	1218	248	325	495	1068	92	290	116	498
% App. Total	54.3	28.5	17.2		26.8	28.3	44.8		23.2	30.4	46.3		18.5	58.2	23.3	
PHF	.857	.921	.843	.883	.861	.837	.955	.931	.861	.855	.865	.870	.793	.815	.806	.929

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: MOUNT VERNON AVENUE
E/W: WEST WASHINGTON STREET
WEATHER: SUNNY

File Name : CNMVWAWPM
Site Code : 0411825
Start Date : 5/23/2006

Groups Printed- TOTAL VOLUME

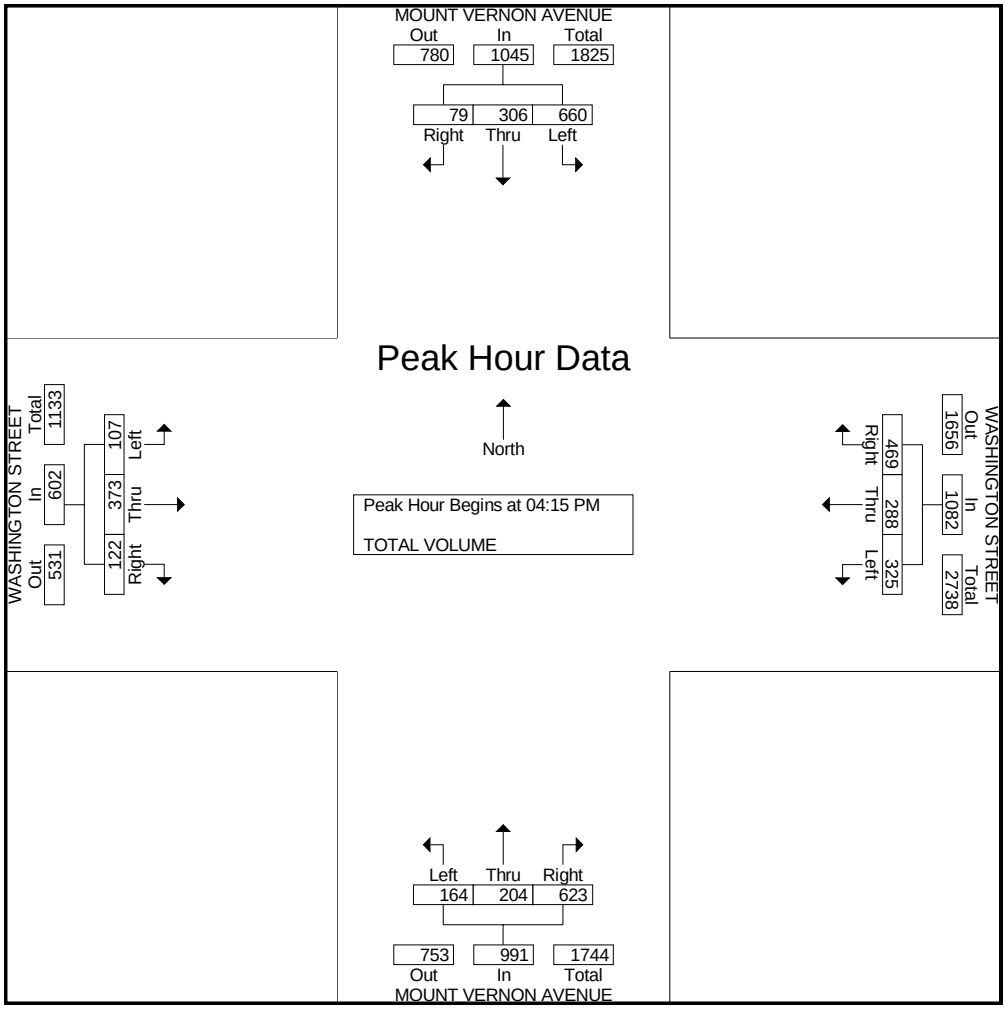
	MOUNT VERNON AVENUE Southbound				WASHINGTON STREET Westbound				MOUNT VERNON AVENUE Northbound				WASHINGTON STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	145	91	20	256	82	65	107	254	33	49	143	225	19	73	21	113	848
04:15 PM	147	68	18	233	93	70	110	273	47	49	141	237	26	82	24	132	875
04:30 PM	190	80	17	287	75	73	113	261	36	57	158	251	21	91	23	135	934
04:45 PM	155	61	21	237	90	86	122	298	41	45	168	254	26	81	40	147	936
Total	637	300	76	1013	340	294	452	1086	157	200	610	967	92	327	108	527	3593
05:00 PM	168	97	23	288	67	59	124	250	40	53	156	249	34	119	35	188	975
05:15 PM	136	59	20	215	73	68	117	258	37	55	177	269	22	85	15	122	864
05:30 PM	144	69	19	232	56	85	116	257	30	48	139	217	25	60	26	111	817
05:45 PM	130	48	23	201	64	84	116	264	39	47	131	217	20	88	24	132	814
Total	578	273	85	936	260	296	473	1029	146	203	603	952	101	352	100	553	3470
Grand Total	1215	573	161	1949	600	590	925	2115	303	403	1213	1919	193	679	208	1080	7063
Apprch %	62.3	29.4	8.3		28.4	27.9	43.7		15.8	21	63.2		17.9	62.9	19.3		
Total %	17.2	8.1	2.3	27.6	8.5	8.4	13.1	29.9	4.3	5.7	17.2	27.2	2.7	9.6	2.9	15.3	

	MOUNT VERNON AVENUE Southbound				WASHINGTON STREET Westbound				MOUNT VERNON AVENUE Northbound				WASHINGTON STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	147	68	18	233	**93**	70	110	273	**47**	49	141	237	26	82	24	132	875
04:30 PM	**190**	80	17	287	75	73	113	261	36	**57**	158	251	21	91	23	135	934
04:45 PM	155	61	21	237	90	**86**	122	**298**	41	45	**168**	**254**	26	81	**40**	147	936
05:00 PM	168	**97**	**23**	**288**	67	59	**124**	250	40	53	156	249	**34**	**119**	35	**188**	**975**
Total Volume	660	306	79	1045	325	288	469	1082	164	204	623	991	107	373	122	602	3720
% App. Total	63.2	29.3	7.6		30	26.6	43.3		16.5	20.6	62.9		17.8	62	20.3		
PHF	.868	.789	.859	.907	.874	.837	.946	.908	.872	.895	.927	.975	.787	.784	.763	.801	.954

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: MOUNT VERNON AVENUE
E/W: WEST WASHINGTON STREET
WEATHER: SUNNY

File Name : CNMVWAWPM
Site Code : 0411825
Start Date : 5/23/2006
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	147	68	18	233	82	65	107	254	36	**57**	158	251	26	82	24	132
+15 mins.	**190**	80	17	287	**93**	70	110	273	**41**	45	168	254	21	91	23	135
+30 mins.	155	61	21	237	75	73	113	261	40	53	156	249	26	81	**40**	147
+45 mins.	168	**97**	**23**	**288**	90	**86**	**122**	**298**	37	55	**177**	**269**	**34**	**119**	35	**188**
Total Volume	660	306	79	1045	340	294	452	1086	154	210	659	1023	107	373	122	602
% App. Total	63.2	29.3	7.6		31.3	27.1	41.6		15.1	20.5	64.4		17.8	62	20.3	
PHF	.868	.789	.859	.907	.914	.855	.926	.911	.939	.921	.931	.951	.787	.784	.763	.801

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: MOUNT VERNON AVENUE
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNMVWAAM
Site Code : 0411843
Start Date : 5/24/2006
Page No : 1

Groups Printed- TOTAL VEHICLES

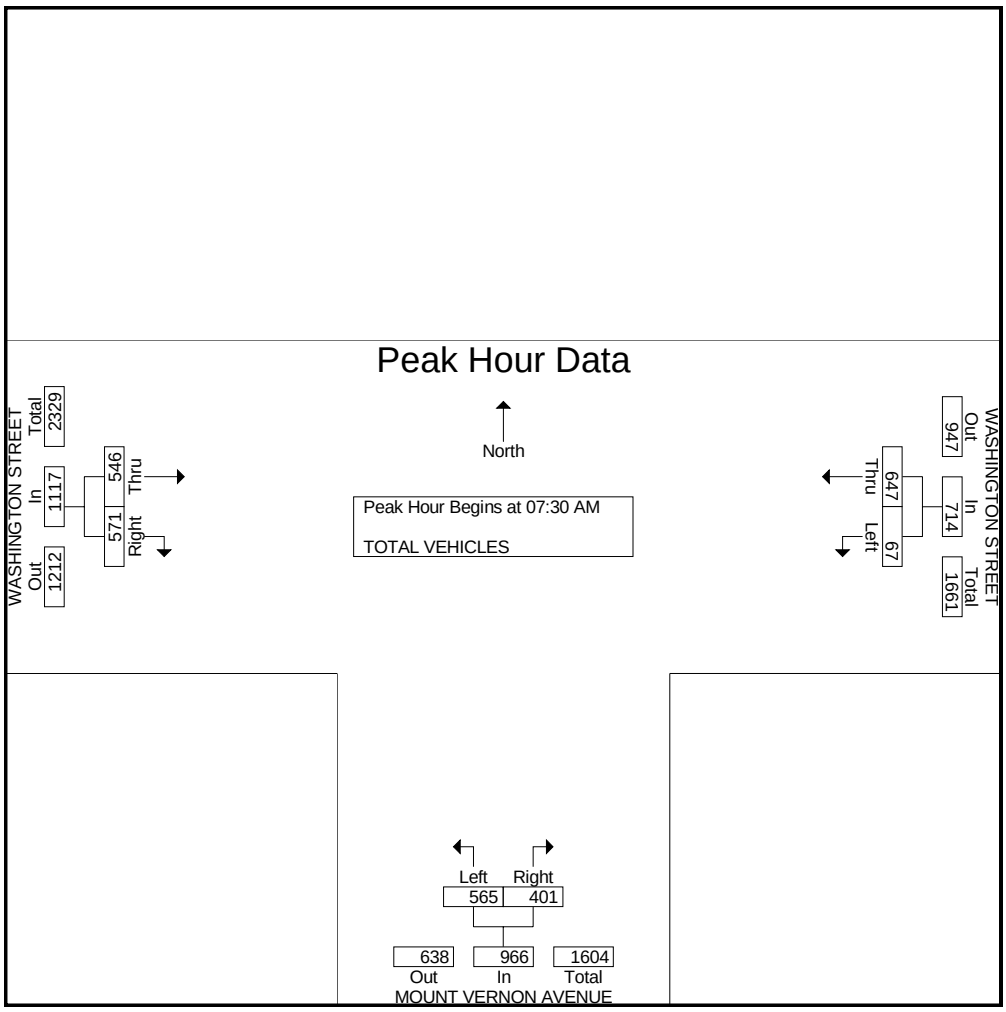
	WASHINGTON STREET Westbound			MOUNT VERNON AVENUE Northbound			WASHINGTON STREET Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:45 AM	9	117	126	80	83	163	107	62	169	458
Total	9	117	126	80	83	163	107	62	169	458
07:00 AM	8	180	188	87	84	171	103	75	178	537
07:15 AM	9	157	166	106	109	215	118	110	228	609
07:30 AM	16	161	177	108	102	210	137	162	299	686
07:45 AM	16	170	186	162	115	277	126	180	306	769
Total	49	668	717	463	410	873	484	527	1011	2601
08:00 AM	14	135	149	177	96	273	136	131	267	689
08:15 AM	21	181	202	118	88	206	147	98	245	653
08:30 AM	11	142	153	113	89	202	133	96	229	584
Grand Total	104	1243	1347	951	766	1717	1007	914	1921	4985
Apprch %	7.7	92.3		55.4	44.6		52.4	47.6		
Total %	2.1	24.9	27	19.1	15.4	34.4	20.2	18.3	38.5	

	WASHINGTON STREET Westbound			MOUNT VERNON AVENUE Northbound			WASHINGTON STREET Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	16	161	177	108	102	210	137	162	299	686
07:45 AM	16	170	186	162	**115**	**277**	126	**180**	**306**	**769**
08:00 AM	14	135	149	**177**	96	273	136	131	267	689
08:15 AM	**21**	**181**	**202**	118	88	206	**147**	98	245	653
Total Volume	67	647	714	565	401	966	546	571	1117	2797
% App. Total	9.4	90.6		58.5	41.5		48.9	51.1		
PHF	.798	.894	.884	.798	.872	.872	.929	.793	.913	.909

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: MOUNT VERNON AVENUE
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNMVWAAM
Site Code : 0411843
Start Date : 5/24/2006



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	8	**180**	**188**	106	109	215	137	162	299
+15 mins.	9	157	166	108	102	210	126	**180**	**306**
+30 mins.	**16**	161	177	162	**115**	**277**	136	131	267
+45 mins.	16	170	186	**177**	96	273	**147**	98	245
Total Volume	49	668	717	553	422	975	546	571	1117
% App. Total	6.8	93.2		56.7	43.3		48.9	51.1	
PHF	.766	.928	.953	.781	.917	.880	.929	.793	.913

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: MOUNT VERNON AVENUE
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNMVWAPM
Site Code : 0411843
Start Date : 5/23/2006

Groups Printed- TOTAL VOLUME

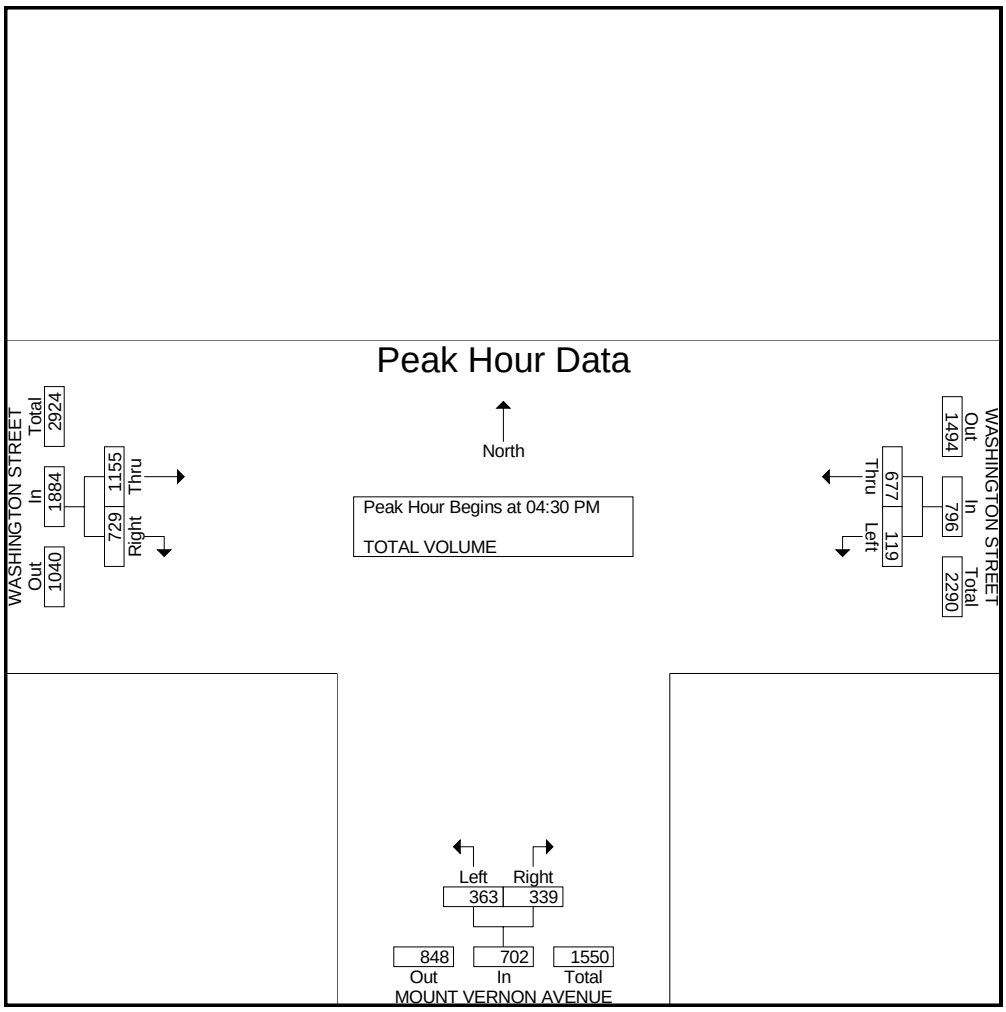
	WASHINGTON STREET Westbound			MOUNT VERNON AVENUE Northbound			WASHINGTON STREET Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	18	159	177	106	78	184	246	170	416	777
04:15 PM	20	194	214	84	90	174	271	166	437	825
04:30 PM	29	159	188	97	87	184	262	173	435	807
04:45 PM	29	203	232	90	80	170	277	182	459	861
Total	96	715	811	377	335	712	1056	691	1747	3270
05:00 PM	30	150	180	85	84	169	327	194	521	870
05:15 PM	31	165	196	91	88	179	289	180	469	844
05:30 PM	25	169	194	101	99	200	254	125	379	773
05:45 PM	30	159	189	83	108	191	258	141	399	779
Total	116	643	759	360	379	739	1128	640	1768	3266
Grand Total	212	1358	1570	737	714	1451	2184	1331	3515	6536
Apprch %	13.5	86.5		50.8	49.2		62.1	37.9		
Total %	3.2	20.8	24	11.3	10.9	22.2	33.4	20.4	53.8	

	WASHINGTON STREET Westbound			MOUNT VERNON AVENUE Northbound			WASHINGTON STREET Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	29	159	188	**97**	87	**184**	262	173	435	807
04:45 PM	29	**203**	**232**	90	80	170	277	182	459	861
05:00 PM	30	150	180	85	84	169	**327**	**194**	**521**	**870**
05:15 PM	**31**	165	196	91	**88**	179	289	180	469	844
Total Volume	119	677	796	363	339	702	1155	729	1884	3382
% App. Total	14.9	85.1		51.7	48.3		61.3	38.7		
PHF	.960	.834	.858	.936	.963	.954	.883	.939	.904	.972

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: MOUNT VERNON AVENUE
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNMVWAPM
Site Code : 0411843
Start Date : 5/23/2006



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

	04:15 PM			05:00 PM			04:30 PM		
+0 mins.	20	194	214	85	84	169	262	173	435
+15 mins.	29	159	188	91	88	179	277	182	459
+30 mins.	29	**203**	**232**	**101**	99	**200**	**327**	**194**	**521**
+45 mins.	**30**	150	180	83	**108**	191	289	180	469
Total Volume	108	706	814	360	379	739	1155	729	1884
% App. Total	13.3	86.7		48.7	51.3		61.3	38.7	
PHF	.900	.869	.877	.891	.877	.924	.883	.939	.904

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: COOLEY DRIVE / BARTON ROAD
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNBACOWAAM
Site Code : 0411843
Start Date : 5/23/2006

Groups Printed- TOTAL VOLUME

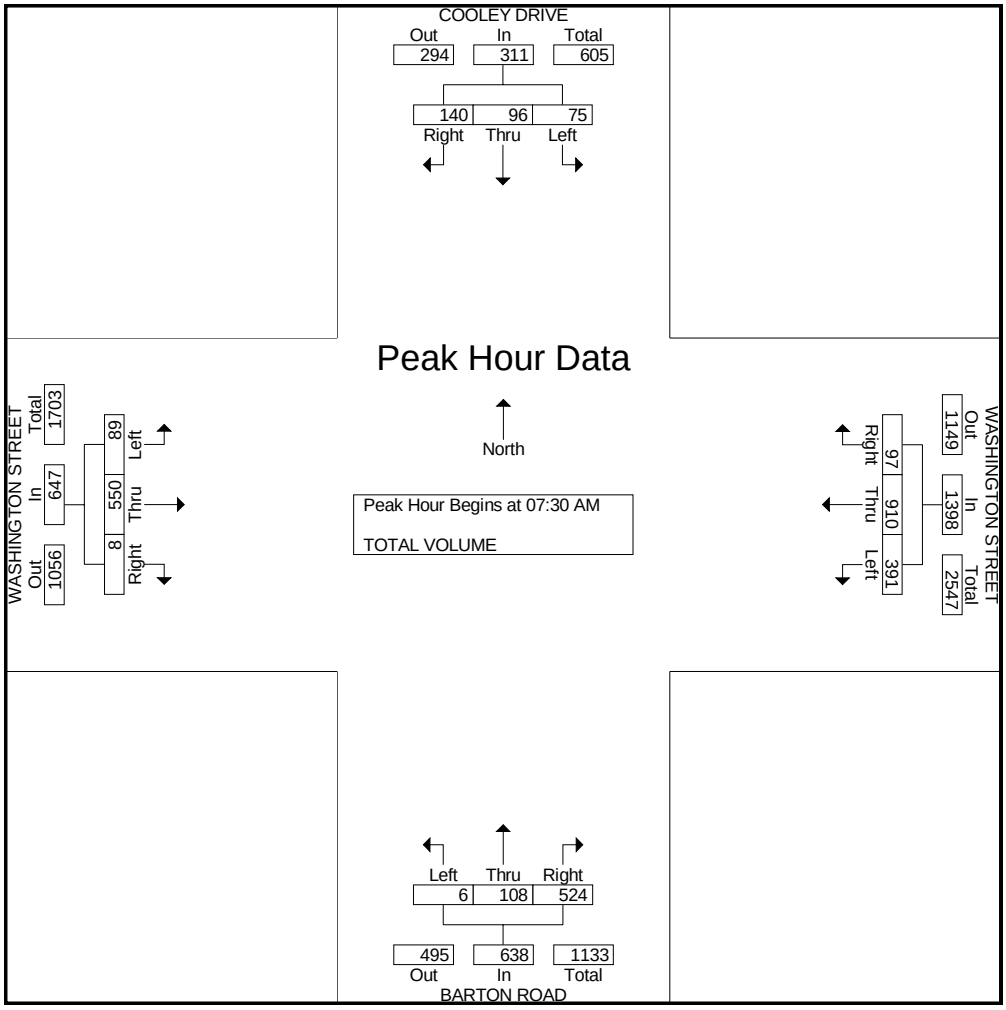
	COOLEY DRIVE Southbound				WASHINGTON STREET Westbound				BARTON ROAD Northbound				WASHINGTON STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	12	10	24	46	57	233	19	309	2	13	85	100	13	156	0	169	624
Total	12	10	24	46	57	233	19	309	2	13	85	100	13	156	0	169	624
07:00 AM	11	6	34	51	75	228	16	319	1	10	75	86	12	119	1	132	588
07:15 AM	10	14	33	57	71	279	18	368	1	13	100	114	10	135	0	145	684
07:30 AM	18	15	29	62	77	223	23	323	3	19	145	167	18	140	2	160	712
07:45 AM	9	33	26	68	121	208	24	353	1	30	140	171	16	159	3	178	770
Total	48	68	122	238	344	938	81	1363	6	72	460	538	56	553	6	615	2754
08:00 AM	20	30	31	81	110	216	27	353	2	39	121	162	40	137	0	177	773
08:15 AM	28	18	54	100	83	263	23	369	0	20	118	138	15	114	3	132	739
08:30 AM	8	5	26	39	62	181	10	253	2	12	81	95	14	134	0	148	535
Grand Total	116	131	257	504	656	1831	160	2647	12	156	865	1033	138	1094	9	1241	5425
Apprch %	23	26	51		24.8	69.2	6		1.2	15.1	83.7		11.1	88.2	0.7		
Total %	2.1	2.4	4.7	9.3	12.1	33.8	2.9	48.8	0.2	2.9	15.9	19	2.5	20.2	0.2	22.9	

	COOLEY DRIVE Southbound				WASHINGTON STREET Westbound				BARTON ROAD Northbound				WASHINGTON STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	15	29	62	77	223	23	323	**3**	19	**145**	167	18	140	2	160	712
07:45 AM	9	**33**	26	68	**121**	208	24	353	1	30	140	**171**	16	**159**	**3**	**178**	770
08:00 AM	20	30	31	81	110	216	**27**	353	2	**39**	121	162	**40**	137	0	177	**773**
08:15 AM	**28**	18	**54**	**100**	83	**263**	23	**369**	0	20	118	138	15	114	3	132	739
Total Volume	75	96	140	311	391	910	97	1398	6	108	524	638	89	550	8	647	2994
% App. Total	24.1	30.9	45		28	65.1	6.9		0.9	16.9	82.1		13.8	85	1.2		
PHF	.670	.727	.648	.778	.808	.865	.898	.947	.500	.692	.903	.933	.556	.865	.667	.909	.968

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: COOLEY DRIVE / BARTON ROAD
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNBACOWAAM
Site Code : 0411843
Start Date : 5/23/2006
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	18	15	29	62	77	223	23	323	**3**	19	**145**	167	10	135	0	145
+15 mins.	9	**33**	26	68	**121**	208	24	353	1	30	140	**171**	18	140	2	160
+30 mins.	20	30	31	81	110	216	**27**	353	2	**39**	121	162	16	**159**	**3**	**178**
+45 mins.	**28**	18	**54**	**100**	83	**263**	23	**369**	0	20	118	138	**40**	137	0	177
Total Volume	75	96	140	311	391	910	97	1398	6	108	524	638	84	571	5	660
% App. Total	24.1	30.9	45		28	65.1	6.9		0.9	16.9	82.1		12.7	86.5	0.8	
PHF	.670	.727	.648	.778	.808	.865	.898	.947	.500	.692	.903	.933	.525	.898	.417	.927

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: COOLEY DRIVE / BARTON ROAD
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNBACOWAPM
Site Code : 0411843
Start Date : 5/11/2006

Groups Printed- TOTAL VOLUME

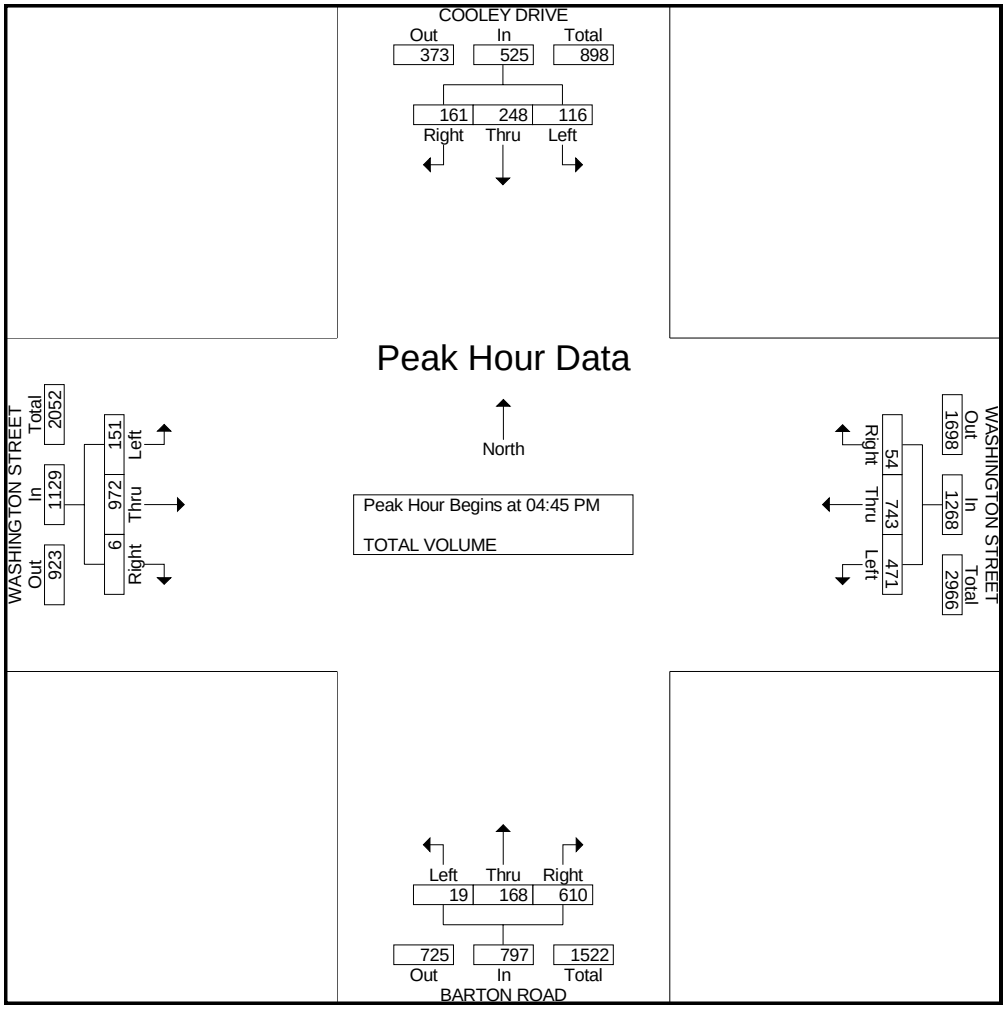
	COOLEY DRIVE Southbound				WASHINGTON STREET Westbound				BARTON ROAD Northbound				WASHINGTON STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	42	28	95	115	222	26	363	1	21	107	129	29	230	0	259	846
04:15 PM	29	40	28	97	111	215	21	347	1	23	102	126	28	194	0	222	792
04:30 PM	21	40	38	99	112	210	19	341	5	28	117	150	35	227	4	266	856
04:45 PM	15	48	53	116	128	200	14	342	7	34	142	183	31	234	2	267	908
Total	90	170	147	407	466	847	80	1393	14	106	468	588	123	885	6	1014	3402
05:00 PM	37	65	36	138	119	173	9	301	4	42	153	199	41	228	1	270	908
05:15 PM	42	84	45	171	122	205	14	341	6	53	157	216	39	247	1	287	1015
05:30 PM	22	51	27	100	102	165	17	284	2	39	158	199	40	263	2	305	888
05:45 PM	20	49	33	102	93	184	11	288	7	38	130	175	33	264	2	299	864
Total	121	249	141	511	436	727	51	1214	19	172	598	789	153	1002	6	1161	3675
Grand Total	211	419	288	918	902	1574	131	2607	33	278	1066	1377	276	1887	12	2175	7077
Apprch %	23	45.6	31.4		34.6	60.4	5		2.4	20.2	77.4		12.7	86.8	0.6		
Total %	3	5.9	4.1	13	12.7	22.2	1.9	36.8	0.5	3.9	15.1	19.5	3.9	26.7	0.2	30.7	

	COOLEY DRIVE Southbound				WASHINGTON STREET Westbound				BARTON ROAD Northbound				WASHINGTON STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	15	48	**53**	116	**128**	200	14	**342**	**7**	34	142	183	31	234	**2**	267	908
05:00 PM	37	65	36	138	119	173	9	301	4	42	153	199	**41**	228	1	270	908
05:15 PM	**42**	**84**	45	**171**	122	**205**	14	341	6	**53**	157	**216**	39	247	1	287	**1015**
05:30 PM	22	51	27	100	102	165	**17**	284	2	39	**158**	199	40	**263**	2	**305**	888
Total Volume	116	248	161	525	471	743	54	1268	19	168	610	797	151	972	6	1129	3719
% App. Total	22.1	47.2	30.7		37.1	58.6	4.3		2.4	21.1	76.5		13.4	86.1	0.5		
PHF	.690	.738	.759	.768	.920	.906	.794	.927	.679	.792	.965	.922	.921	.924	.750	.925	.916

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: COOLEY DRIVE / BARTON ROAD
E/W: WASHINGTON STREET
WEATHER: SUNNY

File Name : CNBACOWAPM
Site Code : 0411843
Start Date : 5/11/2006
Page No : 2



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

	04:45 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	15	48	**53**	116	115	**222**	**26**	**363**	**7**	34	142	183	**41**	228	1	270
+15 mins.	37	65	36	138	111	215	21	347	4	42	153	199	39	247	1	287
+30 mins.	**42**	**84**	45	**171**	112	210	19	341	6	**53**	157	**216**	40	263	**2**	**305**
+45 mins.	22	51	27	100	**128**	200	14	342	2	39	**158**	199	33	**264**	2	299
Total Volume	116	248	161	525	466	847	80	1393	19	168	610	797	153	1002	6	1161
% App. Total	22.1	47.2	30.7		33.5	60.8	5.7		2.4	21.1	76.5		13.2	86.3	0.5	
PHF	.690	.738	.759	.768	.910	.954	.769	.959	.679	.792	.965	.922	.933	.949	.750	.952

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Reche Canyon Road
E/W: Washington Street
Weather: Sunny

File Name : CNRCWAAM
Site Code : 04113622
Start Date : 3/26/2008
Page No : 1

Groups Printed- Total Volume

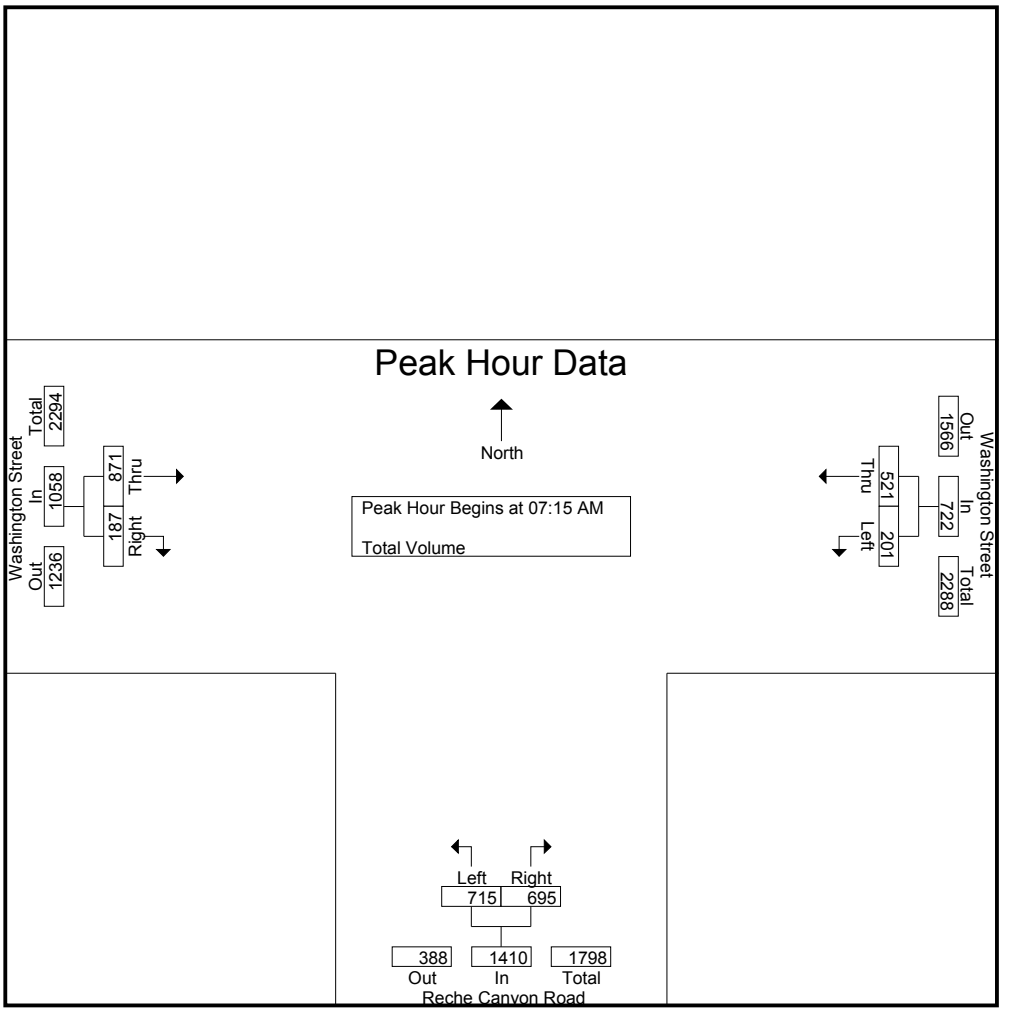
	Washington Street Westbound			Reche Canyon Road Northbound			Washington Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	40	91	131	197	153	350	132	42	174	655
07:15 AM	50	114	164	183	176	359	174	33	207	730
07:30 AM	48	134	182	155	190	345	215	49	264	791
07:45 AM	42	147	189	191	168	359	255	51	306	854
Total	180	486	666	726	687	1413	776	175	951	3030
08:00 AM	61	126	187	186	161	347	227	54	281	815
08:15 AM	49	122	171	103	109	212	152	57	209	592
08:30 AM	54	121	175	123	137	260	161	57	218	653
08:45 AM	77	108	185	132	120	252	149	44	193	630
Total	241	477	718	544	527	1071	689	212	901	2690
Grand Total	421	963	1384	1270	1214	2484	1465	387	1852	5720
Apprch %	30.4	69.6		51.1	48.9		79.1	20.9		
Total %	7.4	16.8	24.2	22.2	21.2	43.4	25.6	6.8	32.4	

	Washington Street Westbound			Reche Canyon Road Northbound			Washington Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	50	114	164	183	176	**359**	174	33	207	730
07:30 AM	48	134	182	155	**190**	345	215	49	264	791
07:45 AM	42	**147**	**189**	**191**	168	359	**255**	51	**306**	**854**
08:00 AM	**61**	126	187	186	161	347	227	**54**	281	815
Total Volume	201	521	722	715	695	1410	871	187	1058	3190
% App. Total	27.8	72.2		50.7	49.3		82.3	17.7		
PHF	.824	.886	.955	.936	.914	.982	.854	.866	.864	.934

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Reche Canyon Road
E/W: Washington Street
Weather: Sunny

File Name : CNRCWAAM
Site Code : 04113622
Start Date : 3/26/2008



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:00 AM			07:30 AM		
+0 mins.	48	134	182	**197**	153	350	215	49	264
+15 mins.	42	**147**	**189**	183	176	**359**	**255**	51	**306**
+30 mins.	**61**	126	187	155	**190**	345	227	54	281
+45 mins.	49	122	171	191	168	359	152	**57**	209
Total Volume	200	529	729	726	687	1413	849	211	1060
% App. Total	27.4	72.6		51.4	48.6		80.1	19.9	
PHF	.820	.900	.964	.921	.904	.984	.832	.925	.866

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Reche Canyon Road
E/W: Washington Street
Weather: Sunny

File Name : CNRCWAPM
Site Code : 04113622
Start Date : 3/26/2008
Page No : 1

Groups Printed- Total Volume

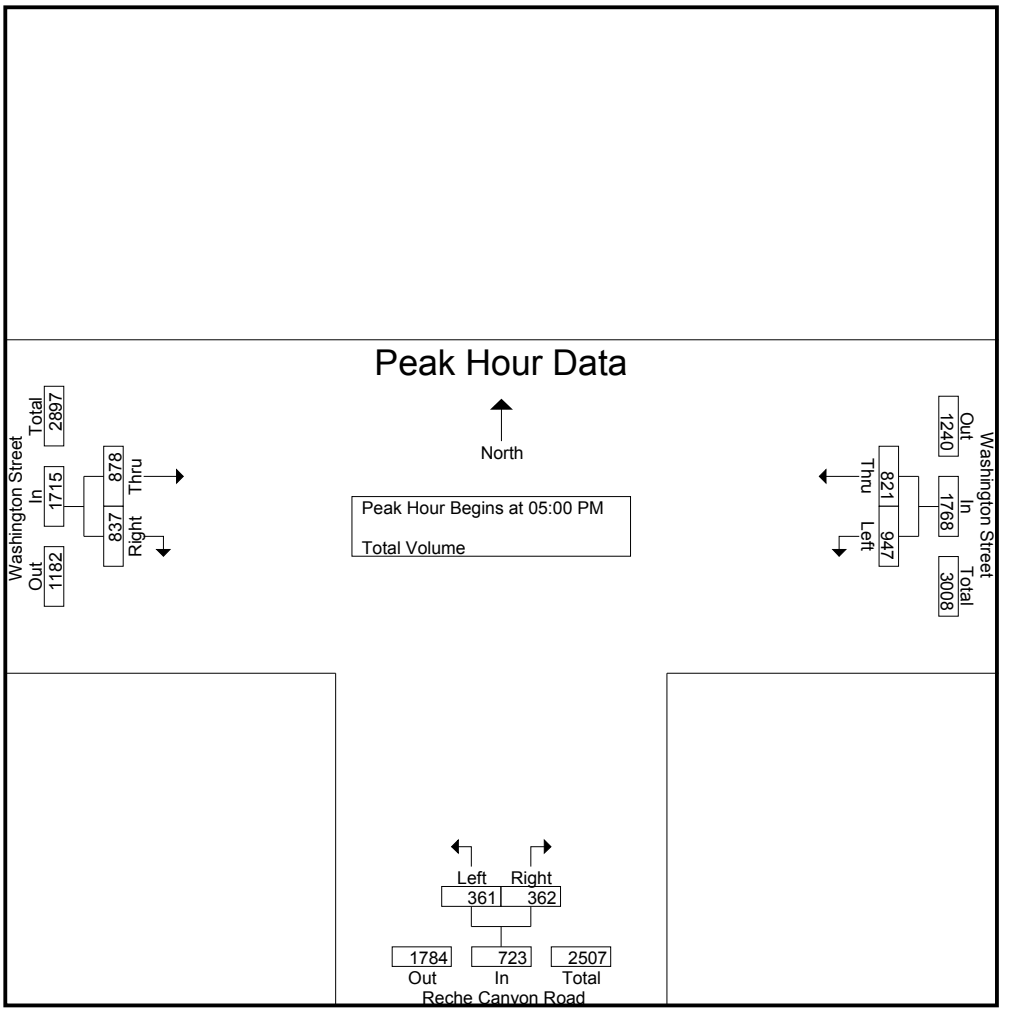
	Washington Street Westbound			Reche Canyon Road Northbound			Washington Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	230	223	453	80	70	150	156	204	360	963
04:15 PM	191	222	413	100	90	190	137	186	323	926
04:30 PM	219	225	444	89	88	177	173	157	330	951
04:45 PM	258	167	425	88	69	157	178	201	379	961
Total	898	837	1735	357	317	674	644	748	1392	3801
05:00 PM	230	196	426	98	92	190	196	206	402	1018
05:15 PM	258	223	481	83	87	170	239	205	444	1095
05:30 PM	277	199	476	86	96	182	225	209	434	1092
05:45 PM	182	203	385	94	87	181	218	217	435	1001
Total	947	821	1768	361	362	723	878	837	1715	4206
Grand Total	1845	1658	3503	718	679	1397	1522	1585	3107	8007
Apprch %	52.7	47.3		51.4	48.6		49	51		
Total %	23	20.7	43.7	9	8.5	17.4	19	19.8	38.8	

	Washington Street Westbound			Reche Canyon Road Northbound			Washington Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	230	196	426	**98**	92	**190**	196	206	402	1018
05:15 PM	258	**223**	**481**	83	87	170	**239**	205	**444**	**1095**
05:30 PM	**277**	199	476	86	**96**	182	225	209	434	1092
05:45 PM	182	203	385	94	87	181	218	**217**	435	1001
Total Volume	947	821	1768	361	362	723	878	837	1715	4206
% App. Total	53.6	46.4		49.9	50.1		51.2	48.8		
PHF	.855	.920	.919	.921	.943	.951	.918	.964	.966	.960

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: Reche Canyon Road
E/W: Washington Street
Weather: Sunny

File Name : CNRCWAPM
Site Code : 04113622
Start Date : 3/26/2008



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			05:00 PM		
+0 mins.	258	167	425	**98**	92	**190**	196	206	402
+15 mins.	230	196	426	83	87	170	**239**	205	**444**
+30 mins.	258	**223**	**481**	86	**96**	182	225	209	434
+45 mins.	**277**	199	476	94	87	181	218	**217**	435
Total Volume	1023	785	1808	361	362	723	878	837	1715
% App. Total	56.6	43.4		49.9	50.1		51.2	48.8	
PHF	.923	.880	.940	.921	.943	.951	.918	.964	.966

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: HUNTS LANE
E/W: WASHINGTON STREET
WEATHER: CLOUDY

File Name : CNHUWAAM
Site Code : 0410822
Start Date : 4/27/2006
Page No : 1

Groups Printed- TOTAL VOLUME

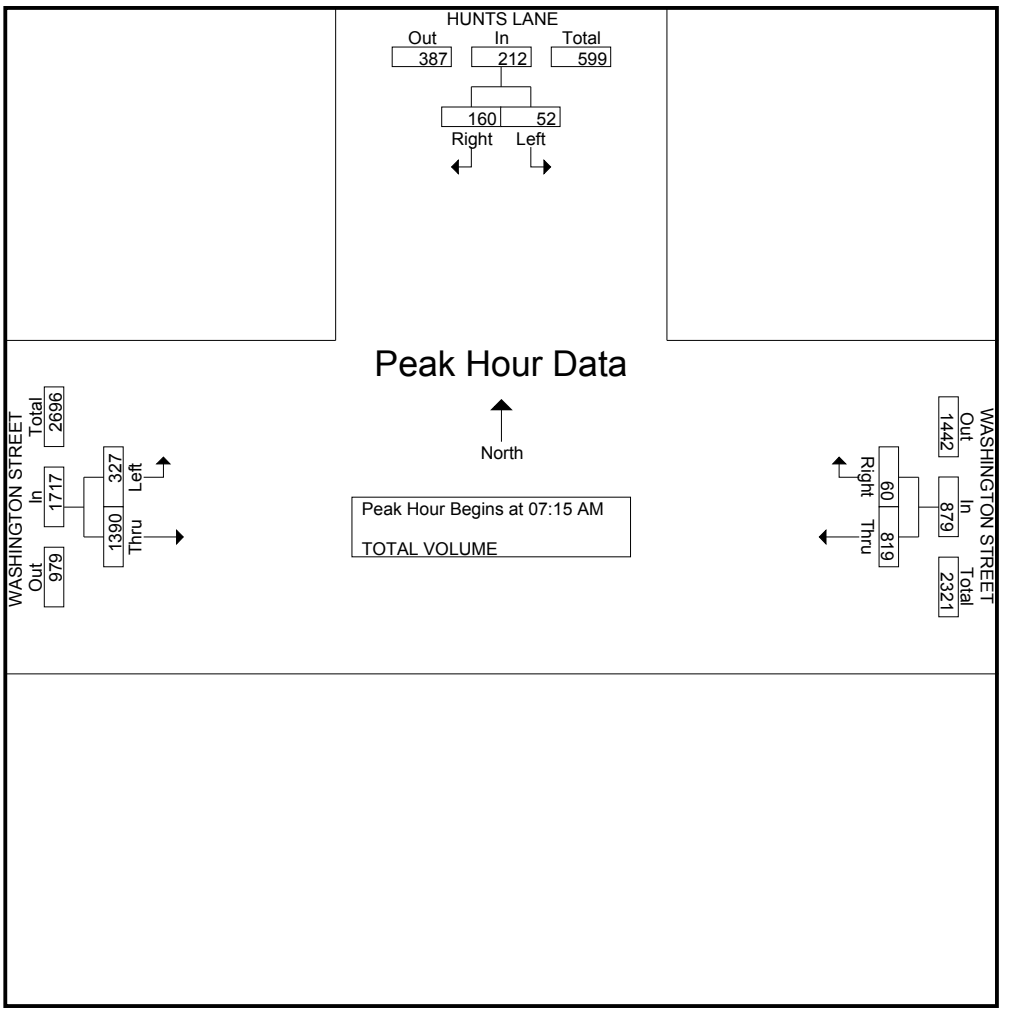
	HUNTS LANE Southbound			WASHINGTON STREET Westbound			WASHINGTON STREET Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	13	22	35	135	5	140	69	282	351	526
07:15 AM	8	28	36	166	10	176	77	322	399	611
07:30 AM	11	33	44	216	16	232	80	361	441	717
07:45 AM	16	50	66	234	19	253	93	394	487	806
Total	48	133	181	751	50	801	319	1359	1678	2660
08:00 AM	17	49	66	203	15	218	77	313	390	674
08:15 AM	12	49	61	167	15	182	71	259	330	573
08:30 AM	7	45	52	172	14	186	72	293	365	603
08:45 AM	6	51	57	173	10	183	49	266	315	555
Total	42	194	236	715	54	769	269	1131	1400	2405
Grand Total	90	327	417	1466	104	1570	588	2490	3078	5065
Apprch %	21.6	78.4		93.4	6.6		19.1	80.9		
Total %	1.8	6.5	8.2	28.9	2.1	31	11.6	49.2	60.8	

	HUNTS LANE Southbound			WASHINGTON STREET Westbound			WASHINGTON STREET Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	8	28	36	166	10	176	77	322	399	611
07:30 AM	11	33	44	216	16	232	80	361	441	717
07:45 AM	16	**50**	**66**	**234**	**19**	**253**	**93**	**394**	**487**	**806**
08:00 AM	**17**	49	66	203	15	218	77	313	390	674
Total Volume	52	160	212	819	60	879	327	1390	1717	2808
% App. Total	24.5	75.5		93.2	6.8		19	81		
PHF	.765	.800	.803	.875	.789	.869	.879	.882	.881	.871

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: HUNTS LANE
E/W: WASHINGTON STREET
WEATHER: CLOUDY

File Name : CNHUWAAM
Site Code : 0410822
Start Date : 4/27/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

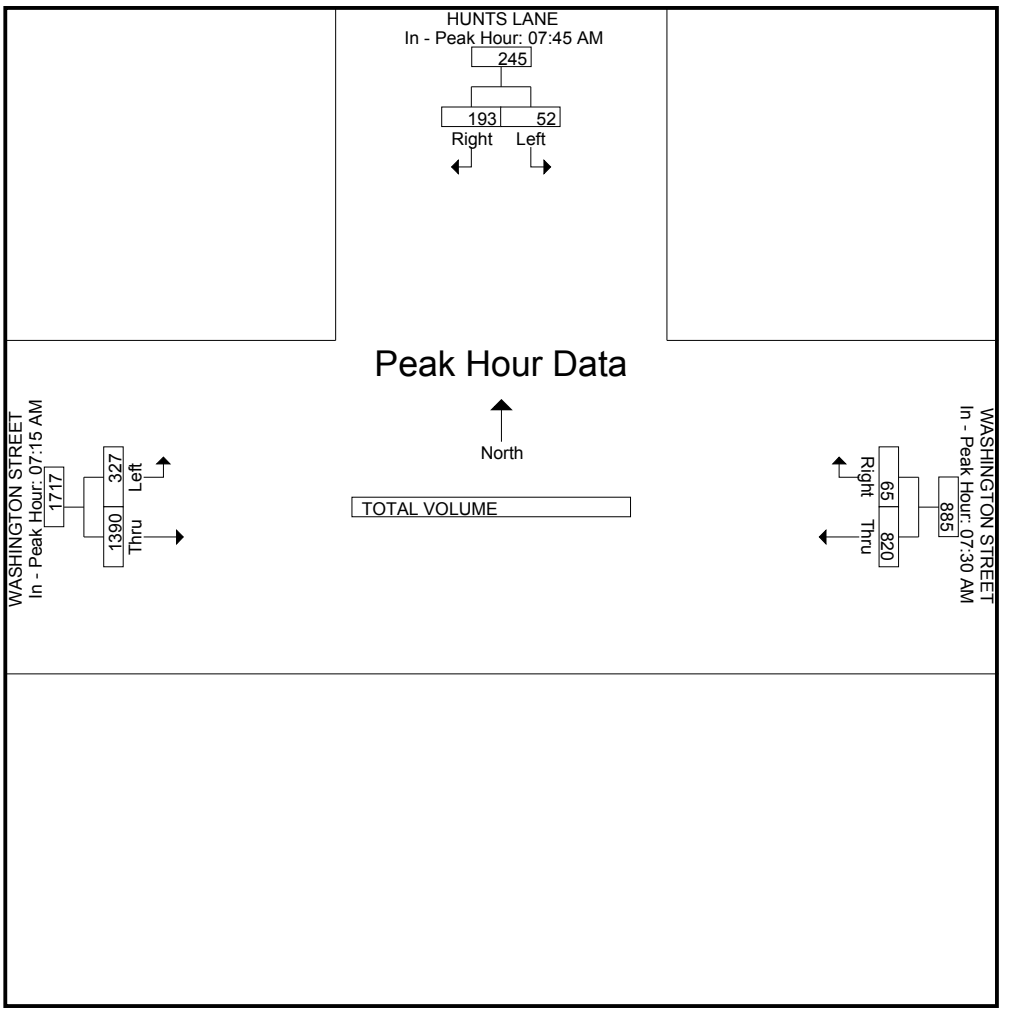
Peak Hour for Each Approach Begins at:

	07:45 AM			07:30 AM			07:15 AM		
+0 mins.	16	**50**	**66**	216	16	232	77	322	399
+15 mins.	**17**	49	66	**234**	**19**	**253**	80	361	441
+30 mins.	12	49	61	203	15	218	**93**	**394**	**487**
+45 mins.	7	45	52	167	15	182	77	313	390
Total Volume	52	193	245	820	65	885	327	1390	1717
% App. Total	21.2	78.8		92.7	7.3		19	81	
PHF	.765	.965	.928	.876	.855	.875	.879	.882	.881

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: HUNTS LANE
E/W: WASHINGTON STREET
WEATHER: CLOUDY

File Name : CNHUWAAM
Site Code : 0410822
Start Date : 4/27/2006
Page No : 3



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: HUNTS LANE
E/W: WASHINGTON STREET
WEATHER: CLEAR

File Name : CNHUWAPM
Site Code : 0410822
Start Date : 4/26/2006
Page No : 1

Groups Printed- TOTAL VOLUME

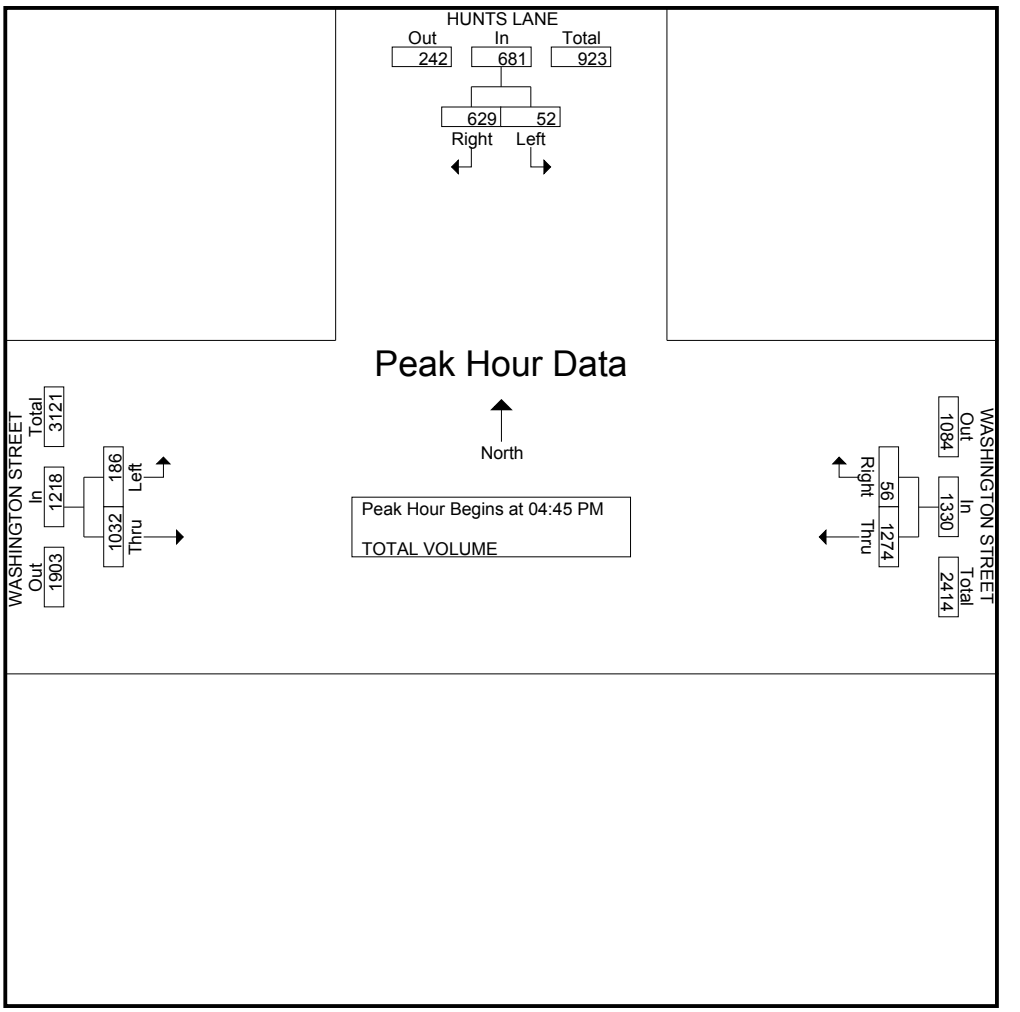
	HUNTS LANE Southbound			WASHINGTON STREET Westbound			WASHINGTON STREET Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	20	143	163	356	9	365	37	227	264	792
04:15 PM	17	134	151	312	21	333	62	243	305	789
04:30 PM	13	140	153	333	20	353	55	206	261	767
04:45 PM	8	149	157	318	16	334	48	259	307	798
Total	58	566	624	1319	66	1385	202	935	1137	3146
05:00 PM	19	160	179	311	11	322	60	245	305	806
05:15 PM	12	155	167	334	11	345	33	267	300	812
05:30 PM	13	165	178	311	18	329	45	261	306	813
05:45 PM	13	123	136	291	9	300	32	272	304	740
Total	57	603	660	1247	49	1296	170	1045	1215	3171
Grand Total	115	1169	1284	2566	115	2681	372	1980	2352	6317
Apprch %	9	91		95.7	4.3		15.8	84.2		
Total %	1.8	18.5	20.3	40.6	1.8	42.4	5.9	31.3	37.2	

	HUNTS LANE Southbound			WASHINGTON STREET Westbound			WASHINGTON STREET Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	8	149	157	318	16	334	48	259	**307**	798
05:00 PM	**19**	160	**179**	311	11	322	**60**	245	305	806
05:15 PM	12	155	167	**334**	11	**345**	33	**267**	300	812
05:30 PM	13	**165**	178	311	**18**	329	45	261	306	**813**
Total Volume	52	629	681	1274	56	1330	186	1032	1218	3229
% App. Total	7.6	92.4		95.8	4.2		15.3	84.7		
PHF	.684	.953	.951	.954	.778	.964	.775	.966	.992	.993

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: HUNTS LANE
E/W: WASHINGTON STREET
WEATHER: CLEAR

File Name : CNHUWAPM
Site Code : 0410822
Start Date : 4/26/2006
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

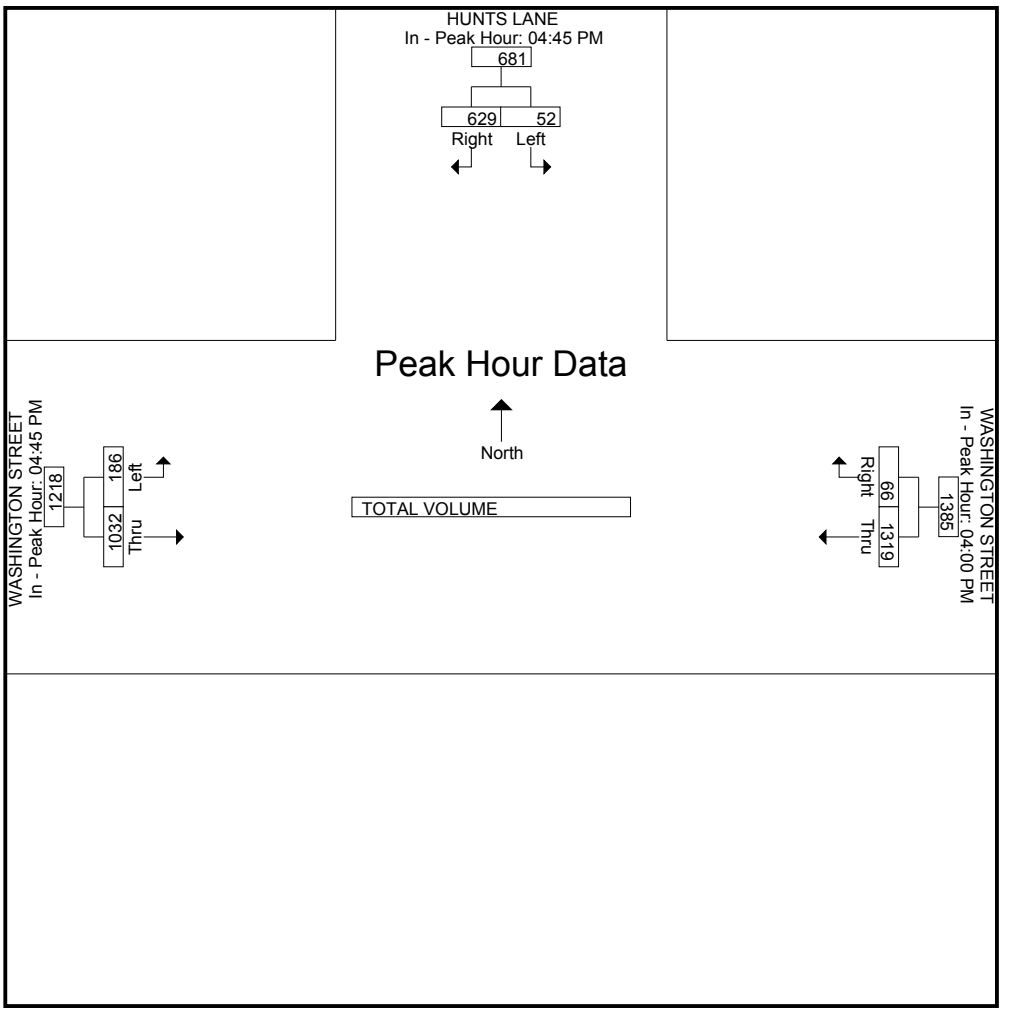
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	8	149	157	**356**	9	**365**	48	259	**307**
+15 mins.	**19**	160	**179**	312	**21**	333	**60**	245	305
+30 mins.	12	155	167	333	20	353	33	**267**	300
+45 mins.	13	**165**	178	318	16	334	45	261	306
Total Volume	52	629	681	1319	66	1385	186	1032	1218
% App. Total	7.6	92.4		95.2	4.8		15.3	84.7	
PHF	.684	.953	.951	.926	.786	.949	.775	.966	.992

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF COLTON
N/S: HUNTS LANE
E/W: WASHINGTON STREET
WEATHER: CLEAR

File Name : CNHUWAPM
Site Code : 0410822
Start Date : 4/26/2006
Page No : 3



Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
NS: La Cadena Drive
E/W: Tropicana Ranch Road/Vivienda Ave
Weather: Sunny

File Name : COLLCTRAM
Site Code : 9041015
Start Date : 2/10/2009

Groups Printed- Total Volume

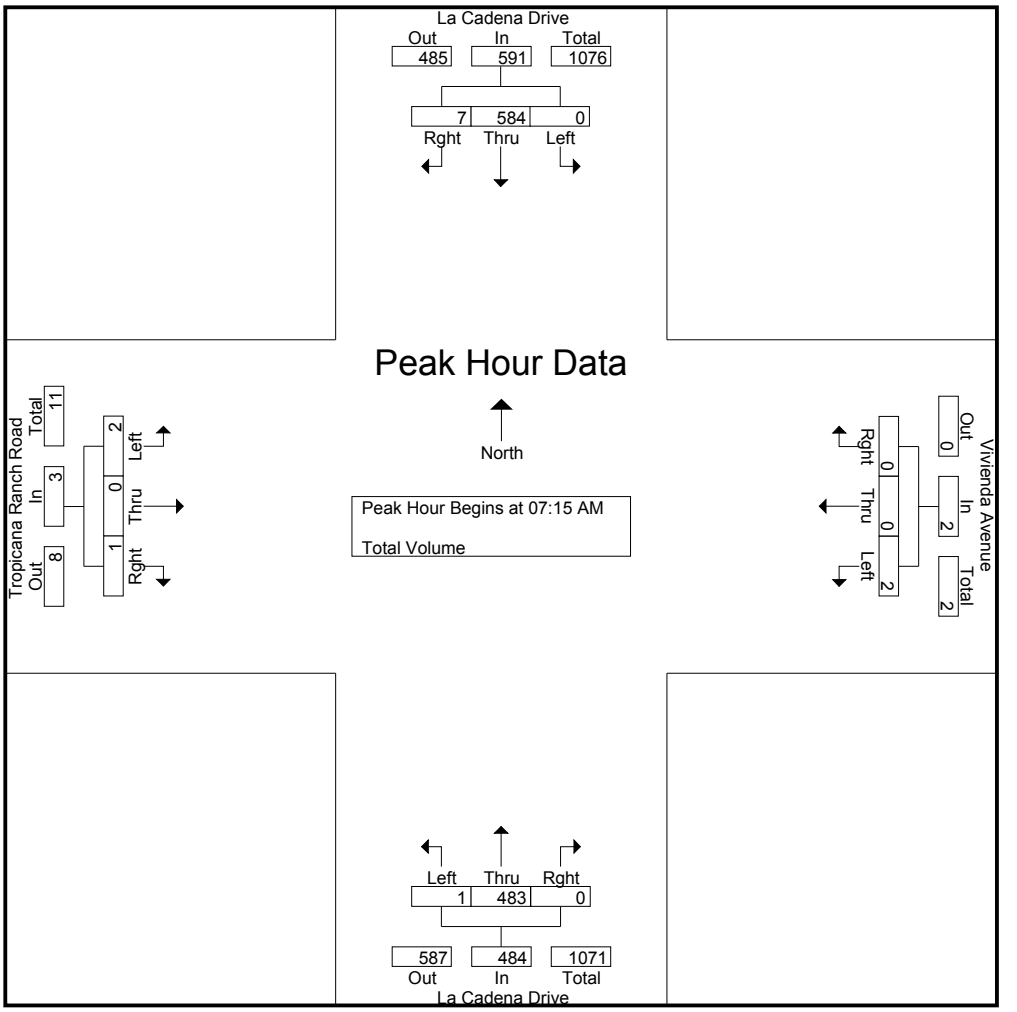
	La Cadena Drive Southbound				Vivienda Avenue Westbound				La Cadena Drive Northbound				Tropicana Ranch Road Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
07:00 AM	0	112	2	114	1	0	0	1	1	91	0	92	1	0	1	2	209
07:15 AM	0	129	3	132	0	0	0	0	0	136	0	136	0	0	0	0	268
07:30 AM	0	191	1	192	2	0	0	2	0	121	0	121	1	0	0	1	316
07:45 AM	0	152	1	153	0	0	0	0	1	128	0	129	0	0	0	0	282
Total	0	584	7	591	3	0	0	3	2	476	0	478	2	0	1	3	1075
08:00 AM	0	112	2	114	0	0	0	0	0	98	0	98	1	0	1	2	214
08:15 AM	0	98	1	99	0	0	0	0	0	115	0	115	1	0	0	1	215
08:30 AM	0	83	1	84	0	0	0	0	1	105	0	106	0	0	3	3	193
08:45 AM	0	87	0	87	0	0	0	0	1	110	0	111	0	0	0	0	198
Total	0	380	4	384	0	0	0	0	2	428	0	430	2	0	4	6	820
Grand Total	0	964	11	975	3	0	0	3	4	904	0	908	4	0	5	9	1895
Apprch %	0	98.9	1.1		100	0	0		0.4	99.6	0		44.4	0	55.6		
Total %	0	50.9	0.6	51.5	0.2	0	0	0.2	0.2	47.7	0	47.9	0.2	0	0.3	0.5	

	La Cadena Drive Southbound				Vivienda Avenue Westbound				La Cadena Drive Northbound				Tropicana Ranch Road Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	129	**3**	132	0	0	0	0	0	**136**	0	**136**	0	0	0	0	268
07:30 AM	0	**191**	1	**192**	**2**	0	0	**2**	0	121	0	121	**1**	0	0	1	**316**
07:45 AM	0	152	1	153	0	0	0	0	**1**	128	0	129	0	0	0	0	282
08:00 AM	0	112	2	114	0	0	0	0	0	98	0	98	1	0	**1**	**2**	214
Total Volume	0	584	7	591	2	0	0	2	1	483	0	484	2	0	1	3	1080
% App. Total	0	98.8	1.2		100	0	0		0.2	99.8	0		66.7	0	33.3		
PHF	.000	.764	.583	.770	.250	.000	.000	.250	.250	.888	.000	.890	.500	.000	.250	.375	.854

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
NS: La Cadena Drive
E/W: Tropicana Ranch Road/Vivienda Ave
Weather: Sunny

File Name : COLLCTRAM
Site Code : 9041015
Start Date : 2/10/2009
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	112	2	114	1	0	0	1	0	**136**	0	**136**	0	0	0	0
+15 mins.	0	129	**3**	132	0	0	0	0	0	121	0	121	**1**	0	1	2
+30 mins.	0	**191**	1	**192**	**2**	0	0	**2**	**1**	128	0	129	1	0	0	1
+45 mins.	0	152	1	153	0	0	0	0	0	98	0	98	0	0	**3**	**3**
Total Volume	0	584	7	591	3	0	0	3	1	483	0	484	2	0	4	6
% App. Total	0	98.8	1.2		100	0	0		0.2	99.8	0		33.3	0	66.7	
PHF	.000	.764	.583	.770	.375	.000	.000	.375	.250	.888	.000	.890	.500	.000	.333	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
NS: La Cadena Drive
E/W: Tropicana Ranch Road/Vivienda Ave
Weather: Sunny

File Name : COLLCTRPM
Site Code : 9041015
Start Date : 2/10/2009
Page No : 1

Groups Printed- Total Volume

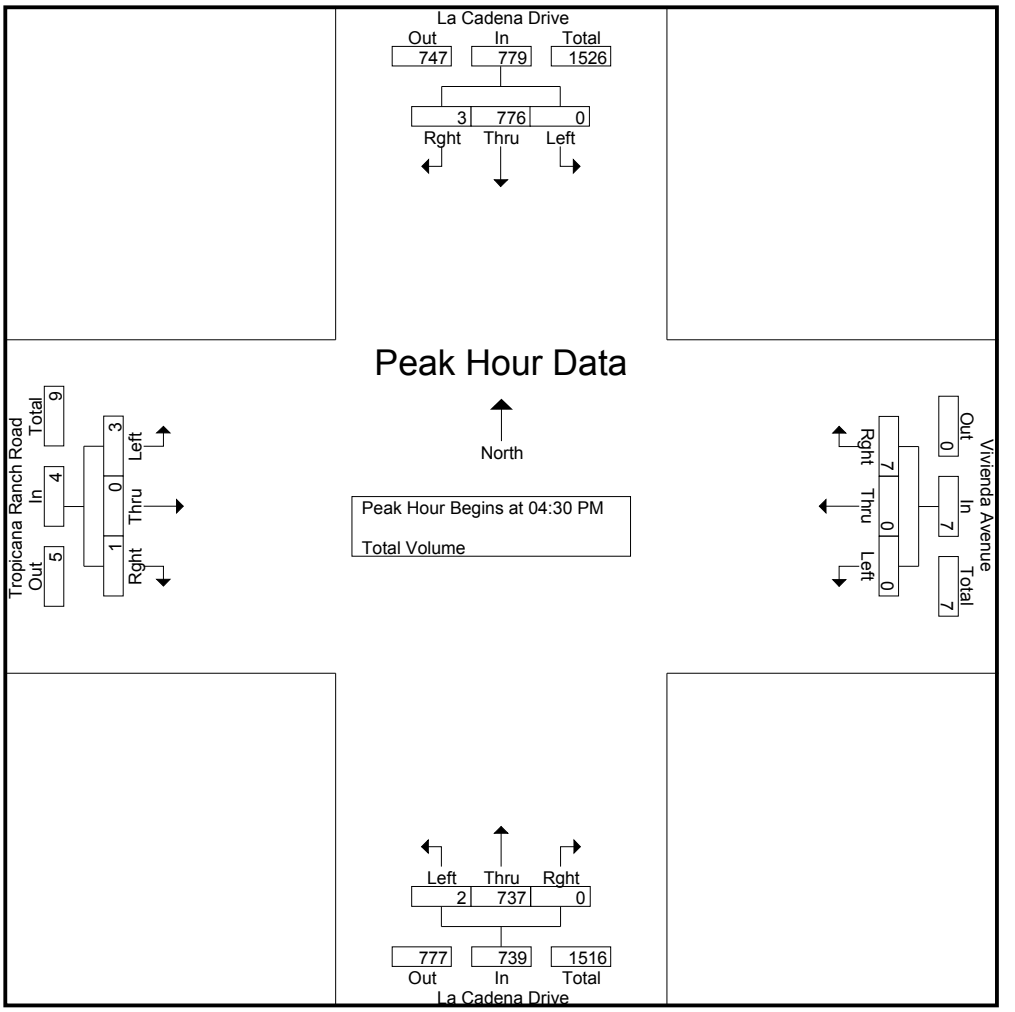
	La Cadena Drive Southbound				Vivienda Avenue Westbound				La Cadena Drive Northbound				Tropicana Ranch Road Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
04:00 PM	0	175	2	177	0	0	2	2	1	189	0	190	0	0	2	2	371
04:15 PM	0	181	1	182	0	0	1	1	0	177	0	177	1	0	0	1	361
04:30 PM	0	168	1	169	0	0	1	1	1	195	0	196	2	0	0	2	368
04:45 PM	0	200	2	202	0	0	1	1	1	175	0	176	0	0	1	1	380
Total	0	724	6	730	0	0	5	5	3	736	0	739	3	0	3	6	1480
05:00 PM	0	209	0	209	0	0	1	1	0	181	0	181	0	0	0	0	391
05:15 PM	0	199	0	199	0	0	4	4	0	186	0	186	1	0	0	1	390
05:30 PM	0	170	0	170	0	0	2	2	0	181	0	181	0	0	0	0	353
05:45 PM	0	126	0	126	0	0	2	2	0	134	0	134	1	0	0	1	263
Total	0	704	0	704	0	0	9	9	0	682	0	682	2	0	0	2	1397
Grand Total	0	1428	6	1434	0	0	14	14	3	1418	0	1421	5	0	3	8	2877
Apprch %	0	99.6	0.4		0	0	100		0.2	99.8	0		62.5	0	37.5		
Total %	0	49.6	0.2	49.8	0	0	0.5	0.5	0.1	49.3	0	49.4	0.2	0	0.1	0.3	

	La Cadena Drive Southbound				Vivienda Avenue Westbound				La Cadena Drive Northbound				Tropicana Ranch Road Eastbound				
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	168	1	169	0	0	1	1	**1**	**195**	0	**196**	**2**	0	0	**2**	368
04:45 PM	0	200	**2**	202	0	0	1	1	1	175	0	176	0	0	**1**	1	380
05:00 PM	0	**209**	0	**209**	0	0	1	1	0	181	0	181	0	0	0	0	**391**
05:15 PM	0	199	0	199	0	0	**4**	**4**	0	186	0	186	1	0	0	1	390
Total Volume	0	776	3	779	0	0	7	7	2	737	0	739	3	0	1	4	1529
% App. Total	0	99.6	0.4		0	0	100		0.3	99.7	0		75	0	25		
PHF	.000	.928	.375	.932	.000	.000	.438	.438	.500	.945	.000	.943	.375	.000	.250	.500	.978

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
NS: La Cadena Drive
E/W: Tropicana Ranch Road/Vivienda Ave
Weather: Sunny

File Name : COLLCTRPM
Site Code : 9041015
Start Date : 2/10/2009
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	200	**2**	202	0	0	1	1	**1**	189	0	190	0	0	**2**	**2**
+15 mins.	0	**209**	0	**209**	0	0	**4**	**4**	0	177	0	177	1	0	0	1
+30 mins.	0	199	0	199	0	0	2	2	1	**195**	0	**196**	**2**	0	0	2
+45 mins.	0	170	0	170	0	0	2	2	1	175	0	176	0	0	1	1
Total Volume	0	778	2	780	0	0	9	9	3	736	0	739	3	0	3	6
% App. Total	0	99.7	0.3		0	0	100		0.4	99.6	0		50	0	50	
PHF	.000	.931	.250	.933	.000	.000	.563	.563	.750	.944	.000	.943	.375	.000	.375	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Barton Road
Weather: Sunny

File Name : CNLCBAAM
Site Code : 04113621
Start Date : 4/8/2008
Page No : 1

Groups Printed- Total Volume

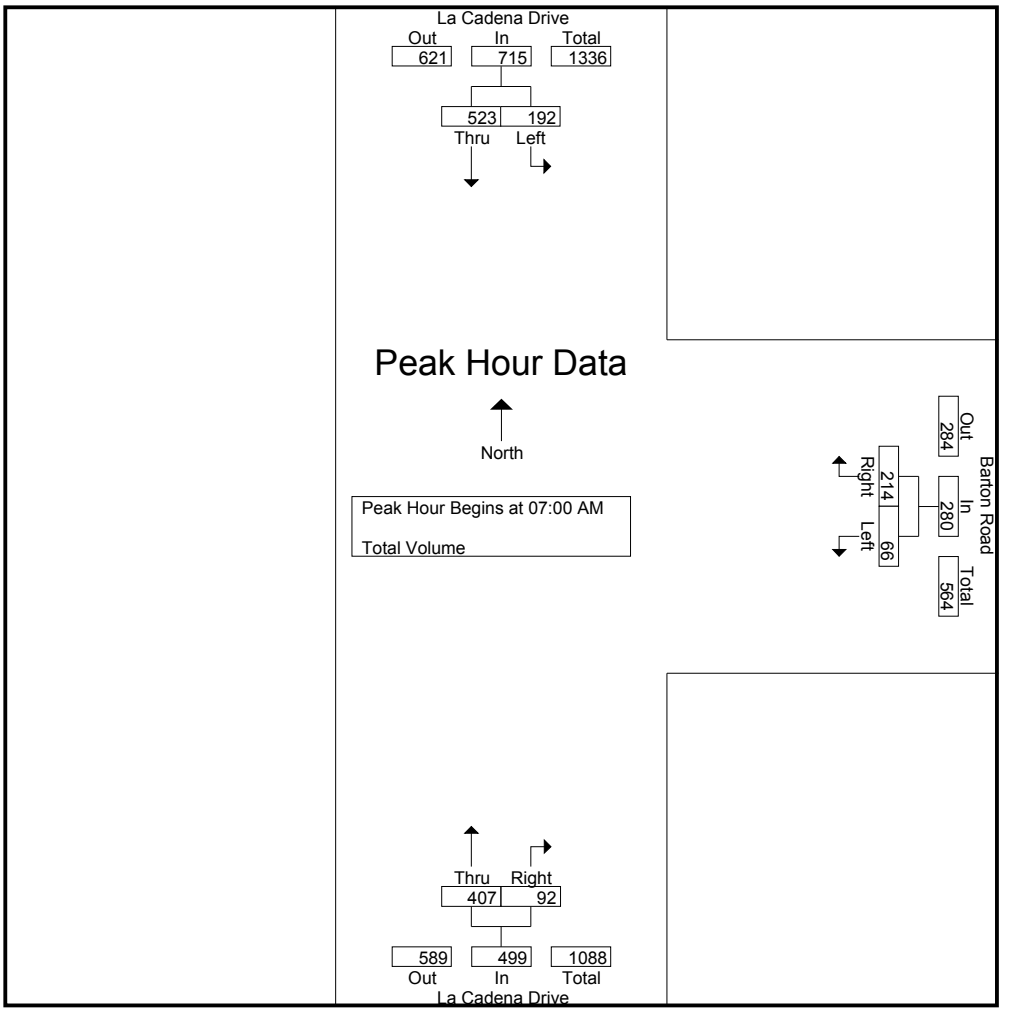
	La Cadena Drive Southbound			Barton Road Westbound			La Cadena Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	27	98	125	14	73	87	124	14	138	350
07:15 AM	47	137	184	14	58	72	100	22	122	378
07:30 AM	51	139	190	17	38	55	99	25	124	369
07:45 AM	67	149	216	21	45	66	84	31	115	397
Total	192	523	715	66	214	280	407	92	499	1494
08:00 AM	47	88	135	16	55	71	83	22	105	311
08:15 AM	32	87	119	15	43	58	80	16	96	273
08:30 AM	41	79	120	12	48	60	76	22	98	278
08:45 AM	37	63	100	13	41	54	64	17	81	235
Total	157	317	474	56	187	243	303	77	380	1097
Grand Total	349	840	1189	122	401	523	710	169	879	2591
Apprch %	29.4	70.6		23.3	76.7		80.8	19.2		
Total %	13.5	32.4	45.9	4.7	15.5	20.2	27.4	6.5	33.9	

	La Cadena Drive Southbound			Barton Road Westbound			La Cadena Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	27	98	125	14	**73**	**87**	**124**	14	**138**	350
07:15 AM	47	137	184	14	58	72	100	22	122	378
07:30 AM	51	139	190	17	38	55	99	25	124	369
07:45 AM	**67**	**149**	**216**	**21**	45	66	84	**31**	115	**397**
Total Volume	192	523	715	66	214	280	407	92	499	1494
% App. Total	26.9	73.1		23.6	76.4		81.6	18.4		
PHF	.716	.878	.828	.786	.733	.805	.821	.742	.904	.941

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Barton Road
Weather: Sunny

File Name : CNLCBAAM
Site Code : 04113621
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	47	137	184	14	**73**	**87**	**124**	14	**138**
+15 mins.	51	139	190	14	58	72	100	22	122
+30 mins.	**67**	**149**	**216**	17	38	55	99	25	124
+45 mins.	47	88	135	**21**	45	66	84	**31**	115
Total Volume	212	513	725	66	214	280	407	92	499
% App. Total	29.2	70.8		23.6	76.4		81.6	18.4	
PHF	.791	.861	.839	.786	.733	.805	.821	.742	.904

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Barton Road
Weather: Sunny

File Name : CNLCBAPM
Site Code : 04113621
Start Date : 4/8/2008

Groups Printed- Total Volume

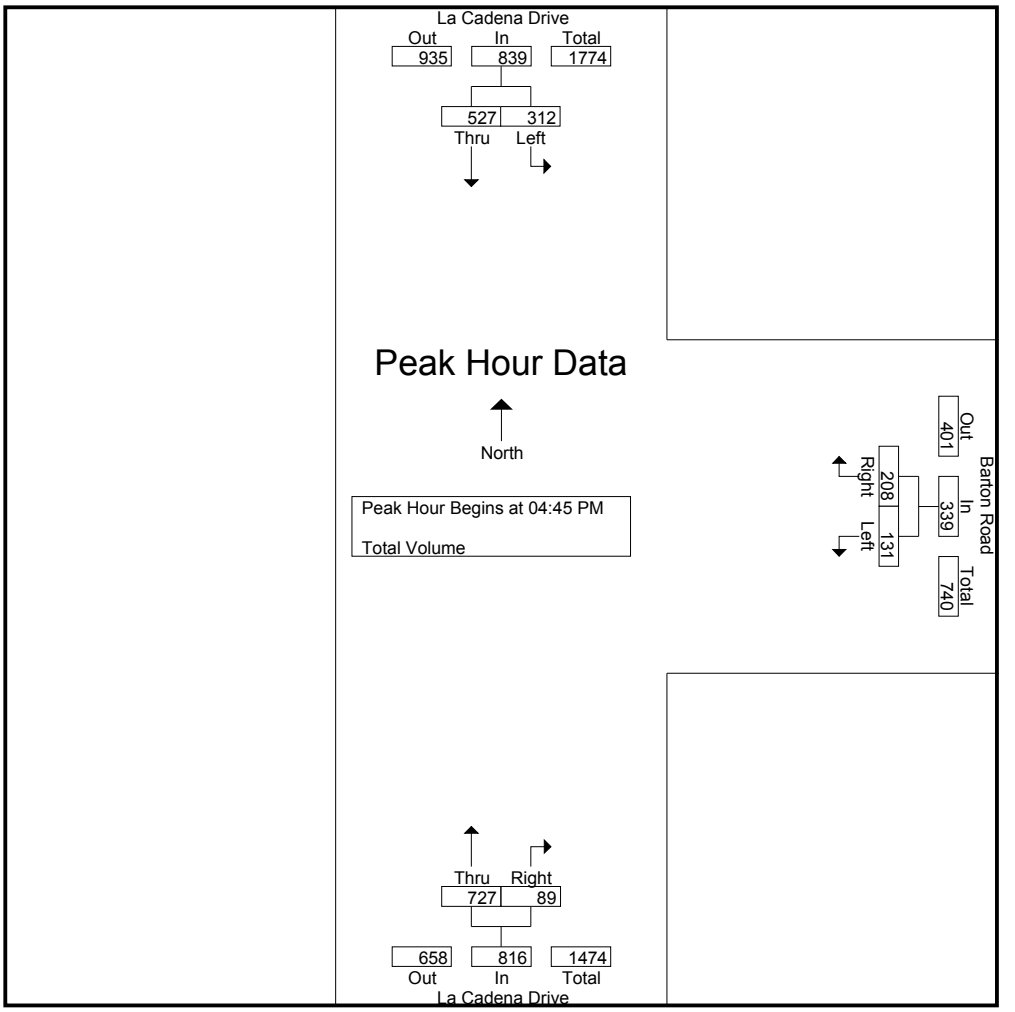
	La Cadena Drive Southbound			Barton Road Westbound			La Cadena Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	85	136	221	20	44	64	157	27	184	469
04:15 PM	58	128	186	33	60	93	119	19	138	417
04:30 PM	59	117	176	25	51	76	161	19	180	432
04:45 PM	85	132	217	22	46	68	145	24	169	454
Total	287	513	800	100	201	301	582	89	671	1772
05:00 PM	68	147	215	39	56	95	181	20	201	511
05:15 PM	81	146	227	32	51	83	237	26	263	573
05:30 PM	78	102	180	38	55	93	164	19	183	456
05:45 PM	67	111	178	31	48	79	183	21	204	461
Total	294	506	800	140	210	350	765	86	851	2001
Grand Total	581	1019	1600	240	411	651	1347	175	1522	3773
Apprch %	36.3	63.7		36.9	63.1		88.5	11.5		
Total %	15.4	27	42.4	6.4	10.9	17.3	35.7	4.6	40.3	

	La Cadena Drive Southbound			Barton Road Westbound			La Cadena Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**85**	132	217	22	46	68	145	24	169	454
05:00 PM	68	**147**	215	**39**	**56**	**95**	181	20	201	511
05:15 PM	81	146	**227**	32	51	83	**237**	**26**	**263**	**573**
05:30 PM	78	102	180	38	55	93	164	19	183	456
Total Volume	312	527	839	131	208	339	727	89	816	1994
% App. Total	37.2	62.8		38.6	61.4		89.1	10.9		
PHF	.918	.896	.924	.840	.929	.892	.767	.856	.776	.870

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: La Cadena Drive
E/W: Barton Road
Weather: Sunny

File Name : CNLCBAPM
Site Code : 04113621
Start Date : 4/8/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**85**	132	217	22	46	68	145	24	169
+15 mins.	68	**147**	215	**39**	**56**	**95**	181	20	201
+30 mins.	81	146	**227**	32	51	83	**237**	**26**	**263**
+45 mins.	78	102	180	38	55	93	164	19	183
Total Volume	312	527	839	131	208	339	727	89	816
% App. Total	37.2	62.8		38.6	61.4		89.1	10.9	
PHF	.918	.896	.924	.840	.929	.892	.767	.856	.776

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: I-215 SB Off Ramp/ La Cadena Dr
E/W: Iowa Avenue
Weather: Sunny

File Name : CN215SIOAM
Site Code : 04113629
Start Date : 4/10/2008

Groups Printed- Total Volume

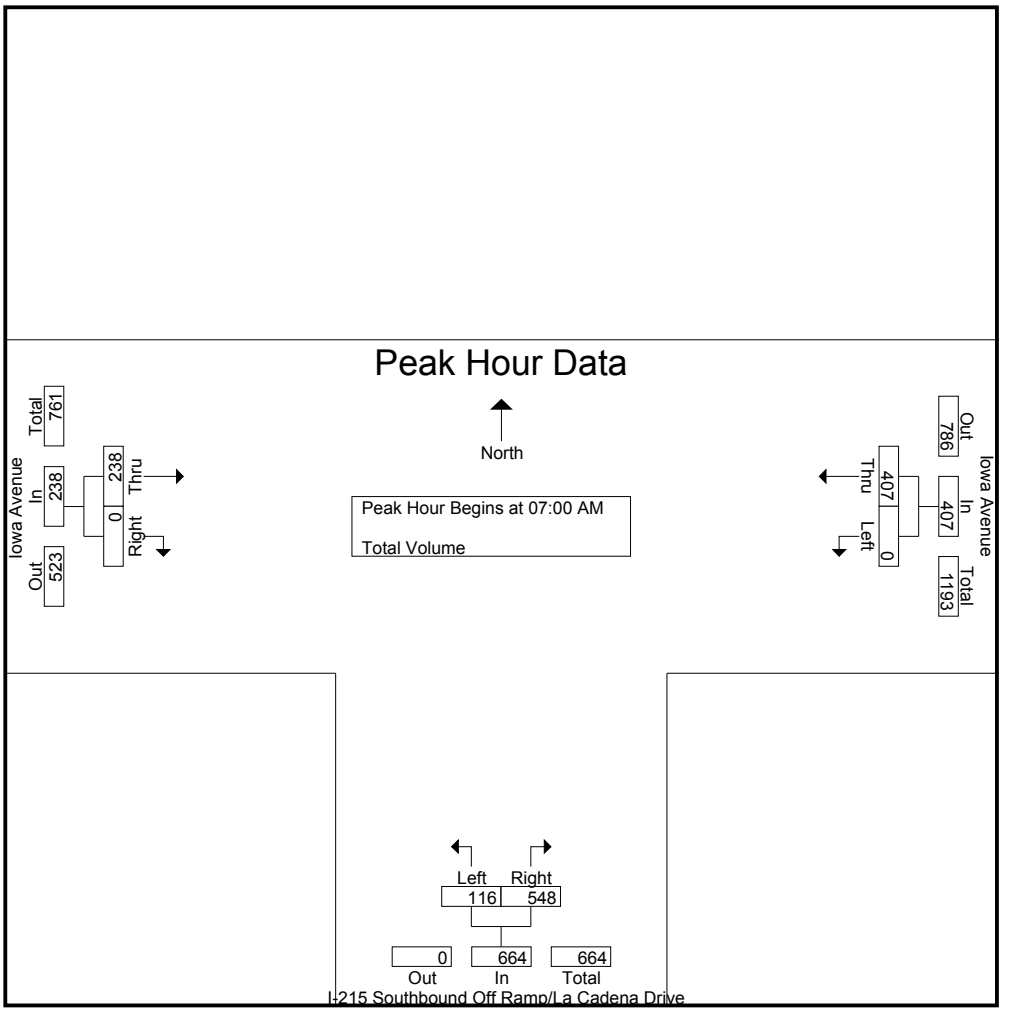
	Iowa Avenue Westbound			I-215 Southbound Off Ramp/La Cadena Drive Northbound			Iowa Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	109	109	26	117	143	49	0	49	301
07:15 AM	0	108	108	23	138	161	49	0	49	318
07:30 AM	0	88	88	33	141	174	67	0	67	329
07:45 AM	0	102	102	34	152	186	73	0	73	361
Total	0	407	407	116	548	664	238	0	238	1309
08:00 AM	0	88	88	29	112	141	47	0	47	276
08:15 AM	0	77	77	23	109	132	54	0	54	263
08:30 AM	0	65	65	26	86	112	27	0	27	204
08:45 AM	0	77	77	28	98	126	34	0	34	237
Total	0	307	307	106	405	511	162	0	162	980
Grand Total	0	714	714	222	953	1175	400	0	400	2289
Apprch %	0	100		18.9	81.1		100	0		
Total %	0	31.2	31.2	9.7	41.6	51.3	17.5	0	17.5	

	Iowa Avenue Westbound			I-215 Southbound Off Ramp/La Cadena Drive Northbound			Iowa Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**109**	**109**	26	117	143	49	0	49	301
07:15 AM	0	108	108	23	138	161	49	0	49	318
07:30 AM	0	88	88	33	141	174	67	0	67	329
07:45 AM	0	102	102	**34**	**152**	**186**	**73**	0	**73**	**361**
Total Volume	0	407	407	116	548	664	238	0	238	1309
% App. Total	0	100		17.5	82.5		100	0		
PHF	.000	.933	.933	.853	.901	.892	.815	.000	.815	.907

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: I-215 SB Off Ramp/ La Cadena Dr
E/W: Iowa Avenue
Weather: Sunny

File Name : CN215SIOAM
Site Code : 04113629
Start Date : 4/10/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	0	**109**	**109**	26	117	143	67	0	67
+15 mins.	0	108	108	23	138	161	**73**	0	**73**
+30 mins.	0	88	88	33	141	174	47	0	47
+45 mins.	0	102	102	**34**	**152**	**186**	54	0	54
Total Volume	0	407	407	116	548	664	241	0	241
% App. Total	0	100		17.5	82.5		100	0	
PHF	.000	.933	.933	.853	.901	.892	.825	.000	.825

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: I-215 SB Off Ramp/La Cadena Dr
E/W: Iowa Avenue
Weather: Sunny

File Name : CN215SIOPM
Site Code : 04113629
Start Date : 4/10/2008
Page No : 1

Groups Printed- Total Volume

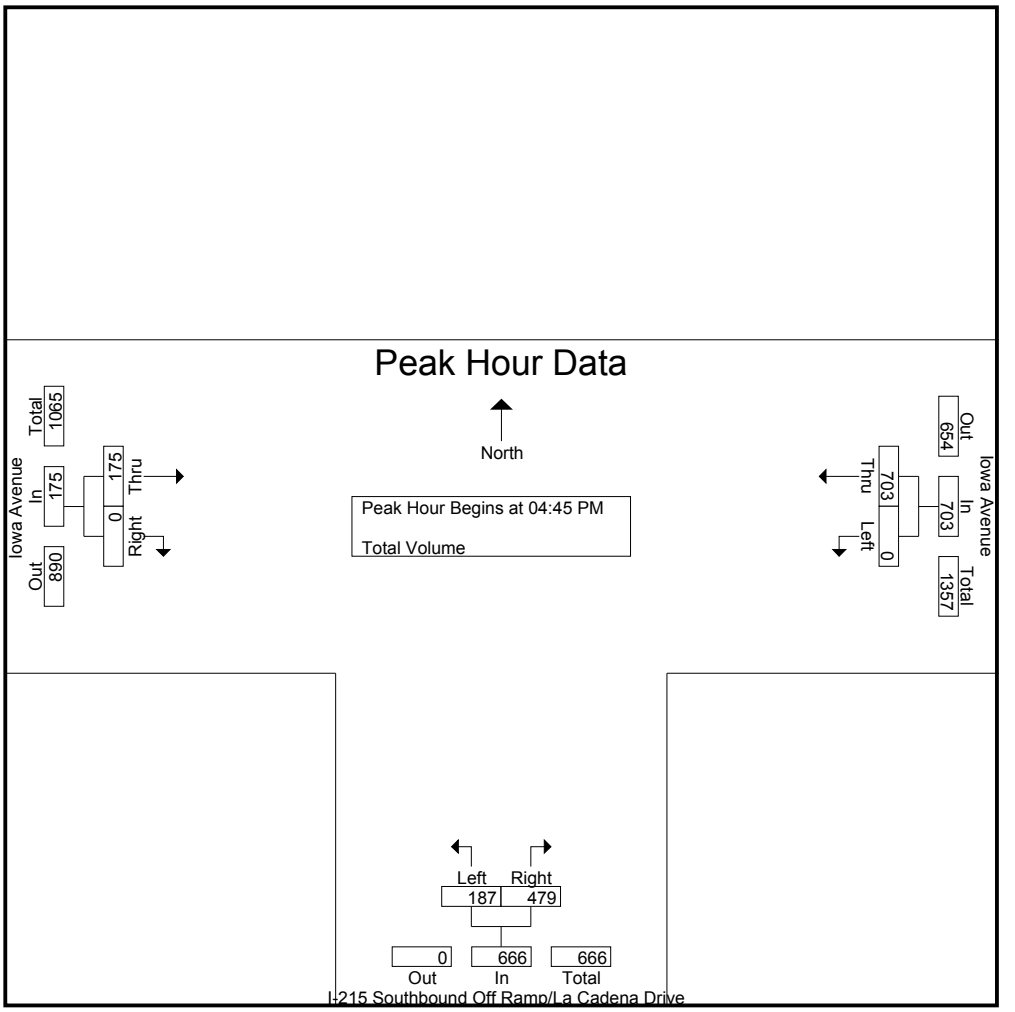
	Iowa Avenue Westbound			I-215 Southbound Off Ramp/La Cadena Drive Northbound			Iowa Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	131	131	26	92	118	47	0	47	296
04:15 PM	0	145	145	22	99	121	46	0	46	312
04:30 PM	0	158	158	35	111	146	49	0	49	353
04:45 PM	0	182	182	53	119	172	50	0	50	404
Total	0	616	616	136	421	557	192	0	192	1365
05:00 PM	0	174	174	52	101	153	31	0	31	358
05:15 PM	0	158	158	47	147	194	50	0	50	402
05:30 PM	0	189	189	35	112	147	44	0	44	380
05:45 PM	0	129	129	38	78	116	41	0	41	286
Total	0	650	650	172	438	610	166	0	166	1426
Grand Total	0	1266	1266	308	859	1167	358	0	358	2791
Apprch %	0	100		26.4	73.6		100	0		
Total %	0	45.4	45.4	11	30.8	41.8	12.8	0	12.8	

	Iowa Avenue Westbound			I-215 Southbound Off Ramp/La Cadena Drive Northbound			Iowa Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	182	182	**53**	119	172	**50**	0	**50**	**404**
05:00 PM	0	174	174	52	101	153	31	0	31	358
05:15 PM	0	158	158	47	**147**	**194**	50	0	50	402
05:30 PM	0	**189**	**189**	35	112	147	44	0	44	380
Total Volume	0	703	703	187	479	666	175	0	175	1544
% App. Total	0	100		28.1	71.9		100	0		
PHF	.000	.930	.930	.882	.815	.858	.875	.000	.875	.955

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: I-215 SB Off Ramp/La Cadena Dr
E/W: Iowa Avenue
Weather: Sunny

File Name : CN215SIOPM
Site Code : 04113629
Start Date : 4/10/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:00 PM		
+0 mins.	0	182	182	**53**	119	172	47	0	47
+15 mins.	0	174	174	52	101	153	46	0	46
+30 mins.	0	158	158	47	**147**	**194**	49	0	49
+45 mins.	0	**189**	**189**	35	112	147	**50**	0	**50**
Total Volume	0	703	703	187	479	666	192	0	192
% App. Total	0	100		28.1	71.9		100	0	
PHF	.000	.930	.930	.882	.815	.858	.960	.000	.960

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: I-215 Northbound On/Off Ramps
E/W: Iowa Avenue
Weather: Sunny

File Name : CN215NIOAM
Site Code : 04113641
Start Date : 4/10/2008
Page No : 1

Groups Printed- Total Volume

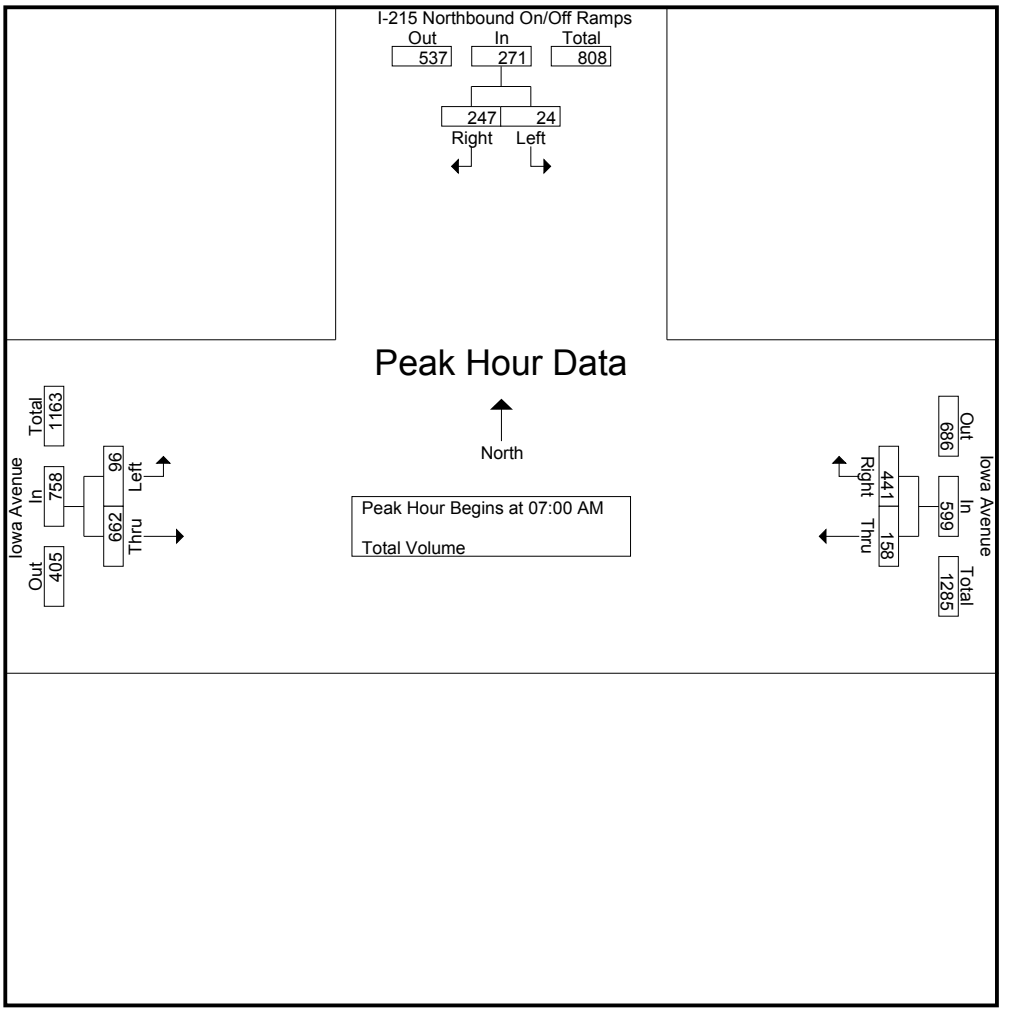
	I-215 Northbound On/Off Ramps Southbound			Iowa Avenue Westbound			Iowa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	9	61	70	50	102	152	25	137	162	384
07:15 AM	6	74	80	35	114	149	17	162	179	408
07:30 AM	6	54	60	32	107	139	25	177	202	401
07:45 AM	3	58	61	41	118	159	29	186	215	435
Total	24	247	271	158	441	599	96	662	758	1628
08:00 AM	11	50	61	35	103	138	23	138	161	360
08:15 AM	6	50	56	28	72	100	19	142	161	317
08:30 AM	8	36	44	27	85	112	11	97	108	264
08:45 AM	5	47	52	34	95	129	19	108	127	308
Total	30	183	213	124	355	479	72	485	557	1249
Grand Total	54	430	484	282	796	1078	168	1147	1315	2877
Apprch %	11.2	88.8		26.2	73.8		12.8	87.2		
Total %	1.9	14.9	16.8	9.8	27.7	37.5	5.8	39.9	45.7	

	I-215 Northbound On/Off Ramps Southbound			Iowa Avenue Westbound			Iowa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**9**	61	70	**50**	102	152	25	137	162	384
07:15 AM	6	**74**	**80**	35	114	149	17	162	179	408
07:30 AM	6	54	60	32	107	139	25	177	202	401
07:45 AM	3	58	61	41	**118**	**159**	**29**	**186**	**215**	**435**
Total Volume	24	247	271	158	441	599	96	662	758	1628
% App. Total	8.9	91.1		26.4	73.6		12.7	87.3		
PHF	.667	.834	.847	.790	.934	.942	.828	.890	.881	.936

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: I-215 Northbound On/Off Ramps
E/W: Iowa Avenue
Weather: Sunny

File Name : CN215NIOAM
Site Code : 04113641
Start Date : 4/10/2008
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**9**	61	70	**50**	102	152	25	137	162
+15 mins.	6	**74**	**80**	35	114	149	17	162	179
+30 mins.	6	54	60	32	107	139	25	177	202
+45 mins.	3	58	61	41	**118**	**159**	**29**	**186**	**215**
Total Volume	24	247	271	158	441	599	96	662	758
% App. Total	8.9	91.1		26.4	73.6		12.7	87.3	
PHF	.667	.834	.847	.790	.934	.942	.828	.890	.881

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: I-215 Northbound On/Off Ramps
E/W: Iowa Avenue
Weather: Sunny

File Name : CN215NIOPM
Site Code : 04113641
Start Date : 4/10/2008
Page No : 1

Groups Printed- Total Volume

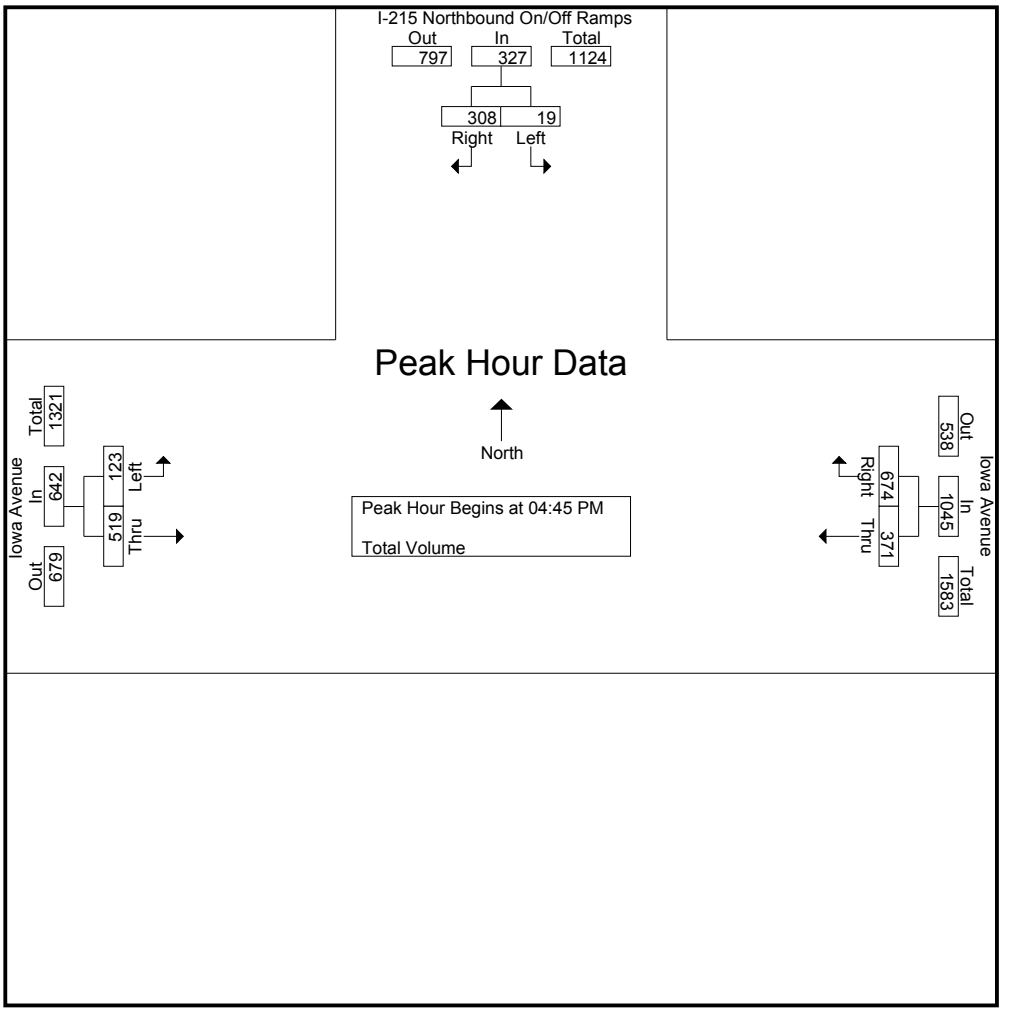
	I-215 Northbound On/Off Ramps Southbound			Iowa Avenue Westbound			Iowa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	2	68	70	65	156	221	27	111	138	429
04:15 PM	6	63	69	81	166	247	19	127	146	462
04:30 PM	4	80	84	81	159	240	30	131	161	485
04:45 PM	3	77	80	96	171	267	40	129	169	516
Total	15	288	303	323	652	975	116	498	614	1892
05:00 PM	5	86	91	92	178	270	25	107	132	493
05:15 PM	7	70	77	79	123	202	32	158	190	469
05:30 PM	4	75	79	104	202	306	26	125	151	536
05:45 PM	9	74	83	53	131	184	12	95	107	374
Total	25	305	330	328	634	962	95	485	580	1872
Grand Total	40	593	633	651	1286	1937	211	983	1194	3764
Apprch %	6.3	93.7		33.6	66.4		17.7	82.3		
Total %	1.1	15.8	16.8	17.3	34.2	51.5	5.6	26.1	31.7	

	I-215 Northbound On/Off Ramps Southbound			Iowa Avenue Westbound			Iowa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	3	77	80	96	171	267	**40**	129	169	516
05:00 PM	5	**86**	**91**	92	178	270	25	107	132	493
05:15 PM	**7**	70	77	79	123	202	32	**158**	**190**	469
05:30 PM	4	75	79	**104**	**202**	**306**	26	125	151	**536**
Total Volume	19	308	327	371	674	1045	123	519	642	2014
% App. Total	5.8	94.2		35.5	64.5		19.2	80.8		
PHF	.679	.895	.898	.892	.834	.854	.769	.821	.845	.939

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Colton
N/S: I-215 Northbound On/Off Ramps
E/W: Iowa Avenue
Weather: Sunny

File Name : CN215NIOPM
Site Code : 04113641
Start Date : 4/10/2008
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			04:30 PM		
+0 mins.	4	80	84	96	171	267	30	131	161
+15 mins.	3	77	80	92	178	270	**40**	129	169
+30 mins.	5	**86**	**91**	79	123	202	25	107	132
+45 mins.	**7**	70	77	**104**	**202**	**306**	32	**158**	**190**
Total Volume	19	313	332	371	674	1045	127	525	652
% App. Total	5.7	94.3		35.5	64.5		19.5	80.5	
PHF	.679	.910	.912	.892	.834	.854	.794	.831	.858

APPENDIX B2
Study Roadway Segment Traffic Counts

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Laurel Street
B/ Rancho Avenue - Pennsylvania Avenue
24 Hour Directional Volume Count

CN001
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	5			1	9				
12:15		2	5			1	23				
12:30		2	4			1	21				
12:45		1	9	5	23	1	27	4	80	9	103
01:00		0	7			3	**28**				
01:15		4	4			1	**34**				
01:30		0	**68**			0	**54**				
01:45		1	**52**	5	131	0	**39**	4	155	9	286
02:00		0	**15**			1	20				
02:15		0	**23**			1	32				
02:30		2	21			0	35				
02:45		0	18	2	77	1	28	3	115	5	192
03:00		0	14			0	28				
03:15		0	20			1	38				
03:30		2	26			3	36				
03:45		1	30	3	90	2	28	6	130	9	220
04:00		1	8			0	31				
04:15		3	13			1	27				
04:30		1	24			2	34				
04:45		2	14	7	59	4	21	7	113	14	172
05:00		1	15			2	34				
05:15		5	13			4	27				
05:30		10	19			5	35				
05:45		14	18	30	65	10	34	21	130	51	195
06:00		5	8			5	24				
06:15		2	17			10	32				
06:30		3	6			12	21				
06:45		14	13	24	44	11	25	38	102	62	146
07:00		6	23			13	19				
07:15		11	14			25	16				
07:30		**38**	11			**35**	22				
07:45		**63**	7	118	55	**47**	24	120	81	238	136
08:00		**98**	8			**70**	16				
08:15		**59**	17			**27**	19				
08:30		20	9			13	17				
08:45		18	10	195	44	25	13	135	65	330	109
09:00		17	14			19	17				
09:15		20	9			13	11				
09:30		12	5			8	11				
09:45		9	2	58	30	10	13	50	52	108	82
10:00		11	3			15	13				
10:15		15	9			18	9				
10:30		9	3			8	7				
10:45		10	5	45	20	17	6	58	35	103	55
11:00		7	1			14	1				
11:15		5	1			14	2				
11:30		8	2			20	5				
11:45		13	0	33	4	12	1	60	9	93	13
Total		525	642	525	642	506	1067	506	1067	1031	1709
Combined Total		1167		1167		1573		1573		2740	
AM Peak		07:30				07:30					
Vol.		258				179					
P.H.F.		0.658				0.639					
PM Peak			01:30				01:00				
Vol.			158				155				
P.H.F.			0.581				0.718				
Percentage		45.0%	55.0%			32.2%	67.8%				
ADT/AADT		ADT 2,740		AADT 2,740							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
La Cadena Drive
B/ Mt Vernon Avenue - 8th Street/Oak St
24 Hour Directional Volume Count

CN002
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	49			3	45				
12:15		4	55			0	55				
12:30		3	57			7	55				
12:45		2	52	18	213	2	56	12	211	30	424
01:00		0	44			5	41				
01:15		2	49			2	59				
01:30		2	55			3	53				
01:45		1	54	5	202	2	42	12	195	17	397
02:00		0	44			1	60				
02:15		3	65			1	64				
02:30		2	74			9	49				
02:45		5	**100**	10	283	4	63	15	236	25	519
03:00		1	**84**			2	64				
03:15		2	**70**			3	56				
03:30		0	**79**			4	66				
03:45		1	67	4	300	9	44	18	230	22	530
04:00		3	68			5	54				
04:15		1	65			1	42				
04:30		8	73			11	**71**				
04:45		8	85	20	291	12	**72**	29	239	49	530
05:00		3	86			8	**60**				
05:15		3	82			25	**62**				
05:30		9	67			27	45				
05:45		7	88	22	323	26	52	86	219	108	542
06:00		13	61			15	63				
06:15		12	48			23	63				
06:30		20	42			30	40				
06:45		24	43	69	194	43	45	111	211	180	405
07:00		37	34			41	39				
07:15		45	22			**55**	33				
07:30		**71**	36			**34**	47				
07:45		**52**	24	205	116	**53**	46	183	165	388	281
08:00		**56**	37			**67**	40				
08:15		**53**	20			39	34				
08:30		39	30			27	34				
08:45		37	14	185	101	33	26	166	134	351	235
09:00		39	14			36	22				
09:15		41	19			44	21				
09:30		45	21			35	19				
09:45		40	9	165	63	32	14	147	76	312	139
10:00		31	14			36	22				
10:15		36	6			46	12				
10:30		35	8			42	17				
10:45		39	3	141	31	55	9	179	60	320	91
11:00		46	9			42	6				
11:15		38	10			43	7				
11:30		33	10			36	5				
11:45		52	3	169	32	54	4	175	22	344	54
Total		1013	2149	1013	2149	1133	1998	1133	1998	2146	4147
Combined Total		3162		3162		3131		3131		6293	
AM Peak		07:30				07:15					
Vol.		232				209					
P.H.F.		0.817				0.780					
PM Peak			02:45				04:30				
Vol.			333				265				
P.H.F.			0.833				0.920				
Percentage		32.0%	68.0%			36.2%	63.8%				
ADT/AADT		ADT 6,293		AADT 6,293							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Mt Vernon Avenue
B/ Colton Avenue - La Cadena Drive
24 Hour Directional Volume Count

CN003
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Chan 1 Morning	Chan 1 Afternoon	Hour Totals Morning	Hour Totals Afternoon	Chan 2 Morning	Chan 2 Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	112			10	107				
12:15		7	121			10	**148**				
12:30		9	120			5	**121**				
12:45		6	129	41	482	1	**133**	26	509	67	991
01:00		11	113			7	**139**				
01:15		12	142			5	107				
01:30		7	136			4	132				
01:45		6	141	36	532	4	113	20	491	56	1023
02:00		3	141			5	145				
02:15		5	135			4	109				
02:30		9	121			4	118				
02:45		5	137	22	534	8	148	21	520	43	1054
03:00		8	134			6	137				
03:15		7	130			7	119				
03:30		8	153			13	122				
03:45		3	165	26	582	8	139	34	517	60	1099
04:00		11	161			15	128				
04:15		5	178			15	108				
04:30		2	170			22	144				
04:45		16	158	34	667	31	116	83	496	117	1163
05:00		11	**187**			25	129				
05:15		9	**208**			34	126				
05:30		20	**179**			49	127				
05:45		22	**209**	62	783	36	127	144	509	206	1292
06:00		30	150			31	104				
06:15		35	151			45	112				
06:30		47	97			53	108				
06:45		50	108	162	506	56	115	185	439	347	945
07:00		44	101			56	100				
07:15		59	92			64	107				
07:30		76	93			84	126				
07:45		109	78	288	364	100	135	304	468	592	832
08:00		93	103			98	99				
08:15		76	58			98	100				
08:30		74	69			65	87				
08:45		78	46	321	276	85	73	346	359	667	635
09:00		75	77			85	69				
09:15		89	47			97	56				
09:30		97	68			117	55				
09:45		95	41	356	233	104	42	403	222	759	455
10:00		86	54			102	47				
10:15		84	49			92	28				
10:30		93	38			85	24				
10:45		**126**	30	389	171	106	19	385	118	774	289
11:00		**84**	26			**115**	22				
11:15		**86**	12			**109**	20				
11:30		**105**	17			**112**	7				
11:45		119	17	394	72	**119**	12	455	61	849	133
Total		2131	5202	2131	5202	2406	4709	2406	4709	4537	9911
Combined Total		7333		7333		7115		7115		14448	
AM Peak		10:45				11:00					
Vol.		401				455					
P.H.F.		0.796				0.956					
PM Peak			05:00				00:15				
Vol.			783				541				
P.H.F.			0.937				0.914				
Percentage		29.1%	70.9%			33.8%	66.2%				
ADT/AADT		ADT 14,448		AADT 14,448							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
San Bernardino Avenue
B/ Indigo Avenue - Pepper Avenue
24 Hour Directional Volume Count

CN004
Site Code: 041136
Date Start: 01-May-08
Date End: 01-May-08

Start Time	01-May-08 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	105			28	103				
12:15		8	83			17	108				
12:30		20	91			15	104				
12:45		9	99	48	378	13	108	73	423	121	801
01:00		12	101			9	110				
01:15		12	109			9	95				
01:30		13	98			7	109				
01:45		9	114	46	422	17	99	42	413	88	835
02:00		6	110			11	126				
02:15		4	**143**			18	118				
02:30		14	**147**			8	**147**				
02:45		5	**122**	29	522	7	**143**	44	534	73	1056
03:00		13	**127**			10	**130**				
03:15		15	95			6	**154**				
03:30		11	106			38	132				
03:45		12	109	51	437	20	143	74	559	125	996
04:00		17	132			32	124				
04:15		11	132			32	128				
04:30		28	105			52	144				
04:45		27	113	83	482	47	131	163	527	246	1009
05:00		18	116			46	139				
05:15		29	121			47	137				
05:30		33	111			70	127				
05:45		39	127	119	475	50	126	213	529	332	1004
06:00		37	109			59	96				
06:15		38	115			71	115				
06:30		56	103			70	97				
06:45		71	101	202	428	87	102	287	410	489	838
07:00		**91**	83			**99**	92				
07:15		**120**	82			**136**	93				
07:30		**128**	80			**151**	78				
07:45		**126**	69	465	314	**132**	63	518	326	983	640
08:00		91	76			91	80				
08:15		93	57			99	72				
08:30		66	46			93	63				
08:45		71	71	321	250	95	68	378	283	699	533
09:00		71	41			85	77				
09:15		60	58			80	66				
09:30		89	45			73	51				
09:45		78	38	298	182	78	45	316	239	614	421
10:00		90	52			92	43				
10:15		62	33			96	33				
10:30		93	34			81	37				
10:45		72	27	317	146	90	33	359	146	676	292
11:00		82	29			70	35				
11:15		72	33			97	31				
11:30		78	22			84	32				
11:45		88	22	320	106	96	16	347	114	667	220
Total		2299	4142	2299	4142	2814	4503	2814	4503	5113	8645
Combined Total		6441		6441		7317		7317		13758	
AM Peak		07:00				07:00					
Vol.		465				518					
P.H.F.		0.908				0.858					
PM Peak			02:15				02:30				
Vol.			539				574				
P.H.F.			0.917				0.932				
Percentage		35.7%	64.3%			38.5%	61.5%				
ADT/AADT		ADT 13,758		AADT 13,758							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
San Bernardino Avenue
B/ Pepper Avenue - Meridian Avenue
24 Hour Directional Volume Count

CN005
Site Code: 041136
Date Start: 01-May-08
Date End: 01-May-08

Start Time	01-May-08 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		16	74			20	85				
12:15		9	70			8	70				
12:30		19	86			12	70				
12:45		3	79	47	309	10	64	50	289	97	598
01:00		5	96			6	83				
01:15		11	109			6	84				
01:30		7	105			9	89				
01:45		4	90	27	400	7	91	28	347	55	747
02:00		6	108			10	108				
02:15		4	114			4	103				
02:30		7	124			7	113				
02:45		8	115	25	461	7	110	28	434	53	895
03:00		5	134			3	110				
03:15		6	115			8	92				
03:30		10	105			5	103				
03:45		12	**127**	33	481	8	121	24	426	57	907
04:00		17	**124**			5	103				
04:15		13	**114**			6	95				
04:30		33	**127**			12	118				
04:45		31	111	94	476	17	**132**	40	448	134	924
05:00		34	121			11	**149**				
05:15		38	125			13	**125**				
05:30		38	116			21	**135**				
05:45		58	120	168	482	21	120	66	529	234	1011
06:00		41	105			36	99				
06:15		56	97			29	111				
06:30		63	108			54	103				
06:45		68	100	228	410	50	81	169	394	397	804
07:00		90	90			**86**	105				
07:15		**127**	74			**112**	93				
07:30		**139**	67			**113**	70				
07:45		**127**	80	483	311	**86**	61	397	329	880	640
08:00		**94**	75			69	66				
08:15		82	62			68	72				
08:30		89	60			54	56				
08:45		69	52	334	249	58	57	249	251	583	500
09:00		51	53			66	65				
09:15		66	48			55	47				
09:30		69	51			41	44				
09:45		77	39	263	191	59	34	221	190	484	381
10:00		70	46			67	39				
10:15		65	27			52	43				
10:30		70	29			71	39				
10:45		81	30	286	132	61	29	251	150	537	282
11:00		65	26			65	28				
11:15		72	27			58	17				
11:30		88	12			56	29				
11:45		76	19	301	84	71	18	250	92	551	176
Total		2289	3986	2289	3986	1773	3879	1773	3879	4062	7865
Combined Total		6275		6275		5652		5652		11927	
AM Peak		07:15				07:00					
Vol.		487				397					
P.H.F.		0.876				0.878					
PM Peak			03:45				04:45				
Vol.			492				541				
P.H.F.			0.918				0.908				
Percentage		36.5%	63.5%			31.4%	68.6%				
ADT/AADT		ADT 11,927		AADT 11,927							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
San Bernardino Avenue
B/ Cypress Street - Rancho Avenue
24 Hour Directional Volume Count

CN006
Site Code: 041136
Date Start: 15-Apr-08
Date End: 15-Apr-08

Start Time	15-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	47			7	48				
12:15		2	32			2	27				
12:30		2	39			1	42				
12:45		0	53	11	171	4	34	14	151	25	322
01:00		4	44			1	33				
01:15		2	45			0	31				
01:30		1	43			1	31				
01:45		0	45	7	177	0	45	2	140	9	317
02:00		4	52			1	50				
02:15		0	78			2	49				
02:30		1	55			2	46				
02:45		0	63	5	248	2	53	7	198	12	446
03:00		1	66			0	**66**				
03:15		0	56			0	**52**				
03:30		0	51			0	**46**				
03:45		0	53	1	226	1	**61**	1	225	2	451
04:00		3	75			3	55				
04:15		2	45			5	48				
04:30		3	**69**			6	59				
04:45		3	**67**	11	256	3	50	17	212	28	468
05:00		2	**71**			5	61				
05:15		10	**57**			4	48				
05:30		8	53			9	45				
05:45		16	49	36	230	19	55	37	209	73	439
06:00		10	51			4	53				
06:15		13	29			18	41				
06:30		18	56			18	36				
06:45		23	55	64	191	25	51	65	181	129	372
07:00		29	49			33	45				
07:15		**50**	34			**47**	54				
07:30		**59**	28			**58**	19				
07:45		**57**	24	195	135	**44**	29	182	147	377	282
08:00		**54**	33			**49**	34				
08:15		22	34			32	33				
08:30		26	26			18	34				
08:45		28	18	130	111	23	22	122	123	252	234
09:00		36	27			32	30				
09:15		27	21			25	36				
09:30		27	22			29	13				
09:45		32	16	122	86	32	18	118	97	240	183
10:00		37	23			34	15				
10:15		27	11			34	15				
10:30		34	8			27	6				
10:45		20	9	118	51	28	10	123	46	241	97
11:00		39	6			35	9				
11:15		37	8			30	5				
11:30		30	8			30	4				
11:45		35	9	141	31	26	5	121	23	262	54
Total		841	1913	841	1913	809	1752	809	1752	1650	3665
Combined Total		2754		2754		2561		2561		5315	
AM Peak		07:15				07:15					
Vol.		220				198					
P.H.F.		0.932				0.853					
PM Peak			04:30				03:00				
Vol.			264				225				
P.H.F.			0.846				0.852				
Percentage		30.5%	69.5%			31.6%	68.4%				
ADT/AADT		ADT 5,315		AADT 5,315							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Olive Street
B/ Rancho Avenue - Pennsylvania Avenue
24 Hour Directional Volume Count

CN007
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	32			0	17				
12:15		2	36			4	21				
12:30		1	30			1	17				
12:45		1	32	7	130	1	17	6	72	13	202
01:00		1	37			1	18				
01:15		1	25			1	16				
01:30		2	45			2	32				
01:45		0	39	4	146	0	35	4	101	8	247
02:00		0	57			1	21				
02:15		0	28			0	**53**				
02:30		0	36			0	**31**				
02:45		2	38	2	159	1	**24**	2	129	4	288
03:00		1	40			1	**42**				
03:15		3	43			3	27				
03:30		1	46			2	40				
03:45		1	58	6	187	0	28	6	137	12	324
04:00		1	43			6	26				
04:15		1	35			6	27				
04:30		3	35			7	43				
04:45		3	46	8	159	3	26	22	122	30	281
05:00		5	43			6	41				
05:15		4	**47**			6	22				
05:30		9	**43**			6	29				
05:45		26	**57**	44	190	6	32	24	124	68	314
06:00		7	**45**			5	29				
06:15		15	34			8	24				
06:30		7	49			7	32				
06:45		25	28	54	156	12	28	32	113	86	269
07:00		21	36			16	24				
07:15		**49**	36			**26**	33				
07:30		**60**	26			**39**	24				
07:45		**76**	17	206	115	**45**	19	126	100	332	215
08:00		**34**	20			**34**	24				
08:15		23	21			19	17				
08:30		26	18			12	8				
08:45		17	22	100	81	15	19	80	68	180	149
09:00		15	18			13	15				
09:15		22	8			24	11				
09:30		10	13			16	15				
09:45		18	12	65	51	13	10	66	51	131	102
10:00		18	8			8	11				
10:15		28	11			15	6				
10:30		25	5			20	7				
10:45		40	5	111	29	17	3	60	27	171	56
11:00		26	5			27	5				
11:15		29	5			23	3				
11:30		33	7			17	4				
11:45		30	5	118	22	23	3	90	15	208	37
Total		725	1425	725	1425	518	1059	518	1059	1243	2484
Combined Total		2150		2150		1577		1577		3727	
AM Peak		07:15				07:15					
Vol.		219				144					
P.H.F.		0.720				0.800					
PM Peak			05:15				02:15				
Vol.			192				150				
P.H.F.			0.828				0.708				
Percentage		33.7%	66.3%			32.8%	67.2%				
ADT/AADT		ADT 3,727		AADT 3,727							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Olive Street
B/ Pennsylvania Avenue - 7th Street
24 Hour Directional Volume Count

COLOLPE7
Site Code: 0419041
Date Start: 11-Feb-09
Date End: 11-Feb-09

Start Time	11-Feb-09 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	35			0	19				
12:15		1	23			0	17				
12:30		2	25			2	29				
12:45		0	18	4	101	0	27	2	92	6	193
01:00		0	53			1	32				
01:15		0	35			1	24				
01:30		0	25			1	17				
01:45		1	10	1	123	1	11	4	84	5	207
02:00		2	23			3	18				
02:15		0	19			0	**33**				
02:30		1	**60**			0	**34**				
02:45		1	**21**	4	123	1	**29**	4	114	8	237
03:00		0	**59**			0	**31**				
03:15		0	**44**			1	26				
03:30		2	33			0	18				
03:45		1	34	3	170	2	28	3	103	6	273
04:00		0	39			2	19				
04:15		2	16			1	20				
04:30		0	41			1	23				
04:45		1	42	3	138	0	34	4	96	7	234
05:00		2	45			2	29				
05:15		0	24			5	30				
05:30		3	28			5	17				
05:45		10	23	15	120	7	16	19	92	34	212
06:00		5	22			1	21				
06:15		5	30			2	29				
06:30		9	21			7	27				
06:45		12	24	31	97	5	19	15	96	46	193
07:00		12	23			18	14				
07:15		**36**	14			**39**	16				
07:30		**38**	12			**31**	14				
07:45		**50**	17	136	66	**44**	17	132	61	268	127
08:00		**40**	12			**29**	20				
08:15		36	10			25	18				
08:30		15	13			12	15				
08:45		10	5	101	40	12	9	78	62	179	102
09:00		15	6			9	19				
09:15		11	1			21	9				
09:30		16	6			16	5				
09:45		24	1	66	14	8	5	54	38	120	52
10:00		23	3			14	1				
10:15		18	7			18	5				
10:30		31	10			15	3				
10:45		21	4	93	24	15	1	62	10	155	34
11:00		28	1			18	2				
11:15		18	10			17	1				
11:30		21	1			18	1				
11:45		20	0	87	12	18	2	71	6	158	18
Total		544	1028	544	1028	448	854	448	854	992	1882
Combined Total		1572		1572		1302		1302		2874	
AM Peak		07:15				07:15					
Vol.		164				143					
P.H.F.		0.820				0.813					
PM Peak			02:30				02:15				
Vol.			184				127				
P.H.F.			0.767				0.934				
Percentage		34.6%	65.4%			34.4%	65.6%				
ADT/AADT		ADT 2,874		AADT 2,874							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Olive Street
B/ La Cadena Drive - 9th Street
24 Hour Directional Volume Count

CN008
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	25			1	12				
12:15		1	19			2	18				
12:30		0	19			3	16				
12:45		1	28	3	91	0	12	6	58	9	149
01:00		0	25			0	16				
01:15		0	19			0	25				
01:30		1	22			0	23				
01:45		0	27	1	93	1	20	1	84	2	177
02:00		0	14			0	19				
02:15		1	36			1	27				
02:30		0	42			0	17				
02:45		2	33	3	125	0	36	1	99	4	224
03:00		1	22			0	29				
03:15		0	33			0	29				
03:30		1	25			0	16				
03:45		1	37	3	117	1	24	1	98	4	215
04:00		0	39			1	17				
04:15		1	42			0	**38**				
04:30		0	17			1	**29**				
04:45		2	30	3	128	1	**29**	3	113	6	241
05:00		3	32			2	**28**				
05:15		1	**35**			4	20				
05:30		3	**38**			6	25				
05:45		3	**34**	10	139	4	41	16	114	26	253
06:00		3	**37**			6	19				
06:15		4	28			4	23				
06:30		5	26			7	27				
06:45		9	24	21	115	12	26	29	95	50	210
07:00		8	26			21	39				
07:15		23	20			**29**	22				
07:30		**29**	18			**25**	25				
07:45		**25**	19	85	83	**26**	26	101	112	186	195
08:00		**46**	17			**23**	21				
08:15		**24**	11			23	8				
08:30		11	15			14	11				
08:45		10	14	91	57	6	19	66	59	157	116
09:00		12	9			14	16				
09:15		13	15			13	15				
09:30		11	18			11	12				
09:45		13	8	49	50	9	4	47	47	96	97
10:00		13	5			7	5				
10:15		19	6			16	7				
10:30		10	5			16	7				
10:45		21	2	63	18	12	3	51	22	114	40
11:00		16	2			20	0				
11:15		20	1			17	2				
11:30		26	3			20	5				
11:45		21	1	83	7	16	4	73	11	156	18
Total		415	1023	415	1023	395	912	395	912	810	1935
Combined Total		1438		1438		1307		1307		2745	
AM Peak		07:30				07:15					
Vol.		124				103					
P.H.F.		0.674				0.888					
PM Peak			05:15				04:15				
Vol.			144				124				
P.H.F.			0.857				0.756				
Percentage		28.9%	71.1%			30.2%	69.8%				
ADT/AADT		ADT 2,745		AADT 2,745							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Olive Street
B/ Mt Vernon Avenue - Holly Avenue
24 Hour Directional Volume Count

CN009
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	7			0	7				
12:15		0	7			0	11				
12:30		0	8			0	3				
12:45		0	11	0	33	0	6	0	27	0	60
01:00		2	14			2	12				
01:15		1	8			0	13				
01:30		1	**18**			0	8				
01:45		1	**25**	5	65	0	**11**	2	44	7	109
02:00		1	**21**			0	**22**				
02:15		0	**10**			1	**12**				
02:30		2	18			3	**16**				
02:45		1	25	4	74	0	7	4	57	8	131
03:00		1	8			1	12				
03:15		1	9			0	9				
03:30		0	13			0	9				
03:45		0	22	2	52	2	12	3	42	5	94
04:00		0	8			0	9				
04:15		0	18			0	15				
04:30		1	15			5	13				
04:45		0	16	1	57	3	16	8	53	9	110
05:00		1	16			3	11				
05:15		2	21			3	8				
05:30		0	12			6	8				
05:45		3	11	6	60	2	4	14	31	20	91
06:00		2	11			5	12				
06:15		3	14			10	8				
06:30		9	12			5	9				
06:45		7	11	21	48	7	10	27	39	48	87
07:00		10	7			8	9				
07:15		**23**	20			**28**	14				
07:30		**32**	7			**41**	5				
07:45		**10**	11	75	45	**13**	9	90	37	165	82
08:00		**11**	8			**10**	4				
08:15		8	13			11	7				
08:30		4	11			7	8				
08:45		7	10	30	42	7	11	35	30	65	72
09:00		12	10			9	8				
09:15		7	5			5	6				
09:30		8	8			6	4				
09:45		2	8	29	31	8	5	28	23	57	54
10:00		10	10			8	1				
10:15		8	5			7	2				
10:30		7	1			9	1				
10:45		15	4	40	20	8	2	32	6	72	26
11:00		8	4			7	2				
11:15		11	2			13	1				
11:30		6	2			5	0				
11:45		13	2	38	10	4	1	29	4	67	14
Total		251	537	251	537	272	393	272	393	523	930
Combined Total		788		788		665		665		1453	
AM Peak		07:15				07:15					
Vol.		76				92					
P.H.F.		0.594				0.561					
PM Peak			01:30				01:45				
Vol.			74				61				
P.H.F.			0.740				0.693				
Percentage		31.9%	68.1%			40.9%	59.1%				
ADT/AADT		ADT 1,453		AADT 1,453							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Rancho Avenue
B/ Olive Street - C Street
24 Hour Directional Volume Count

CN010
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		20	98			14	109				
12:15		36	99			11	98				
12:30		19	101			8	119				
12:45		17	109	92	407	5	106	38	432	130	839
01:00		18	116			11	126				
01:15		13	106			4	104				
01:30		12	106			9	137				
01:45		10	137	53	465	14	160	38	527	91	992
02:00		10	161			11	136				
02:15		6	131			5	153				
02:30		13	195			10	149				
02:45		10	182	39	669	11	142	37	580	76	1249
03:00		4	166			7	**144**				
03:15		13	169			25	**162**				
03:30		14	189			37	**186**				
03:45		10	178	41	702	26	**155**	95	647	136	1349
04:00		11	203			44	143				
04:15		19	205			46	153				
04:30		16	181			65	155				
04:45		20	**231**	66	820	70	130	225	581	291	1401
05:00		18	**205**			96	145				
05:15		23	**244**			104	132				
05:30		33	**205**			132	119				
05:45		32	200	106	854	88	146	420	542	526	1396
06:00		36	154			106	119				
06:15		51	171			117	124				
06:30		47	156			129	121				
06:45		71	160	205	641	116	111	468	475	673	1116
07:00		92	122			**171**	130				
07:15		**157**	135			**265**	132				
07:30		**152**	120			**174**	105				
07:45		**101**	109	502	486	**165**	101	775	468	1277	954
08:00		**109**	105			161	76				
08:15		92	112			133	81				
08:30		75	94			133	64				
08:45		72	87	348	398	100	79	527	300	875	698
09:00		106	92			129	90				
09:15		70	77			105	56				
09:30		58	76			97	55				
09:45		67	67	301	312	107	47	438	248	739	560
10:00		66	65			93	51				
10:15		86	63			73	43				
10:30		71	62			98	38				
10:45		81	52	304	242	116	27	380	159	684	401
11:00		91	41			90	23				
11:15		87	40			105	25				
11:30		96	50			100	17				
11:45		113	34	387	165	112	11	407	76	794	241
Total		2444	6161	2444	6161	3848	5035	3848	5035	6292	11196
Combined Total		8605		8605		8883		8883		17488	
AM Peak		07:15				07:00					
Vol.		519				775					
P.H.F.		0.826				0.731					
PM Peak			04:45				03:00				
Vol.			885				647				
P.H.F.			0.907				0.870				
Percentage		28.4%	71.6%			43.3%	56.7%				
ADT/AADT		ADT 17,488		AADT 17,488							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
La Cadena Drive
B/ Olive Street - C Street
24 Hour Directional Volume Count

CN011
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	36			0	47				
12:15		1	44			0	58				
12:30		0	41			1	46				
12:45		2	35	7	156	2	55	3	206	10	362
01:00		0	36			2	44				
01:15		1	32			0	51				
01:30		1	48			1	50				
01:45		1	39	3	155	3	54	6	199	9	354
02:00		0	55			1	59				
02:15		1	43			2	73				
02:30		0	53			4	48				
02:45		5	46	6	197	4	61	11	241	17	438
03:00		1	66			1	53				
03:15		1	57			4	60				
03:30		1	56			5	71				
03:45		0	58	3	237	6	56	16	240	19	477
04:00		1	**62**			9	**61**				
04:15		1	**66**			4	**61**				
04:30		3	**64**			17	**74**				
04:45		6	**81**	11	273	13	**76**	43	272	54	545
05:00		4	58			13	47				
05:15		6	64			32	51				
05:30		3	65			21	60				
05:45		10	57	23	244	19	42	85	200	108	444
06:00		10	46			23	49				
06:15		13	24			37	43				
06:30		17	40			35	43				
06:45		24	40	64	150	31	40	126	175	190	325
07:00		28	40			**50**	37				
07:15		31	29			**64**	46				
07:30		**35**	35			**65**	45				
07:45		**25**	25	119	129	**57**	34	236	162	355	291
08:00		**30**	22			36	27				
08:15		**32**	17			42	30				
08:30		21	18			33	21				
08:45		28	15	111	72	32	30	143	108	254	180
09:00		26	20			43	13				
09:15		27	13			38	22				
09:30		34	14			41	31				
09:45		33	9	120	56	33	10	155	76	275	132
10:00		26	9			31	18				
10:15		27	4			54	13				
10:30		28	7			36	10				
10:45		35	8	116	28	40	9	161	50	277	78
11:00		31	9			47	8				
11:15		18	7			32	3				
11:30		28	4			38	4				
11:45		41	5	118	25	47	4	164	19	282	44
Total		701	1722	701	1722	1149	1948	1149	1948	1850	3670
Combined Total		2423		2423		3097		3097		5520	
AM Peak		07:30				07:00					
Vol.		122				236					
P.H.F.		0.744				0.908					
PM Peak			04:00				04:00				
Vol.			273				272				
P.H.F.			0.843				0.895				
Percentage		28.9%	71.1%			37.1%	62.9%				
ADT/AADT		ADT 5,520		AADT 5,520							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Colton Avenue
B/ Fairview Avenue - Mt Vernon Avneue
24 Hour Directional Volume Count

CN012
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	48			2	70				
12:15		4	46			1	61				
12:30		4	44			6	52				
12:45		3	68	18	206	5	62	14	245	32	451
01:00		5	46			2	64				
01:15		4	50			1	58				
01:30		1	63			6	58				
01:45		2	66	12	225	0	39	9	219	21	444
02:00		1	56			3	78				
02:15		4	65			2	67				
02:30		5	75			2	70				
02:45		1	69	11	265	5	71	12	286	23	551
03:00		2	52			0	77				
03:15		1	69			3	73				
03:30		4	73			7	77				
03:45		1	88	8	282	7	87	17	314	25	596
04:00		1	81			8	70				
04:15		0	72			7	**69**				
04:30		5	60			6	**88**				
04:45		4	**81**	10	294	14	**98**	35	325	45	619
05:00		3	**101**			12	**71**				
05:15		9	**86**			17	63				
05:30		14	**71**			21	65				
05:45		10	65	36	323	24	58	74	257	110	580
06:00		7	79			15	49				
06:15		12	51			30	57				
06:30		29	53			37	58				
06:45		23	40	71	223	39	53	121	217	192	440
07:00		**27**	45			**54**	59				
07:15		**51**	38			**73**	47				
07:30		**67**	49			**54**	45				
07:45		**45**	38	190	170	**44**	35	225	186	415	356
08:00		26	42			49	34				
08:15		40	30			33	34				
08:30		40	22			40	25				
08:45		36	39	142	133	42	26	164	119	306	252
09:00		26	28			44	26				
09:15		33	16			48	21				
09:30		37	22			33	27				
09:45		32	17	128	83	49	13	174	87	302	170
10:00		31	12			43	26				
10:15		50	16			46	17				
10:30		37	9			45	15				
10:45		32	13	150	50	34	13	168	71	318	121
11:00		37	9			53	4				
11:15		42	2			60	3				
11:30		38	6			51	7				
11:45		44	5	161	22	50	6	214	20	375	42
Total		937	2276	937	2276	1227	2346	1227	2346	2164	4622
Combined Total		3213		3213		3573		3573		6786	
AM Peak		07:00				07:00					
Vol.		190				225					
P.H.F.		0.709				0.771					
PM Peak			04:45				04:15				
Vol.			339				326				
P.H.F.			0.839				0.832				
Percentage		29.2%	70.8%			34.3%	65.7%				
ADT/AADT		ADT 6,786		AADT 6,786							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Mt Vernon Avenue
B/ Colton Avenue - E Street
24 Hour Directional Volume Count

CN013
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		22	124			14	149				
12:15		15	142			13	159				
12:30		6	150			11	141				
12:45		12	158	55	574	7	174	45	623	100	1197
01:00		13	150			9	154				
01:15		19	143			8	137				
01:30		10	154			7	146				
01:45		8	147	50	594	2	151	26	588	76	1182
02:00		9	179			9	171				
02:15		9	157			4	157				
02:30		15	163			7	149				
02:45		8	174	41	673	11	153	31	630	72	1303
03:00		9	167			6	**177**				
03:15		13	162			12	**173**				
03:30		14	194			31	**165**				
03:45		6	210	42	733	16	**183**	65	698	107	1431
04:00		14	201			31	164				
04:15		8	198			39	151				
04:30		2	192			44	160				
04:45		19	228	43	819	49	163	163	638	206	1457
05:00		18	**206**			56	138				
05:15		17	**246**			72	147				
05:30		24	**232**			94	155				
05:45		36	**242**	95	926	61	143	283	583	378	1509
06:00		40	195			62	129				
06:15		41	160			91	130				
06:30		60	135			118	143				
06:45		77	152	218	642	75	157	346	559	564	1201
07:00		77	136			92	133				
07:15		108	115			112	145				
07:30		136	110			**170**	159				
07:45		146	113	467	474	**147**	137	521	574	988	1048
08:00		121	97			**161**	117				
08:15		92	83			**121**	120				
08:30		95	67			112	117				
08:45		107	68	415	315	105	102	499	456	914	771
09:00		97	90			102	73				
09:15		106	53			118	87				
09:30		102	62			129	88				
09:45		114	49	419	254	125	45	474	293	893	547
10:00		117	60			119	55				
10:15		105	46			132	40				
10:30		121	50			115	28				
10:45		138	40	481	196	147	20	513	143	994	339
11:00		**114**	27			135	31				
11:15		**128**	16			153	21				
11:30		**150**	32			141	11				
11:45		**140**	22	532	97	145	18	574	81	1106	178
Total		2858	6297	2858	6297	3540	5866	3540	5866	6398	12163
Combined Total		9155		9155		9406		9406		18561	
AM Peak		11:00				07:30					
Vol.		532				599					
P.H.F.		0.887				0.881					
PM Peak			05:00				03:00				
Vol.			926				698				
P.H.F.			0.941				0.954				
Percentage		31.2%	68.8%			37.6%	62.4%				
ADT/AADT		ADT 18,561		AADT 18,561							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Rancho Avenue
B/ C Street - Valley Boulevard
24 Hour Directional Volume Count

CN014
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	93			18	117				
12:15		46	119			12	96				
12:30		24	110			10	131				
12:45		21	126	110	448	11	97	51	441	161	889
01:00		21	134			12	115				
01:15		15	115			6	126				
01:30		13	111			6	133				
01:45		7	123	56	483	16	154	40	528	96	1011
02:00		13	175			8	120				
02:15		6	140			9	149				
02:30		14	191			10	149				
02:45		11	183	44	689	13	135	40	553	84	1242
03:00		7	208			6	**158**				
03:15		14	213			30	**156**				
03:30		14	220			35	**165**				
03:45		6	197	41	838	29	**182**	100	661	141	1499
04:00		13	212			46	151				
04:15		19	204			53	141				
04:30		22	193			72	153				
04:45		23	**244**	77	853	78	154	249	599	326	1452
05:00		25	**219**			104	142				
05:15		30	**260**			123	171				
05:30		44	**241**			152	146				
05:45		60	237	159	957	100	161	479	620	638	1577
06:00		47	170			120	119				
06:15		59	181			116	134				
06:30		64	175			148	122				
06:45		100	159	270	685	128	114	512	489	782	1174
07:00		114	125			133	125				
07:15		**116**	144			**176**	131				
07:30		**169**	110			**167**	127				
07:45		**99**	125	498	504	**166**	99	642	482	1140	986
08:00		**125**	116			**161**	85				
08:15		104	120			158	78				
08:30		95	107			135	79				
08:45		79	92	403	435	116	82	570	324	973	759
09:00		102	92			118	84				
09:15		81	96			108	65				
09:30		72	84			109	53				
09:45		71	79	326	351	114	54	449	256	775	607
10:00		71	65			99	52				
10:15		88	71			91	53				
10:30		82	58			101	42				
10:45		97	63	338	257	104	29	395	176	733	433
11:00		98	48			101	22				
11:15		95	49			117	30				
11:30		89	50			109	14				
11:45		117	39	399	186	114	11	441	77	840	263
Total		2721	6686	2721	6686	3968	5206	3968	5206	6689	11892
Combined Total		9407		9407		9174		9174		18581	
AM Peak		07:15				07:15					
Vol.		509				670					
P.H.F.		0.753				0.952					
PM Peak			04:45				03:00				
Vol.			964				661				
P.H.F.			0.927				0.908				
Percentage		28.9%	71.1%			43.3%	56.7%				
ADT/AADT		ADT 18,581		AADT 18,581							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
La Cadena Drive
B/ C Sreet - Valley Boulevard
24 Hour Directional Volume Count

CN015
Site Code: 041136
Date Start: 10-Apr-08
Date End: 10-Apr-08

Start Time	10-Apr-08 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	70			1	63				
12:15		3	74			2	70				
12:30		4	75			4	75				
12:45		0	68	12	287	2	65	9	273	21	560
01:00		5	59			1	64				
01:15		3	59			2	70				
01:30		1	104			2	56				
01:45		1	83	10	305	2	77	7	267	17	572
02:00		1	62			0	81				
02:15		3	82			4	76				
02:30		3	74			5	81				
02:45		3	86	10	304	5	66	14	304	24	608
03:00		1	68			2	65				
03:15		3	77			3	70				
03:30		1	93			10	98				
03:45		0	94	5	332	9	68	24	301	29	633
04:00		3	85			9	**97**				
04:15		4	82			9	**75**				
04:30		2	105			24	**100**				
04:45		9	**108**	18	380	14	**92**	56	364	74	744
05:00		7	**114**			21	63				
05:15		9	**123**			37	72				
05:30		17	**109**			31	58				
05:45		7	88	40	434	27	68	116	261	156	695
06:00		15	76			30	64				
06:15		21	73			54	68				
06:30		22	52			48	52				
06:45		47	54	105	255	35	52	167	236	272	491
07:00		55	59			**52**	55				
07:15		53	50			**74**	53				
07:30		60	42			**87**	45				
07:45		58	47	226	198	**80**	40	293	193	519	391
08:00		44	46			50	31				
08:15		32	38			38	47				
08:30		39	28			52	49				
08:45		41	32	156	144	50	47	190	174	346	318
09:00		47	27			56	29				
09:15		37	24			56	27				
09:30		58	25			58	31				
09:45		53	18	195	94	45	14	215	101	410	195
10:00		51	19			63	20				
10:15		63	7			54	17				
10:30		38	13			56	18				
10:45		47	7	199	46	65	4	238	59	437	105
11:00		**50**	16			54	9				
11:15		**56**	6			52	7				
11:30		**55**	5			57	3				
11:45		**67**	5	228	32	70	4	233	23	461	55
Total		1204	2811	1204	2811	1562	2556	1562	2556	2766	5367
Combined Total		4015		4015		4118		4118		8133	
AM Peak		11:00				07:00					
Vol.		228				293					
P.H.F.		0.851				0.842					
PM Peak			04:45				04:00				
Vol.			454				364				
P.H.F.			0.923				0.910				
Percentage		30.0%	70.0%			37.9%	62.1%				
ADT/AADT		ADT 8,133		AADT 8,133							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Colton Avenue
B/ Mt Vernon Avenue - G Street / 10th St
24 Hour Directional Volume Count

CN016
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	29			0	38				
12:15		1	27			1	26				
12:30		2	31			2	32				
12:45		2	34	8	121	1	28	4	124	12	245
01:00		3	28			0	21				
01:15		1	25			0	29				
01:30		0	39			0	31				
01:45		2	20	6	112	0	24	0	105	6	217
02:00		0	30			0	34				
02:15		0	31			1	34				
02:30		0	50			0	37				
02:45		0	23	0	134	1	34	2	139	2	273
03:00		1	22			0	26				
03:15		0	40			0	31				
03:30		0	35			1	37				
03:45		0	41	1	138	1	37	2	131	3	269
04:00		0	43			1	26				
04:15		0	36			0	22				
04:30		2	29			0	**39**				
04:45		4	**46**	6	154	4	**45**	5	132	11	286
05:00		0	**57**			7	**30**				
05:15		1	**57**			4	**34**				
05:30		4	**41**			6	27				
05:45		1	37	6	192	3	28	20	119	26	311
06:00		8	31			1	23				
06:15		3	21			10	30				
06:30		7	29			7	34				
06:45		13	19	31	100	12	17	30	104	61	204
07:00		10	29			12	22				
07:15		28	15			28	18				
07:30		14	18			15	16				
07:45		10	15	62	77	27	20	82	76	144	153
08:00		14	8			16	12				
08:15		9	14			20	13				
08:30		19	13			16	8				
08:45		17	24	59	59	28	8	80	41	139	100
09:00		16	12			22	11				
09:15		17	2			18	5				
09:30		14	6			19	6				
09:45		17	7	64	27	26	2	85	24	149	51
10:00		14	3			18	8				
10:15		21	5			24	1				
10:30		17	3			17	5				
10:45		23	3	75	14	18	1	77	15	152	29
11:00		**14**	7			**26**	1				
11:15		**21**	1			**27**	3				
11:30		**23**	5			**22**	3				
11:45		**29**	2	87	15	**35**	0	110	7	197	22
Total		405	1143	405	1143	497	1017	497	1017	902	2160
Combined Total		1548		1548		1514		1514		3062	
AM Peak		11:00				11:00					
Vol.		87				110					
P.H.F.		0.750				0.786					
PM Peak			04:45				04:30				
Vol.			201				148				
P.H.F.			0.882				0.822				
Percentage		26.2%	73.8%			32.8%	67.2%				
ADT/AADT		ADT 3,062		AADT 3,062							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Fairway Drive
B/ Auto Center Drive - Mt Vernon Avenue
24 Hour Directional Volume Count

CN017
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	44			5	77				
12:15		4	41			4	77				
12:30		4	46			4	94				
12:45		1	47	9	178	8	98	21	346	30	524
01:00		3	47			8	90				
01:15		1	37			3	96				
01:30		2	69			3	92				
01:45		0	64	6	217	2	70	16	348	22	565
02:00		0	59			4	83				
02:15		2	60			6	96				
02:30		3	57			1	63				
02:45		2	42	7	218	2	85	13	327	20	545
03:00		3	53			6	94				
03:15		1	59			5	90				
03:30		4	63			7	115				
03:45		1	64	9	239	1	102	19	401	28	640
04:00		8	52			7	123				
04:15		3	55			6	95				
04:30		6	62			6	102				
04:45		8	**64**	25	233	8	**135**	27	455	52	688
05:00		4	**48**			11	**149**				
05:15		5	**69**			14	**142**				
05:30		3	**72**			18	**133**				
05:45		7	51	19	240	18	113	61	537	80	777
06:00		5	39			21	75				
06:15		17	39			31	70				
06:30		12	40			30	79				
06:45		21	41	55	159	39	74	121	298	176	457
07:00		33	27			51	61				
07:15		**53**	47			75	63				
07:30		**74**	18			68	66				
07:45		**70**	29	230	121	77	48	271	238	501	359
08:00		**51**	21			64	41				
08:15		44	29			56	32				
08:30		34	31			49	22				
08:45		37	21	166	102	58	41	227	136	393	238
09:00		24	18			48	42				
09:15		28	24			58	30				
09:30		42	23			47	32				
09:45		31	18	125	83	66	25	219	129	344	212
10:00		41	13			66	27				
10:15		34	9			54	21				
10:30		27	12			65	16				
10:45		44	6	146	40	**78**	11	263	75	409	115
11:00		31	12			**77**	10				
11:15		40	3			**78**	7				
11:30		38	4			**80**	9				
11:45		49	2	158	21	67	6	302	32	460	53
Total		955	1851	955	1851	1560	3322	1560	3322	2515	5173
Combined Total		2806		2806		4882		4882		7688	
AM Peak		07:15				10:45					
Vol.		248				313					
P.H.F.		0.838				0.978					
PM Peak			04:45				04:45				
Vol.			253				559				
P.H.F.			0.878				0.938				
Percentage		34.0%	66.0%			32.0%	68.0%				
ADT/AADT		ADT 7,688		AADT 7,688							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Valley Boulevard
B/ Meridia Avenue - Pepper Avenue
24 Hour Directional Volume Count

CN018
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		24	111			17	96				
12:15		26	97			9	102				
12:30		29	142			15	91				
12:45		14	118	93	468	7	116	48	405	141	873
01:00		23	115			7	94				
01:15		15	123			7	93				
01:30		14	147			16	98				
01:45		7	133	59	518	7	124	37	409	96	927
02:00		10	154			7	112				
02:15		19	151			6	102				
02:30		10	162			10	132				
02:45		10	164	49	631	13	102	36	448	85	1079
03:00		7	157			15	103				
03:15		13	149			18	80				
03:30		7	152			18	**144**				
03:45		11	138	38	596	24	**106**	75	433	113	1029
04:00		14	176			29	**126**				
04:15		14	182			44	**111**				
04:30		18	**171**			62	128				
04:45		32	**184**	78	713	47	102	182	467	260	1180
05:00		21	**164**			60	105				
05:15		31	**198**			69	124				
05:30		38	160			81	110				
05:45		44	140	134	662	65	87	275	426	409	1088
06:00		45	144			82	94				
06:15		67	160			114	86				
06:30		108	130			85	81				
06:45		**152**	131	372	565	84	64	365	325	737	890
07:00		**112**	101			**117**	86				
07:15		**174**	108			**139**	66				
07:30		**121**	87			**148**	82				
07:45		119	83	526	379	**90**	61	494	295	1020	674
08:00		114	79			89	49				
08:15		94	83			84	56				
08:30		110	54			72	65				
08:45		114	56	432	272	73	48	318	218	750	490
09:00		120	55			81	44				
09:15		99	56			72	47				
09:30		83	66			71	44				
09:45		91	56	393	233	79	46	303	181	696	414
10:00		116	69			73	36				
10:15		107	74			65	35				
10:30		128	39			76	37				
10:45		96	65	447	247	82	16	296	124	743	371
11:00		97	41			79	17				
11:15		98	43			84	29				
11:30		107	30			87	30				
11:45		102	18	404	132	92	9	342	85	746	217
Total		3025	5416	3025	5416	2771	3816	2771	3816	5796	9232
Combined Total		8441		8441		6587		6587		15028	
AM Peak		06:45				07:00					
Vol.		559				494					
P.H.F.		0.803				0.834					
PM Peak			04:30				03:30				
Vol.			717				487				
P.H.F.			0.905				0.845				
Percentage		35.8%	64.2%			42.1%	57.9%				
ADT/AADT		ADT 15,028		AADT 15,028							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Valley Boulevard
B/ Rancho Avenue - Cypress Street
24 Hour Directional Volume Count

CN019
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		21	102			11	99				
12:15		13	105			19	119				
12:30		6	90			8	106				
12:45		6	116	46	413	8	122	46	446	92	859
01:00		6	106			7	111				
01:15		8	118			8	104				
01:30		7	133			4	86				
01:45		8	116	29	473	8	89	27	390	56	863
02:00		13	119			2	93				
02:15		9	128			7	100				
02:30		3	138			9	144				
02:45		4	153	29	538	7	146	25	483	54	1021
03:00		9	170			7	116				
03:15		7	144			3	116				
03:30		7	**168**			6	109				
03:45		14	**155**	37	637	5	116	21	457	58	1094
04:00		14	**161**			4	105				
04:15		20	**162**			8	104				
04:30		25	144			25	**127**				
04:45		33	154	92	621	37	**124**	74	460	166	1081
05:00		19	138			17	**145**				
05:15		33	165			24	**130**				
05:30		65	119			37	113				
05:45		58	120	175	542	53	100	131	488	306	1030
06:00		58	116			48	101				
06:15		64	108			62	87				
06:30		105	97			94	109				
06:45		91	91	318	412	**133**	92	337	389	655	801
07:00		99	100			**124**	72				
07:15		**131**	68			**142**	53				
07:30		**181**	95			**154**	59				
07:45		**157**	88	568	351	93	60	513	244	1081	595
08:00		**111**	82			104	50				
08:15		101	66			77	65				
08:30		103	49			64	49				
08:45		93	60	408	257	75	38	320	202	728	459
09:00		79	45			77	54				
09:15		86	54			68	41				
09:30		83	57			84	40				
09:45		83	46	331	202	70	36	299	171	630	373
10:00		100	37			84	37				
10:15		118	36			90	30				
10:30		105	38			65	24				
10:45		83	24	406	135	75	39	314	130	720	265
11:00		107	19			72	17				
11:15		94	27			74	22				
11:30		97	37			93	16				
11:45		99	13	397	96	81	12	320	67	717	163
Total		2836	4677	2836	4677	2427	3927	2427	3927	5263	8604
Combined Total		7513		7513		6354		6354		13867	
AM Peak		07:15				06:45					
Vol.		580				553					
P.H.F.		0.801				0.898					
PM Peak			03:30				04:30				
Vol.			646				526				
P.H.F.			0.950				0.901				
Percentage		37.7%	62.3%			38.2%	61.8%				
ADT/AADT		ADT 13,867		AADT 13,867							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Valley Boulevard
B/ Pennsylvania Avneue - Rancho Avenue
24 Hour Directional Volume Count

CN020
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	81			6	78				
12:15		10	84			8	95				
12:30		8	91			8	94				
12:45		3	88	31	344	2	91	24	358	55	702
01:00		9	79			3	93				
01:15		4	97			3	84				
01:30		4	94			4	63				
01:45		5	80	22	350	2	71	12	311	34	661
02:00		3	80			5	**101**				
02:15		6	102			3	**102**				
02:30		2	**199**			5	**118**				
02:45		4	**128**	15	509	3	**80**	16	401	31	910
03:00		0	**129**			4	95				
03:15		5	**109**			0	93				
03:30		2	115			3	73				
03:45		5	128	12	481	2	100	9	361	21	842
04:00		5	115			2	65				
04:15		5	102			4	79				
04:30		5	118			6	90				
04:45		6	108	21	443	7	100	19	334	40	777
05:00		11	100			9	113				
05:15		13	108			12	71				
05:30		18	87			10	74				
05:45		17	94	59	389	23	80	54	338	113	727
06:00		21	79			20	74				
06:15		27	58			25	64				
06:30		41	62			44	53				
06:45		57	70	146	269	**69**	64	158	255	304	524
07:00		**76**	57			**105**	50				
07:15		**142**	41			**182**	43				
07:30		**102**	52			**69**	58				
07:45		**80**	43	400	193	42	46	398	197	798	390
08:00		40	43			46	42				
08:15		61	44			44	44				
08:30		45	30			39	39				
08:45		46	39	192	156	58	25	187	150	379	306
09:00		50	44			61	30				
09:15		60	21			43	34				
09:30		57	27			68	22				
09:45		67	17	234	109	63	17	235	103	469	212
10:00		59	31			72	23				
10:15		77	19			69	12				
10:30		75	20			55	16				
10:45		56	16	267	86	54	15	250	66	517	152
11:00		72	7			70	13				
11:15		66	14			65	10				
11:30		67	11			65	5				
11:45		80	4	285	36	71	5	271	33	556	69
Total		1684	3365	1684	3365	1633	2907	1633	2907	3317	6272
Combined Total		5049		5049		4540		4540		9589	
AM Peak		07:00				06:45					
Vol.		400				425					
P.H.F.		0.704				0.584					
PM Peak			02:30				02:00				
Vol.			565				401				
P.H.F.			0.710				0.850				
Percentage		33.4%	66.6%			36.0%	64.0%				
ADT/AADT		ADT 9,589		AADT 9,589							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Valley Boulevard
B/ Mt Vernon Avenue - 10th Street
24 Hour Directional Volume Count

CN021
Site Code: 041136
Date Start: 08-Apr-08
Date End: 08-Apr-08

Start Time	08-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	66			2	**63**				
12:15		6	62			4	**66**				
12:30		3	73			3	**77**				
12:45		6	73	25	274	9	**66**	18	272	43	546
01:00		8	55			1	59				
01:15		6	71			0	58				
01:30		2	81			1	65				
01:45		7	72	23	279	3	53	5	235	28	514
02:00		6	61			2	58				
02:15		5	66			1	61				
02:30		3	94			6	69				
02:45		1	70	15	291	2	55	11	243	26	534
03:00		2	72			1	61				
03:15		8	77			0	56				
03:30		3	58			2	62				
03:45		2	69	15	276	3	57	6	236	21	512
04:00		4	**86**			2	49				
04:15		2	**87**			7	51				
04:30		2	**78**			8	55				
04:45		8	**87**	16	338	6	63	23	218	39	556
05:00		5	67			4	71				
05:15		4	104			9	57				
05:30		4	63			8	50				
05:45		13	72	26	306	22	55	43	233	69	539
06:00		12	56			9	31				
06:15		19	49			17	39				
06:30		18	39			35	25				
06:45		27	45	76	189	54	24	115	119	191	308
07:00		25	51			48	25				
07:15		46	27			63	27				
07:30		61	34			43	44				
07:45		39	39	171	151	43	24	197	120	368	271
08:00		35	15			36	18				
08:15		44	33			34	16				
08:30		36	21			36	20				
08:45		43	22	158	91	47	14	153	68	311	159
09:00		44	23			41	19				
09:15		56	21			34	21				
09:30		42	22			49	21				
09:45		**71**	17	213	83	**62**	17	186	78	399	161
10:00		**41**	12			**46**	15				
10:15		**61**	12			**54**	8				
10:30		**53**	11			**66**	10				
10:45		49	14	204	49	44	10	210	43	414	92
11:00		52	10			58	9				
11:15		64	7			44	5				
11:30		48	11			46	3				
11:45		60	5	224	33	73	6	221	23	445	56
Total		1166	2360	1166	2360	1188	1888	1188	1888	2354	4248
Combined Total		3526		3526		3076		3076		6602	
AM Peak		09:45				09:45					
Vol.		226				228					
P.H.F.		0.796				0.781					
PM Peak			04:00				12:00				
Vol.			338				272				
P.H.F.			0.813				0.883				
Percentage		33.1%	66.9%			38.6%	61.4%				
ADT/AADT		ADT 6,602		AADT 6,602							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Rancho Avenue
B/ I-10 Freeway - N Street
24 Hour Directional Volume Count

CN022
Site Code: 041136
Date Start: 15-Apr-08
Date End: 15-Apr-08

Start Time	15-Apr-08 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	96			20	118				
12:15		10	95			11	108				
12:30		7	93			20	114				
12:45		11	131	40	415	11	112	62	452	102	867
01:00		9	88			15	132				
01:15		6	93			12	114				
01:30		8	122			4	117				
01:45		5	103	28	406	6	123	37	486	65	892
02:00		11	136			4	88				
02:15		7	141			9	130				
02:30		8	178			5	**156**				
02:45		8	182	34	637	14	**163**	32	537	66	1174
03:00		7	167			5	**160**				
03:15		15	170			15	**141**				
03:30		10	218			13	141				
03:45		3	218	35	773	21	138	54	580	89	1353
04:00		14	**212**			29	143				
04:15		17	**211**			20	118				
04:30		25	**233**			48	140				
04:45		22	**235**	78	891	58	164	155	565	233	1456
05:00		33	209			73	149				
05:15		34	211			116	130				
05:30		61	183			178	116				
05:45		64	166	192	769	159	115	526	510	718	1279
06:00		65	136			106	107				
06:15		72	130			125	102				
06:30		90	114			192	88				
06:45		134	111	361	491	**192**	98	615	395	976	886
07:00		**144**	73			**171**	89				
07:15		**175**	73			**196**	72				
07:30		**129**	56			**195**	72				
07:45		**135**	65	583	267	177	87	739	320	1322	587
08:00		105	61			138	80				
08:15		80	55			133	58				
08:30		81	38			129	55				
08:45		80	40	346	194	135	42	535	235	881	429
09:00		114	30			95	52				
09:15		85	46			116	74				
09:30		76	27			100	37				
09:45		80	24	355	127	64	39	375	202	730	329
10:00		88	39			91	46				
10:15		85	28			85	35				
10:30		80	23			91	34				
10:45		80	28	333	118	68	38	335	153	668	271
11:00		75	27			109	27				
11:15		76	21			73	20				
11:30		95	15			88	18				
11:45		87	23	333	86	105	13	375	78	708	164
Total		2718	5174	2718	5174	3840	4513	3840	4513	6558	9687
Combined Total		7892		7892		8353		8353		16245	
AM Peak		07:00				06:45					
Vol.		583				754					
P.H.F.		0.833				0.962					
PM Peak			04:00				02:30				
Vol.			891				620				
P.H.F.			0.948				0.945				
Percentage		34.4%	65.6%			46.0%	54.0%				
ADT/AADT		ADT 16,245		AADT 16,245							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
La Cadena Drive
B/ I-10 Freeway - N Street
24 Hour Directional Volume Count

CN023
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		18	152			11	99				
12:15		4	124			5	103				
12:30		2	99			3	100				
12:45		6	106	30	481	8	117	27	419	57	900
01:00		4	134			0	115				
01:15		4	130			4	98				
01:30		4	194			2	125				
01:45		8	158	20	616	3	127	9	465	29	1081
02:00		11	156			6	114				
02:15		8	136			0	121				
02:30		5	154			9	**151**				
02:45		6	180	30	626	4	**148**	19	534	49	1160
03:00		7	160			3	**130**				
03:15		7	144			4	**131**				
03:30		8	186			3	108				
03:45		9	185	31	675	13	126	23	495	54	1170
04:00		8	203			13	129				
04:15		19	191			10	136				
04:30		15	**216**			31	121				
04:45		19	**193**	61	803	33	130	87	516	148	1319
05:00		21	**247**			33	137				
05:15		34	**207**			51	134				
05:30		53	170			66	127				
05:45		41	159	149	783	82	101	232	499	381	1282
06:00		52	116			40	126				
06:15		58	106			60	92				
06:30		62	119			85	83				
06:45		80	95	252	436	87	82	272	383	524	819
07:00		**140**	75			81	71				
07:15		**154**	51			**133**	63				
07:30		**113**	51			**155**	58				
07:45		**134**	50	541	227	**141**	56	510	248	1051	475
08:00		134	56			**99**	76				
08:15		101	49			95	57				
08:30		91	48			82	44				
08:45		106	39	432	192	74	48	350	225	782	417
09:00		105	39			88	58				
09:15		108	41			59	39				
09:30		101	25			89	34				
09:45		100	22	414	127	83	43	319	174	733	301
10:00		123	31			73	21				
10:15		110	23			80	28				
10:30		96	63			70	25				
10:45		101	21	430	138	91	16	314	90	744	228
11:00		125	11			100	20				
11:15		104	12			77	10				
11:30		107	16			87	6				
11:45		128	13	464	52	128	7	392	43	856	95
Total		2854	5156	2854	5156	2554	4091	2554	4091	5408	9247
Combined Total		8010		8010		6645		6645		14655	
AM Peak		07:00				07:15					
Vol.		541				528					
P.H.F.		0.878				0.852					
PM Peak			04:30				02:30				
Vol.			863				560				
P.H.F.			0.873				0.927				
Percentage		35.6%	64.4%			38.4%	61.6%				
ADT/AADT		ADT 14,655		AADT 14,655							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Pepper Avenue
B/ I-10 Freeway - Slover Avenue
24 Hour Directional Volume Count

CN024
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	23			1	19				
12:15		0	17			0	21				
12:30		0	17			1	14				
12:45		1	21	2	78	1	**16**	3	70	5	148
01:00		0	24			0	**15**				
01:15		1	12			0	**23**				
01:30		0	18			0	**21**				
01:45		0	31	1	85	0	7	0	66	1	151
02:00		0	38			1	7				
02:15		0	24			0	8				
02:30		1	53			0	10				
02:45		0	37	1	152	0	7	1	32	2	184
03:00		0	**63**			0	12				
03:15		3	**57**			0	6				
03:30		1	**41**			1	0				
03:45		0	**53**	4	214	0	10	1	28	5	242
04:00		0	46			1	5				
04:15		0	39			1	4				
04:30		0	60			2	2				
04:45		1	25	1	170	11	3	15	14	16	184
05:00		0	12			7	2				
05:15		1	14			16	1				
05:30		10	13			**24**	4				
05:45		11	6	22	45	**49**	0	96	7	118	52
06:00		11	8			**13**	3				
06:15		11	7			**17**	1				
06:30		10	3			21	1				
06:45		7	2	39	20	7	0	58	5	97	25
07:00		24	3			2	2				
07:15		9	2			8	0				
07:30		2	4			16	4				
07:45		13	2	48	11	16	2	42	8	90	19
08:00		9	1			15	1				
08:15		7	0			7	1				
08:30		22	0			6	5				
08:45		3	3	41	4	4	1	32	8	73	12
09:00		12	8			13	5				
09:15		10	1			13	2				
09:30		6	2			15	3				
09:45		15	3	43	14	9	10	50	20	93	34
10:00		18	14			11	3				
10:15		14	5			4	2				
10:30		5	0			16	5				
10:45		6	8	43	27	13	4	44	14	87	41
11:00		**17**	3			12	1				
11:15		**5**	2			7	2				
11:30		**23**	2			9	5				
11:45		**9**	4	54	11	12	3	40	11	94	22
Total		299	831	299	831	382	283	382	283	681	1114
Combined Total		1130		1130		665		665		1795	
AM Peak		11:00				05:30					
Vol.		54				103					
P.H.F.		0.563				0.526					
PM Peak			03:00				00:45				
Vol.			214				75				
P.H.F.			0.849				0.815				
Percentage		26.5%	73.5%			57.4%	42.6%				
ADT/AADT		ADT 1,795		AADT 1,795							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Slover Avenue
B/ Pepper Avenue - Eucalyptus Avenue
24 Hour Directional Volume Count

CN025
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	9			0	1				
12:15		0	2			0	1				
12:30		0	8			0	2				
12:45		0	3	0	22	0	0	0	4	0	26
01:00		0	1			0	1				
01:15		0	3			0	1				
01:30		0	2			0	2				
01:45		0	4	0	10	0	1	0	5	0	15
02:00		0	8			0	0				
02:15		0	10			0	1				
02:30		0	17			0	**7**				
02:45		0	18	0	53	0	**1**	0	9	0	62
03:00		0	**35**			0	**3**				
03:15		0	**47**			0	**3**				
03:30		0	**31**			0	2				
03:45		0	**46**	0	159	0	1	0	9	0	168
04:00		0	32			0	2				
04:15		1	33			0	2				
04:30		0	31			1	2				
04:45		0	21	1	117	0	0	1	6	2	123
05:00		0	10			0	2				
05:15		0	12			1	1				
05:30		2	9			1	1				
05:45		1	6	3	37	0	0	2	4	5	41
06:00		0	5			0	1				
06:15		0	6			1	0				
06:30		0	1			1	1				
06:45		0	2	0	14	**4**	0	6	2	6	16
07:00		**3**	0			**1**	1				
07:15		**2**	2			**1**	0				
07:30		**1**	1			**3**	0				
07:45		**2**	0	8	3	0	0	5	1	13	4
08:00		0	1			0	0				
08:15		1	0			1	0				
08:30		1	0			0	1				
08:45		2	2	4	3	0	0	1	1	5	4
09:00		4	2			0	1				
09:15		1	0			2	1				
09:30		0	1			2	1				
09:45		1	1	6	4	3	0	7	3	13	7
10:00		2	0			1	0				
10:15		2	1			1	0				
10:30		0	0			0	0				
10:45		1	0	5	1	1	1	3	1	8	2
11:00		2	0			1	0				
11:15		1	0			3	0				
11:30		3	0			2	0				
11:45		1	0	7	0	1	0	7	0	14	0
Total		34	423	34	423	32	45	32	45	66	468
Combined Total		457		457		77		77		534	
AM Peak		07:00				06:45					
Vol.		8				9					
P.H.F.		0.500				0.563					
PM Peak			03:00				02:30				
Vol.			159				14				
P.H.F.			0.846				0.500				
Percentage		7.4%	92.6%			41.6%	58.4%				
ADT/AADT		ADT 534		AADT 534							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Slover Avenue
B/ Pepper Avenue - Eastern Terminus
24 Hour Directional Volume Count

CN026
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	14			0	6				
12:15		0	10			0	16				
12:30		0	8			0	9				
12:45		0	**12**	0	44	0	11	0	42	0	86
01:00		0	**15**			0	**26**				
01:15		0	**18**			0	**15**				
01:30		0	**15**			0	**28**				
01:45		0	4	0	52	0	**33**	0	102	0	154
02:00		0	6			0	18				
02:15		0	7			0	7				
02:30		0	6			0	36				
02:45		0	2	0	21	0	13	0	74	0	95
03:00		0	2			0	3				
03:15		1	0			0	0				
03:30		0	1			0	1				
03:45		0	5	1	8	0	0	0	4	1	12
04:00		0	0			0	3				
04:15		1	0			0	6				
04:30		2	1			0	11				
04:45		12	0	15	1	1	1	1	21	16	22
05:00		3	0			1	0				
05:15		4	0			1	0				
05:30		8	0			23	0				
05:45		**15**	0	30	0	0	0	25	0	55	0
06:00		**7**	0			13	0				
06:15		**14**	0			7	0				
06:30		**13**	0			7	0				
06:45		2	1	36	1	8	0	35	0	71	1
07:00		2	0			25	1				
07:15		5	0			8	0				
07:30		11	2			0	3				
07:45		14	0	32	2	**20**	0	53	4	85	6
08:00		11	1			**9**	0				
08:15		4	1			**11**	0				
08:30		0	5			**20**	0				
08:45		4	1	19	8	0	1	40	1	59	9
09:00		16	1			7	10				
09:15		4	0			7	4				
09:30		13	1			14	0				
09:45		6	6	39	8	5	1	33	15	72	23
10:00		9	1			20	10				
10:15		5	0			15	2				
10:30		11	5			5	0				
10:45		9	1	34	7	2	13	42	25	76	32
11:00		7	2			25	3				
11:15		2	1			7	7				
11:30		10	3			13	4				
11:45		9	3	28	9	10	3	55	17	83	26
Total		234	161	234	161	284	305	284	305	518	466
Combined Total		395		395		589		589		984	
AM Peak		05:45				07:45					
Vol.		49				60					
P.H.F.		0.766				0.600					
PM Peak			00:45				01:00				
Vol.			60				102				
P.H.F.			0.833				0.708				
Percentage		59.2%	40.8%			48.2%	51.8%				
ADT/AADT		ADT 984		AADT 984							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
N Street
B/ Rancho Avenue - 4th Street
24 Hour Directional Volume Count

CN027
Site Code: 041136
Date Start: 15-Apr-08
Date End: 15-Apr-08

Start Time	15-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	18			4	15				
12:15		2	21			2	9				
12:30		2	13			1	27				
12:45		2	21	10	73	0	12	7	63	17	136
01:00		3	20			0	14				
01:15		2	17			2	16				
01:30		0	28			1	13				
01:45		0	33	5	98	0	8	3	51	8	149
02:00		0	16			0	**23**				
02:15		0	23			0	**26**				
02:30		1	33			1	**16**				
02:45		2	32	3	104	0	**16**	1	81	4	185
03:00		1	35			1	18				
03:15		2	40			0	18				
03:30		2	23			2	18				
03:45		2	32	7	130	2	20	5	74	12	204
04:00		2	32			3	22				
04:15		5	**35**			3	15				
04:30		2	**38**			4	23				
04:45		4	**41**	13	146	5	16	15	76	28	222
05:00		6	**36**			3	12				
05:15		6	27			4	15				
05:30		7	26			11	11				
05:45		9	22	28	111	5	19	23	57	51	168
06:00		7	24			5	11				
06:15		9	28			6	12				
06:30		15	20			13	15				
06:45		22	22	53	94	13	12	37	50	90	144
07:00		**27**	25			**21**	11				
07:15		**30**	12			**24**	14				
07:30		**29**	18			**20**	10				
07:45		**26**	22	112	77	**21**	17	86	52	198	129
08:00		15	20			12	14				
08:15		15	9			8	7				
08:30		13	14			9	8				
08:45		18	8	61	51	14	3	43	32	104	83
09:00		20	11			13	8				
09:15		17	14			8	5				
09:30		12	7			9	5				
09:45		14	12	63	44	13	3	43	21	106	65
10:00		11	7			9	5				
10:15		11	4			12	5				
10:30		9	6			7	5				
10:45		15	10	46	27	16	4	44	19	90	46
11:00		16	7			12	7				
11:15		16	3			13	2				
11:30		16	8			15	3				
11:45		19	2	67	20	14	1	54	13	121	33
Total		468	975	468	975	361	589	361	589	829	1564
Combined Total		1443		1443		950		950		2393	
AM Peak		07:00				07:00					
Vol.		112				86					
P.H.F.		0.933				0.896					
PM Peak			04:15				02:00				
Vol.			150				81				
P.H.F.			0.915				0.750				
Percentage		32.4%	67.6%			38.0%	62.0%				
ADT/AADT		ADT 2,393		AADT 2,393							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
N Street
B/ 7th Street - 5th Street
24 Hour Directional Volume Count

CN028
Site Code: 041136
Date Start: 15-Apr-08
Date End: 15-Apr-08

Start Time	15-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	28			4	23				
12:15		1	35			4	16				
12:30		1	26			2	46				
12:45		1	42	7	131	1	20	11	105	18	236
01:00		2	24			1	18				
01:15		1	36			0	30				
01:30		0	38			1	16				
01:45		0	33	3	131	0	22	2	86	5	217
02:00		0	34			0	31				
02:15		0	33			0	35				
02:30		2	49			2	28				
02:45		2	56	4	172	1	35	3	129	7	301
03:00		0	43			0	38				
03:15		2	47			1	30				
03:30		3	41			3	30				
03:45		3	55	8	186	1	**37**	5	135	13	321
04:00		2	**51**			2	**37**				
04:15		5	**55**			3	**27**				
04:30		3	**58**			3	**39**				
04:45		6	**63**	16	227	6	29	14	132	30	359
05:00		6	51			4	22				
05:15		5	49			6	21				
05:30		7	44			10	30				
05:45		13	35	31	179	6	32	26	105	57	284
06:00		8	31			4	24				
06:15		13	49			6	30				
06:30		20	37			9	31				
06:45		19	33	60	150	16	16	35	101	95	251
07:00		**30**	30			19	16				
07:15		**36**	31			19	21				
07:30		**42**	23			26	16				
07:45		**38**	27	146	111	29	33	93	86	239	197
08:00		24	24			18	17				
08:15		28	13			14	15				
08:30		18	19			19	18				
08:45		29	12	99	68	22	16	73	66	172	134
09:00		37	12			24	12				
09:15		28	12			12	15				
09:30		19	7			18	9				
09:45		27	6	111	37	17	6	71	42	182	79
10:00		19	9			16	4				
10:15		22	4			13	6				
10:30		18	3			14	10				
10:45		24	11	83	27	18	4	61	24	144	51
11:00		23	8			**25**	2				
11:15		28	4			**17**	4				
11:30		27	5			**29**	8				
11:45		34	1	112	18	**27**	2	98	16	210	34
Total		680	1437	680	1437	492	1027	492	1027	1172	2464
Combined Total		2117		2117		1519		1519		3636	
AM Peak		07:00				11:00					
Vol.		146				98					
P.H.F.		0.869				0.845					
PM Peak			04:00				03:45				
Vol.			227				140				
P.H.F.			0.901				0.761				
Percentage		32.1%	67.9%			32.4%	67.6%				
ADT/AADT		ADT 3,636		AADT 3,636							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
N Street
B/ 7th Street - La Cadena Drive
24 Hour Directional Volume Count

CN029
Site Code: 041136
Date Start: 15-Apr-08
Date End: 15-Apr-08

Start Time	15-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	26			2	27				
12:15		2	32			5	24				
12:30		1	25			1	29				
12:45		1	36	8	119	1	15	9	95	17	214
01:00		2	20			1	13				
01:15		1	31			0	22				
01:30		1	36			1	19				
01:45		0	29	4	116	0	25	2	79	6	195
02:00		0	41			0	27				
02:15		0	33			1	24				
02:30		2	43			1	28				
02:45		2	56	4	173	0	**37**	2	116	6	289
03:00		0	44			0	**31**				
03:15		2	43			0	**29**				
03:30		3	41			3	**29**				
03:45		3	54	8	182	0	32	3	121	11	303
04:00		2	**51**			1	35				
04:15		6	**45**			0	23				
04:30		3	**65**			3	31				
04:45		5	**61**	16	222	4	21	8	110	24	332
05:00		5	48			2	21				
05:15		5	48			4	23				
05:30		8	45			8	30				
05:45		10	31	28	172	5	27	19	101	47	273
06:00		6	29			2	22				
06:15		14	41			6	32				
06:30		21	32			9	25				
06:45		19	32	60	134	13	12	30	91	90	225
07:00		**29**	28			13	23				
07:15		**31**	29			14	17				
07:30		**39**	22			25	17				
07:45		**31**	24	130	103	22	30	74	87	204	190
08:00		24	24			13	13				
08:15		32	13			12	15				
08:30		20	23			12	13				
08:45		33	9	109	69	18	19	55	60	164	129
09:00		32	12			22	14				
09:15		29	8			10	16				
09:30		15	7			15	9				
09:45		23	8	99	35	16	4	63	43	162	78
10:00		17	10			12	3				
10:15		18	3			9	4				
10:30		17	1			21	5				
10:45		24	6	76	20	16	1	58	13	134	33
11:00		24	6			**22**	2				
11:15		25	3			**18**	2				
11:30		30	5			**24**	7				
11:45		31	1	110	15	**23**	3	87	14	197	29
Total		652	1360	652	1360	410	930	410	930	1062	2290
Combined Total		2012		2012		1340		1340		3352	
AM Peak		07:00				11:00					
Vol.		130				87					
P.H.F.		0.833				0.870					
PM Peak			04:00				02:45				
Vol.			222				126				
P.H.F.			0.854				0.851				
Percentage		32.4%	67.6%			30.6%	69.4%				
ADT/AADT		ADT 3,352		AADT 3,352							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
N Street
B/ 10th Street - 11th Street
24 Hour Directional Volume Count

CN030
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	3			0	4				
12:15		1	4			1	5				
12:30		0	7			1	2				
12:45		0	2	1	16	1	1	3	12	4	28
01:00		0	5			1	3				
01:15		1	5			0	2				
01:30		0	3			0	4				
01:45		1	8	2	21	1	4	2	13	4	34
02:00		0	**8**			0	5				
02:15		0	**5**			0	4				
02:30		0	**4**			0	4				
02:45		0	**11**	0	28	1	4	1	17	1	45
03:00		0	3			0	3				
03:15		0	7			0	1				
03:30		0	6			0	1				
03:45		0	3	0	19	0	1	0	6	0	25
04:00		0	4			0	2				
04:15		0	3			0	2				
04:30		0	6			0	6				
04:45		0	5	0	18	1	3	1	13	1	31
05:00		1	9			1	6				
05:15		0	7			0	2				
05:30		1	4			0	4				
05:45		0	1	2	21	1	2	2	14	4	35
06:00		0	3			1	**4**				
06:15		1	6			3	**3**				
06:30		1	5			1	**5**				
06:45		4	6	6	20	2	**8**	7	20	13	40
07:00		2	2			**4**	2				
07:15		2	4			**3**	2				
07:30		4	3			**2**	5				
07:45		4	1	12	10	**5**	1	14	10	26	20
08:00		3	3			2	1				
08:15		3	2			1	3				
08:30		2	1			2	1				
08:45		4	0	12	6	2	1	7	6	19	12
09:00		4	1			0	0				
09:15		2	0			2	3				
09:30		2	2			3	2				
09:45		4	1	12	4	0	0	5	5	17	9
10:00		1	1			1	3				
10:15		**2**	1			4	0				
10:30		**8**	0			1	0				
10:45		**7**	2	18	4	1	1	7	4	25	8
11:00		**3**	2			1	2				
11:15		2	0			2	0				
11:30		7	0			1	1				
11:45		4	1	16	3	4	0	8	3	24	6
Total		81	170	81	170	57	123	57	123	138	293
Combined Total		251		251		180		180		431	
AM Peak		10:15				07:00					
Vol.		20				14					
P.H.F.		0.625				0.700					
PM Peak			02:00				06:00				
Vol.			28				20				
P.H.F.			0.636				0.625				
Percentage		32.3%	67.7%			31.7%	68.3%				
ADT/AADT		ADT 431		AADT 431							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
M Street
B/ Congress Street - Mt Vernon Avenue
24 Hour Directional Volume Count

CN031
Site Code: 041136
Date Start: 15-Apr-08
Date End: 15-Apr-08

Start Time	15-Apr-08 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	66			4	57				
12:15		4	52			8	58				
12:30		3	43			10	81				
12:45		3	50	14	211	4	73	26	269	40	480
01:00		6	55			6	61				
01:15		0	54			2	68				
01:30		4	50			5	**79**				
01:45		3	61	13	220	3	**108**	16	316	29	536
02:00		4	**83**			2	**69**				
02:15		1	**61**			2	**81**				
02:30		0	**76**			0	66				
02:45		4	**99**	9	319	4	66	8	282	17	601
03:00		6	71			6	80				
03:15		2	62			4	77				
03:30		2	79			1	82				
03:45		10	67	20	279	10	75	21	314	41	593
04:00		13	71			12	89				
04:15		8	72			3	73				
04:30		9	66			8	66				
04:45		8	66	38	275	6	59	29	287	67	562
05:00		5	57			12	86				
05:15		13	45			11	57				
05:30		16	38			37	34				
05:45		27	41	61	181	46	44	106	221	167	402
06:00		15	38			33	37				
06:15		27	36			24	39				
06:30		19	27			53	31				
06:45		32	36	93	137	47	28	157	135	250	272
07:00		18	22			38	33				
07:15		37	29			48	20				
07:30		65	22			70	26				
07:45		63	27	183	100	59	24	215	103	398	203
08:00		39	22			51	24				
08:15		36	18			45	26				
08:30		50	13			51	21				
08:45		41	32	166	85	50	29	197	100	363	185
09:00		49	18			60	15				
09:15		41	14			54	15				
09:30		45	21			47	16				
09:45		46	11	181	64	31	8	192	54	373	118
10:00		43	8			69	18				
10:15		42	8			65	13				
10:30		**51**	5			57	5				
10:45		**62**	3	198	24	62	11	253	47	451	71
11:00		**56**	2			**58**	10				
11:15		**61**	6			**74**	7				
11:30		47	5			**67**	6				
11:45		62	3	226	16	**96**	4	295	27	521	43
Total		1202	1911	1202	1911	1515	2155	1515	2155	2717	4066
Combined Total		3113		3113		3670		3670		6783	
AM Peak		10:30				11:00					
Vol.		230				295					
P.H.F.		0.885				0.768					
PM Peak			02:00				01:30				
Vol.			319				337				
P.H.F.			0.806				0.780				
Percentage		38.6%	61.4%			41.3%	58.7%				
ADT/AADT		ADT 6,783		AADT 6,783							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Mt Vernon Avenue
B/ I-10 Freeway - M Street
24 Hour Directional Volume Count

CN032
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		27	199			21	198				
12:15		26	220			21	193				
12:30		17	221			14	234				
12:45		14	219	84	859	3	173	59	798	143	1657
01:00		22	232			18	243				
01:15		13	191			14	185				
01:30		16	229			19	183				
01:45		14	187	65	839	10	220	61	831	126	1670
02:00		12	205			3	199				
02:15		20	208			4	228				
02:30		18	245			4	203				
02:45		17	225	67	883	11	214	22	844	89	1727
03:00		17	254			3	229				
03:15		21	205			10	257				
03:30		28	304			10	191				
03:45		28	223	94	986	15	219	38	896	132	1882
04:00		29	239			17	189				
04:15		25	229			26	246				
04:30		35	**292**			31	169				
04:45		40	**290**	129	1050	66	**314**	140	918	269	1968
05:00		35	**342**			49	**191**				
05:15		43	**268**			64	**273**				
05:30		57	190			94	**215**				
05:45		54	180	189	980	139	186	346	865	535	1845
06:00		72	184			53	173				
06:15		68	128			66	133				
06:30		88	130			99	125				
06:45		95	123	323	565	138	120	356	551	679	1116
07:00		102	145			124	116				
07:15		119	119			156	125				
07:30		160	108			178	117				
07:45		152	104	533	476	**250**	97	708	455	1241	931
08:00		123	120			**200**	109				
08:15		122	97			**192**	97				
08:30		130	90			**209**	114				
08:45		141	110	516	417	184	72	785	392	1301	809
09:00		157	86			143	102				
09:15		140	99			143	82				
09:30		149	74			148	90				
09:45		163	61	609	320	172	48	606	322	1215	642
10:00		161	71			138	48				
10:15		153	51			151	58				
10:30		136	61			160	45				
10:45		167	44	617	227	181	38	630	189	1247	416
11:00		**166**	34			162	18				
11:15		**191**	28			176	30				
11:30		**190**	44			138	23				
11:45		**203**	37	750	143	175	15	651	86	1401	229
Total		3976	7745	3976	7745	4402	7147	4402	7147	8378	14892
Combined Total		11721		11721		11549		11549		23270	
AM Peak		11:00				07:45					
Vol.		750				851					
P.H.F.		0.924				0.851					
PM Peak			04:30				04:45				
Vol.			1192				993				
P.H.F.			0.871				0.791				
Percentage		33.9%	66.1%			38.1%	61.9%				
ADT/AADT		ADT 23,270		AADT 23,270							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Rancho Avenue
B/ N Street - O Street
24 Hour Directional Volume Count

CN033
Site Code: 041136
Date Start: 17-Apr-08
Date End: 17-Apr-08

Start Time	17-Apr-08 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	93			10	84				
12:15		3	102			5	105				
12:30		3	88			9	80				
12:45		13	146	23	429	9	81	33	350	56	779
01:00		5	70			15	93				
01:15		8	74			4	75				
01:30		9	117			6	108				
01:45		4	110	26	371	7	84	32	360	58	731
02:00		10	120			9	106				
02:15		7	127			15	122				
02:30		9	178			17	**125**				
02:45		11	198	37	623	7	**116**	48	469	85	1092
03:00		5	170			14	**137**				
03:15		13	174			14	**134**				
03:30		10	241			13	119				
03:45		5	243	33	828	19	107	60	497	93	1325
04:00		9	217			36	119				
04:15		13	**246**			57	122				
04:30		19	**278**			72	109				
04:45		18	**264**	59	1005	67	105	232	455	291	1460
05:00		33	**230**			115	100				
05:15		37	229			197	84				
05:30		67	201			173	82				
05:45		73	177	210	837	82	87	567	353	777	1190
06:00		71	158			117	86				
06:15		83	119			**206**	67				
06:30		93	117			**182**	73				
06:45		**159**	126	406	520	**99**	55	604	281	1010	801
07:00		**187**	67			**168**	57				
07:15		**195**	59			158	50				
07:30		**138**	53			181	44				
07:45		140	53	660	232	107	52	614	203	1274	435
08:00		122	52			128	57				
08:15		80	45			116	53				
08:30		86	32			112	35				
08:45		81	34	369	163	102	46	458	191	827	354
09:00		130	22			85	57				
09:15		97	35			62	33				
09:30		87	21			94	13				
09:45		86	21	400	99	76	30	317	133	717	232
10:00		83	37			76	24				
10:15		89	24			90	20				
10:30		80	15			76	29				
10:45		87	25	339	101	91	21	333	94	672	195
11:00		71	27			81	18				
11:15		74	15			80	10				
11:30		95	12			114	9				
11:45		73	19	313	73	108	14	383	51	696	124
Total		2875	5281	2875	5281	3681	3437	3681	3437	6556	8718
Combined Total		8156		8156		7118		7118		15274	
AM Peak		06:45				06:15					
Vol.		679				655					
P.H.F.		0.871				0.795					
PM Peak			04:15				02:30				
Vol.			1018				512				
P.H.F.			0.915				0.934				
Percentage		35.3%	64.7%			51.7%	48.3%				
ADT/AADT		ADT 15,274		AADT 15,274							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Hunts Lane
B/ Cooley Lane - Stewart Street
24 Hour Directional Volume Count

CN034
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	54			10	70				
12:15		1	36			4	80				
12:30		2	45			9	58				
12:45		2	57	7	192	4	72	27	280	34	472
01:00		0	53			8	75				
01:15		3	49			1	61				
01:30		2	32			3	68				
01:45		1	44	6	178	3	67	15	271	21	449
02:00		2	50			1	63				
02:15		3	30			5	51				
02:30		2	45			3	86				
02:45		1	53	8	178	1	78	10	278	18	456
03:00		4	46			3	84				
03:15		4	45			3	108				
03:30		2	48			1	113				
03:45		7	34	17	173	3	104	10	409	27	582
04:00		13	49			4	117				
04:15		10	37			8	139				
04:30		10	**58**			4	143				
04:45		14	**49**	47	193	6	**125**	22	524	69	717
05:00		10	**52**			12	**186**				
05:15		13	**54**			7	**216**				
05:30		15	46			13	**153**				
05:45		35	51	73	203	10	112	42	667	115	870
06:00		24	44			10	124				
06:15		31	34			12	99				
06:30		47	36			23	83				
06:45		82	21	184	135	16	87	61	393	245	528
07:00		74	36			23	63				
07:15		**85**	22			30	49				
07:30		**77**	34			54	44				
07:45		**97**	19	333	111	44	44	151	200	484	311
08:00		**80**	15			40	45				
08:15		74	21			32	44				
08:30		66	18			38	37				
08:45		74	15	294	69	40	70	150	196	444	265
09:00		52	24			39	47				
09:15		53	14			41	38				
09:30		39	8			42	25				
09:45		48	16	192	62	45	29	167	139	359	201
10:00		38	13			44	39				
10:15		35	12			39	25				
10:30		38	4			37	15				
10:45		40	7	151	36	53	19	173	98	324	134
11:00		36	11			**40**	16				
11:15		41	6			**51**	13				
11:30		46	3			**57**	13				
11:45		48	1	171	21	**80**	7	228	49	399	70
Total		1483	1551	1483	1551	1056	3504	1056	3504	2539	5055
Combined Total		3034		3034		4560		4560		7594	
AM Peak		07:15				11:00					
Vol.		339				228					
P.H.F.		0.874				0.713					
PM Peak			04:30				04:45				
Vol.			213				680				
P.H.F.			0.918				0.787				
Percentage		48.9%	51.1%			23.2%	76.8%				
ADT/AADT		ADT 7,594		AADT 7,594							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Agua Mansa Road
W/ Rancho Avenue
24 Hour Directional Volume Count

CN035
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	42			2	37				
12:15		3	41			2	37				
12:30		1	31			1	47				
12:45		3	50	12	164	1	36	6	157	18	321
01:00		1	55			1	35				
01:15		6	29			1	33				
01:30		2	44			3	35				
01:45		0	46	9	174	5	38	10	141	19	315
02:00		7	78			0	21				
02:15		4	60			0	**46**				
02:30		5	107			3	**42**				
02:45		2	120	18	365	0	**48**	3	157	21	522
03:00		8	101			1	**43**				
03:15		4	115			4	44				
03:30		3	**120**			13	36				
03:45		5	**132**	20	468	11	35	29	158	49	626
04:00		0	**132**			7	44				
04:15		6	**119**			17	33				
04:30		13	116			28	45				
04:45		7	116	26	483	30	36	82	158	108	641
05:00		2	116			27	31				
05:15		14	103			73	27				
05:30		23	82			89	28				
05:45		25	64	64	365	56	24	245	110	309	475
06:00		20	58			54	23				
06:15		25	51			**82**	16				
06:30		29	37			**72**	7				
06:45		28	33	102	179	**80**	22	288	68	390	247
07:00		30	31			**78**	12				
07:15		39	26			46	10				
07:30		32	18			47	14				
07:45		54	19	155	94	60	13	231	49	386	143
08:00		39	17			43	12				
08:15		23	10			52	6				
08:30		39	9			31	12				
08:45		33	9	134	45	32	10	158	40	292	85
09:00		35	15			29	9				
09:15		41	14			37	8				
09:30		36	9			34	6				
09:45		36	9	148	47	29	9	129	32	277	79
10:00		35	4			41	3				
10:15		34	4			30	7				
10:30		36	9			34	4				
10:45		37	5	142	22	39	9	144	23	286	45
11:00		**42**	6			38	1				
11:15		**44**	0			29	2				
11:30		**42**	6			37	3				
11:45		**44**	2	172	14	39	2	143	8	315	22
Total		1002	2420	1002	2420	1468	1101	1468	1101	2470	3521
Combined Total		3422		3422		2569		2569		5991	
AM Peak		11:00				06:15					
Vol.		172				312					
P.H.F.		0.796				0.876					
PM Peak			03:30				02:15				
Vol.			503				179				
P.H.F.			0.953				0.932				
Percentage		29.3%	70.7%			57.1%	42.9%				
ADT/AADT		ADT 5,991		AADT 5,991							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Mt Vernon Avenue
B/ San Antonio Drive - Centre Pointe Dr
24 Hour Directional Volume Count

CN036
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		18	184			17	219				
12:15		14	**187**			8	176				
12:30		10	**186**			10	201				
12:45		13	**224**	55	781	5	177	40	773	95	1554
01:00		10	**215**			10	181				
01:15		11	176			10	148				
01:30		11	156			7	146				
01:45		11	174	43	721	3	166	30	641	73	1362
02:00		15	146			6	150				
02:15		5	160			6	171				
02:30		5	158			6	166				
02:45		12	160	37	624	6	148	24	635	61	1259
03:00		5	164			15	193				
03:15		5	153			9	161				
03:30		5	151			12	189				
03:45		18	154	33	622	12	191	48	734	81	1356
04:00		7	124			17	183				
04:15		19	151			12	**174**				
04:30		26	152			12	**237**				
04:45		53	140	105	567	15	**224**	56	818	161	1385
05:00		37	132			14	**210**				
05:15		66	142			20	174				
05:30		63	115			23	169				
05:45		81	128	247	517	25	149	82	702	329	1219
06:00		52	117			39	155				
06:15		59	99			33	135				
06:30		82	77			40	112				
06:45		121	80	314	373	57	132	169	534	483	907
07:00		102	111			63	105				
07:15		156	96			66	125				
07:30		**168**	97			93	94				
07:45		**200**	96	626	400	112	101	334	425	960	825
08:00		**233**	73			102	116				
08:15		**192**	82			73	74				
08:30		166	55			103	78				
08:45		195	69	786	279	112	72	390	340	1176	619
09:00		162	51			104	80				
09:15		128	64			122	75				
09:30		143	51			99	69				
09:45		135	60	568	226	133	45	458	269	1026	495
10:00		139	41			114	39				
10:15		136	31			124	32				
10:30		140	37			146	46				
10:45		129	35	544	144	156	23	540	140	1084	284
11:00		126	21			**148**	20				
11:15		158	25			**152**	18				
11:30		166	18			**160**	20				
11:45		172	20	622	84	**170**	17	630	75	1252	159
Total		3980	5338	3980	5338	2801	6086	2801	6086	6781	11424
Combined Total		9318		9318		8887		8887		18205	
AM Peak		07:30				11:00					
Vol.		793				630					
P.H.F.		0.851				0.926					
PM Peak			00:15				04:15				
Vol.			812				845				
P.H.F.			0.906				0.891				
Percentage		42.7%	57.3%			31.5%	68.5%				
ADT/AADT		ADT 18,205		AADT 18,205							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Rancho Avenue
B/ Fogg Street - La Cadena Drive
24 Hour Directional Volume Count

COLRAFOLC
Site Code: 0419041
Date Start: 11-Feb-09
Date End: 11-Feb-09

Start	11-Feb-09	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	37			8	47				
12:15		7	43			3	46				
12:30		5	49			2	54				
12:45		5	47	23	176	4	69	17	216	40	392
01:00		2	43			1	63				
01:15		5	54			3	55				
01:30		2	67			2	66				
01:45		4	46	13	210	5	54	11	238	24	448
02:00		3	60			4	55				
02:15		3	54			5	63				
02:30		1	66			7	79				
02:45		5	78	12	258	2	85	18	282	30	540
03:00		4	63			5	83				
03:15		5	69			8	89				
03:30		16	83			10	69				
03:45		8	107	33	322	15	90	38	331	71	653
04:00		10	83			7	96				
04:15		7	82			19	93				
04:30		10	**112**			19	**115**				
04:45		20	**83**	47	360	18	**105**	63	409	110	769
05:00		16	**103**			28	**91**				
05:15		15	**93**			18	**102**				
05:30		34	94			54	61				
05:45		36	81	101	371	55	68	155	322	256	693
06:00		40	52			41	58				
06:15		46	46			59	62				
06:30		**71**	49			84	49				
06:45		**95**	41	252	188	82	49	266	218	518	406
07:00		**109**	40			**81**	34				
07:15		**108**	25			**94**	32				
07:30		66	22			**84**	37				
07:45		72	27	355	114	**97**	27	356	130	711	244
08:00		66	27			71	36				
08:15		36	31			64	28				
08:30		57	30			48	28				
08:45		56	14	215	102	62	40	245	132	460	234
09:00		54	20			49	30				
09:15		37	22			40	35				
09:30		37	11			53	22				
09:45		31	18	159	71	54	11	196	98	355	169
10:00		41	9			59	13				
10:15		37	13			35	6				
10:30		44	14			43	15				
10:45		33	15	155	51	48	11	185	45	340	96
11:00		49	12			43	8				
11:15		36	14			41	12				
11:30		44	8			39	9				
11:45		35	9	164	43	45	12	168	41	332	84
Total		1529	2266	1529	2266	1718	2462	1718	2462	3247	4728
Combined Total		3795		3795		4180		4180		7975	
AM Peak		06:30				07:00					
Vol.		383				356					
P.H.F.		0.878				0.918					
PM Peak			04:30				04:30				
Vol.			391				413				
P.H.F.			0.873				0.898				
Percentage		40.3%	59.7%			41.1%	58.9%				
ADT/AADT		ADT 7,975		AADT 7,975							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
La Cadena Drive
S/ Rancho Avenue
24 Hour Directional Volume Count

CN038
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	94			9	93				
12:15		3	96			5	108				
12:30		8	103			11	100				
12:45		6	111	25	404	8	95	33	396	58	800
01:00		2	90			8	109				
01:15		7	129			5	95				
01:30		12	128			6	132				
01:45		9	166	30	513	7	100	26	436	56	949
02:00		12	122			6	83				
02:15		7	146			6	105				
02:30		12	160			8	166				
02:45		8	179	39	607	9	151	29	505	68	1112
03:00		8	155			1	141				
03:15		11	159			20	130				
03:30		19	176			11	143				
03:45		15	181	53	671	19	142	51	556	104	1227
04:00		20	189			23	162				
04:15		15	199			21	**157**				
04:30		21	**194**			42	**169**				
04:45		42	**188**	98	770	38	**141**	124	629	222	1399
05:00		34	**220**			61	**172**				
05:15		65	**235**			60	147				
05:30		106	175			91	147				
05:45		89	139	294	769	95	123	307	589	601	1358
06:00		74	117			85	126				
06:15		119	120			85	87				
06:30		120	111			124	82				
06:45		157	77	470	425	152	88	446	383	916	808
07:00		**203**	63			111	80				
07:15		**170**	68			**155**	68				
07:30		**163**	57			**177**	72				
07:45		**177**	49	713	237	**192**	64	635	284	1348	521
08:00		167	56			**139**	69				
08:15		123	50			112	61				
08:30		117	33			113	65				
08:45		119	52	526	191	86	46	450	241	976	432
09:00		120	33			105	42				
09:15		110	38			69	69				
09:30		120	40			96	30				
09:45		108	26	458	137	104	34	374	175	832	312
10:00		125	36			80	27				
10:15		99	25			86	22				
10:30		116	19			101	23				
10:45		91	20	431	100	92	23	359	95	790	195
11:00		104	15			77	22				
11:15		94	17			91	12				
11:30		84	14			66	15				
11:45		106	14	388	60	83	11	317	60	705	120
Total		3525	4884	3525	4884	3151	4349	3151	4349	6676	9233
Combined Total		8409		8409		7500		7500		15909	
AM Peak		07:00				07:15					
Vol.		713				663					
P.H.F.		0.878				0.863					
PM Peak			04:30				04:15				
Vol.			837				639				
P.H.F.			0.890				0.929				
Percentage		41.9%	58.1%			42.0%	58.0%				
ADT/AADT		ADT 15,909		AADT 15,909							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Agua Mansa Road
E/ Riverside Avenue
24 Hour Directional Volume Count

CN039
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	50			0	53				
12:15		2	50			2	57				
12:30		6	45			0	55				
12:45		1	74	15	219	2	51	4	216	19	435
01:00		0	64			0	56				
01:15		6	49			2	49				
01:30		4	65			4	62				
01:45		3	55	13	233	6	55	12	222	25	455
02:00		10	78			1	49				
02:15		5	91			2	52				
02:30		7	137			3	58				
02:45		6	117	28	423	2	**70**	8	229	36	652
03:00		10	96			1	**58**				
03:15		3	**123**			1	**47**				
03:30		1	**123**			16	**69**				
03:45		3	**128**	17	470	17	44	35	218	52	688
04:00		1	**128**			5	52				
04:15		6	105			16	35				
04:30		7	132			29	37				
04:45		6	105	20	470	29	37	79	161	99	631
05:00		5	104			23	39				
05:15		25	90			65	29				
05:30		33	84			92	25				
05:45		31	62	94	340	67	25	247	118	341	458
06:00		33	57			57	31				
06:15		29	44			**66**	13				
06:30		35	34			**82**	10				
06:45		39	28	136	163	**92**	23	297	77	433	240
07:00		41	28			**93**	9				
07:15		42	30			52	11				
07:30		50	23			70	11				
07:45		73	16	206	97	72	19	287	50	493	147
08:00		29	13			65	4				
08:15		50	15			72	15				
08:30		67	13			54	17				
08:45		32	11	178	52	53	16	244	52	422	104
09:00		43	22			40	5				
09:15		46	20			46	19				
09:30		53	14			58	16				
09:45		41	14	183	70	42	15	186	55	369	125
10:00		52	13			59	9				
10:15		47	7			58	4				
10:30		48	14			39	12				
10:45		44	6	191	40	57	13	213	38	404	78
11:00		**62**	9			51	10				
11:15		**46**	9			45	0				
11:30		**62**	2			37	5				
11:45		**50**	2	220	22	52	1	185	16	405	38
Total		1301	2599	1301	2599	1797	1452	1797	1452	3098	4051
Combined Total		3900		3900		3249		3249		7149	
AM Peak		11:00				06:15					
Vol.		220				333					
P.H.F.		0.753				0.895					
PM Peak			03:15				02:45				
Vol.			502				244				
P.H.F.			0.916				0.871				
Percentage		33.4%	66.6%			55.3%	44.7%				
ADT/AADT		ADT 7,149		AADT 7,149							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Riverside Avenue
S/ Agua Mansa Road
24 Hour Directional Volume Count

CN040
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		45	136			23	153				
12:15		23	125			36	118				
12:30		24	128			31	147				
12:45		18	146	110	535	16	153	106	571	216	1106
01:00		16	110			21	140				
01:15		19	108			22	140				
01:30		29	165			32	151				
01:45		28	133	92	516	21	148	96	579	188	1095
02:00		21	161			29	143				
02:15		24	162			20	166				
02:30		35	161			38	194				
02:45		39	151	119	635	25	212	112	715	231	1350
03:00		36	**169**			28	202				
03:15		30	**170**			36	210				
03:30		41	**200**			41	199				
03:45		46	**161**	153	700	41	**203**	146	814	299	1514
04:00		45	158			39	**208**				
04:15		38	141			53	**231**				
04:30		78	159			74	**212**				
04:45		68	135	229	593	67	192	233	843	462	1436
05:00		72	184			88	203				
05:15		101	187			107	194				
05:30		128	138			103	177				
05:45		103	112	404	621	121	166	419	740	823	1361
06:00		142	99			105	133				
06:15		136	123			100	141				
06:30		**158**	103			154	128				
06:45		**171**	80	607	405	161	112	520	514	1127	919
07:00		**161**	87			148	112				
07:15		**155**	92			**166**	98				
07:30		156	82			**177**	68				
07:45		146	72	618	333	**198**	72	689	350	1307	683
08:00		146	71			**174**	98				
08:15		128	73			136	44				
08:30		146	61			166	67				
08:45		142	68	562	273	146	65	622	274	1184	547
09:00		144	60			135	62				
09:15		120	86			118	48				
09:30		134	77			120	49				
09:45		128	36	526	259	136	58	509	217	1035	476
10:00		134	57			130	77				
10:15		123	34			117	48				
10:30		129	47			120	54				
10:45		108	65	494	203	122	48	489	227	983	430
11:00		132	29			131	53				
11:15		131	28			149	23				
11:30		123	26			150	45				
11:45		118	34	504	117	118	32	548	153	1052	270
Total		4418	5190	4418	5190	4489	5997	4489	5997	8907	11187
Combined Total		9608		9608		10486		10486		20094	
AM Peak		06:30				07:15					
Vol.		645				715					
P.H.F.		0.943				0.903					
PM Peak			03:00				03:45				
Vol.			700				854				
P.H.F.			0.875				0.924				
Percentage		46.0%	54.0%			42.8%	57.2%				
ADT/AADT		ADT 20,094		AADT 20,094							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Tropicana Ranch Road
W/ La Cadena Drive
24 Hour Directional Volume Count

CN041
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	16			0	10				
12:15		0	7			0	7				
12:30		0	0			0	26				
12:45		0	17	0	40	0	29	0	72	0	112
01:00		0	7			0	**20**				
01:15		0	**11**			0	**7**				
01:30		0	**9**			0	**30**				
01:45		0	**18**	0	45	0	**32**	0	89	0	134
02:00		0	**11**			0	1				
02:15		0	0			0	24				
02:30		0	5			0	26				
02:45		0	12	0	28	0	14	0	65	0	93
03:00		0	3			0	4				
03:15		0	4			0	1				
03:30		0	2			0	5				
03:45		0	5	0	14	0	7	0	17	0	31
04:00		0	5			0	0				
04:15		0	5			0	0				
04:30		0	1			0	1				
04:45		0	0	0	11	0	0	0	1	0	12
05:00		0	1			0	0				
05:15		0	1			0	1				
05:30		1	0			2	0				
05:45		0	0	1	2	4	0	6	1	7	3
06:00		1	0			0	1				
06:15		1	5			2	2				
06:30		0	1			1	0				
06:45		0	0	2	6	33	0	36	3	38	9
07:00		17	0			10	1				
07:15		3	0			6	0				
07:30		7	0			2	0				
07:45		0	0	27	0	18	0	36	1	63	1
08:00		10	0			33	0				
08:15		9	1			6	1				
08:30		0	0			22	0				
08:45		2	0	21	1	17	1	78	2	99	3
09:00		5	0			**32**	0				
09:15		**16**	0			**10**	0				
09:30		**2**	0			**24**	0				
09:45		**5**	0	28	0	**25**	0	91	0	119	0
10:00		**20**	1			22	0				
10:15		9	0			20	0				
10:30		8	0			3	0				
10:45		0	0	37	1	31	0	76	0	113	1
11:00		15	0			22	0				
11:15		5	0			6	0				
11:30		4	0			9	0				
11:45		5	0	29	0	43	0	80	0	109	0
Total		145	148	145	148	403	251	403	251	548	399
Combined Total		293		293		654		654		947	
AM Peak		09:15				09:00					
Vol.		43				91					
P.H.F.		0.538				0.529					
PM Peak			01:15				01:00				
Vol.			49				89				
P.H.F.			0.681				0.695				
Percentage		49.5%	50.5%			61.6%	38.4%				
ADT/AADT		ADT 947		AADT 947							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Washington Street
B/ Mediteranian - Western Terminus
24 Hour Directional Volume Count

CN042
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	8			0	4				
12:15		1	3			0	3				
12:30		0	3			0	3				
12:45		0	**6**	1	20	1	6	1	16	2	36
01:00		0	**8**			0	5				
01:15		0	**4**			0	7				
01:30		0	**7**			0	7				
01:45		0	4	0	23	0	4	0	23	0	46
02:00		1	4			0	3				
02:15		0	5			0	7				
02:30		0	1			0	6				
02:45		0	8	1	18	0	5	0	21	1	39
03:00		0	5			1	3				
03:15		0	5			0	3				
03:30		1	6			0	5				
03:45		1	3	2	19	1	4	2	15	4	34
04:00		0	5			0	7				
04:15		2	4			0	7				
04:30		3	9			0	2				
04:45		3	5	8	23	0	3	0	19	8	42
05:00		4	3			0	3				
05:15		3	4			0	**5**				
05:30		2	8			0	**4**				
05:45		1	2	10	17	0	**4**	0	16	10	33
06:00		2	8			0	**15**				
06:15		4	6			0	4				
06:30		4	3			1	4				
06:45		**9**	1	19	18	3	4	4	27	23	45
07:00		**10**	2			4	3				
07:15		**5**	5			1	1				
07:30		**7**	3			2	3				
07:45		6	3	28	13	2	1	9	8	37	21
08:00		7	1			1	2				
08:15		5	2			3	2				
08:30		11	3			**7**	1				
08:45		8	1	31	7	**5**	2	16	7	47	14
09:00		4	6			**5**	4				
09:15		5	3			**4**	3				
09:30		5	4			3	7				
09:45		6	2	20	15	4	3	16	17	36	32
10:00		7	1			4	1				
10:15		4	1			1	4				
10:30		4	0			7	1				
10:45		4	0	19	2	3	2	15	8	34	10
11:00		5	2			5	1				
11:15		2	0			5	0				
11:30		4	0			5	1				
11:45		9	1	20	3	6	0	21	2	41	5
Total		159	178	159	178	84	179	84	179	243	357
Combined Total		337		337		263		263		600	
AM Peak		06:45				08:30					
Vol.		31				21					
P.H.F.		0.705				0.750					
PM Peak			00:45				05:15				
Vol.			25				28				
P.H.F.			0.694				0.467				
Percentage		47.2%	52.8%			31.9%	68.1%				
ADT/AADT		ADT 600		AADT 600							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Washington Street
B/ Mt Vernon (W. Int) - Mediteranian
24 Hour Directional Volume Count

CN043
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	39			11	49				
12:15		7	38			9	36				
12:30		2	39			10	32				
12:45		5	40	21	156	11	39	41	156	62	312
01:00		3	39			6	41				
01:15		1	40			7	31				
01:30		4	43			2	45				
01:45		6	47	14	169	5	56	20	173	34	342
02:00		3	41			4	38				
02:15		1	39			7	44				
02:30		2	38			5	57				
02:45		3	43	9	161	1	37	17	176	26	337
03:00		4	43			1	54				
03:15		2	28			4	55				
03:30		6	40			3	56				
03:45		12	34	24	145	2	55	10	220	34	365
04:00		7	45			2	53				
04:15		13	42			3	52				
04:30		11	**39**			2	48				
04:45		11	**47**	42	173	7	**53**	14	206	56	379
05:00		21	**55**			2	**62**				
05:15		16	**48**			4	**54**				
05:30		23	34			6	**65**				
05:45		29	43	89	180	5	43	17	224	106	404
06:00		30	36			8	66				
06:15		34	42			8	45				
06:30		49	34			13	49				
06:45		53	27	166	139	17	43	46	203	212	342
07:00		**61**	31			31	55				
07:15		**58**	35			24	46				
07:30		**71**	24			24	41				
07:45		**55**	24	245	114	28	54	107	196	352	310
08:00		36	28			26	62				
08:15		25	33			31	52				
08:30		41	24			28	36				
08:45		39	21	141	106	26	49	111	199	252	305
09:00		41	34			34	42				
09:15		33	26			22	48				
09:30		30	20			31	50				
09:45		27	19	131	99	30	33	117	173	248	272
10:00		28	14			38	34				
10:15		32	18			16	26				
10:30		32	13			26	21				
10:45		30	7	122	52	27	19	107	100	229	152
11:00		39	8			**26**	25				
11:15		36	10			**34**	14				
11:30		32	8			**25**	15				
11:45		40	10	147	36	**44**	15	129	69	276	105
Total		1151	1530	1151	1530	736	2095	736	2095	1887	3625
Combined Total		2681		2681		2831		2831		5512	
AM Peak		07:00				11:00					
Vol.		245				129					
P.H.F.		0.863				0.733					
PM Peak			04:30				04:45				
Vol.			189				234				
P.H.F.			0.859				0.886				
Percentage		42.9%	57.1%			26.0%	74.0%				
ADT/AADT		ADT 5,512		AADT 5,512							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Washington Street
B/ Mt Vernon (W. Int) - Meadow Lane
24 Hour Directional Volume Count

CN044
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		38	221			33	270				
12:15		38	212			24	219				
12:30		28	256			22	222				
12:45		28	212	132	901	21	264	100	975	232	1876
01:00		18	213			22	249				
01:15		21	229			14	240				
01:30		13	236			20	244				
01:45		18	213	70	891	25	240	81	973	151	1864
02:00		19	203			14	218				
02:15		7	234			19	233				
02:30		11	244			15	236				
02:45		12	276	49	957	14	255	62	942	111	1899
03:00		15	276			16	**263**				
03:15		13	270			20	**287**				
03:30		14	245			20	**287**				
03:45		15	309	57	1100	33	**273**	89	1110	146	2210
04:00		12	313			28	251				
04:15		14	299			64	248				
04:30		25	286			63	257				
04:45		33	**317**	84	1215	67	236	222	992	306	2207
05:00		29	**381**			83	243				
05:15		24	**318**			147	225				
05:30		36	**350**			160	201				
05:45		61	303	150	1352	133	275	523	944	673	2296
06:00		82	279			169	227				
06:15		90	275			205	207				
06:30		136	230			283	211				
06:45		154	241	462	1025	**321**	216	978	861	1440	1886
07:00		141	222			**326**	188				
07:15		182	220			**331**	178				
07:30		**197**	171			**357**	188				
07:45		**223**	214	743	827	321	157	1335	711	2078	1538
08:00		**184**	189			315	138				
08:15		**183**	176			305	131				
08:30		186	162			266	115				
08:45		196	153	749	680	281	111	1167	495	1916	1175
09:00		155	130			267	101				
09:15		158	138			204	117				
09:30		146	160			230	92				
09:45		130	134	589	562	207	105	908	415	1497	977
10:00		147	102			186	71				
10:15		138	90			207	73				
10:30		164	97			222	64				
10:45		172	77	621	366	199	63	814	271	1435	637
11:00		184	63			213	54				
11:15		181	66			226	56				
11:30		180	43			246	55				
11:45		223	42	768	214	274	38	959	203	1727	417
Total		4474	10090	4474	10090	7238	8892	7238	8892	11712	18982
Combined Total		14564		14564		16130		16130		30694	
AM Peak		07:30				06:45					
Vol.		787				1335					
P.H.F.		0.882				0.935					
PM Peak			04:45				03:00				
Vol.			1366				1110				
P.H.F.			0.896				0.967				
Percentage		30.7%	69.3%			44.9%	55.1%				
ADT/AADT		ADT 30,694		AADT 30,694							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Washington Street
B/ Barton Road - Reche Canyon Road
24 Hour Directional Volume Count

CN045
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		29	221			34	248				
12:15		22	214			23	222				
12:30		25	263			17	209				
12:45		20	217	96	915	13	263	87	942	183	1857
01:00		16	223			16	221				
01:15		19	200			15	235				
01:30		8	229			16	237				
01:45		17	211	60	863	10	203	57	896	117	1759
02:00		16	234			8	218				
02:15		9	240			17	233				
02:30		13	262			10	242				
02:45		10	278	48	1014	9	283	44	976	92	1990
03:00		9	293			17	262				
03:15		12	299			7	**308**				
03:30		15	275			19	**284**				
03:45		19	317	55	1184	25	**298**	68	1152	123	2336
04:00		15	352			31	**274**				
04:15		16	334			47	294				
04:30		27	346			52	278				
04:45		35	336	93	1368	52	269	182	1115	275	2483
05:00		36	**420**			86	270				
05:15		30	**370**			119	292				
05:30		73	**379**			118	257				
05:45		94	**349**	233	1518	119	268	442	1087	675	2605
06:00		102	326			147	251				
06:15		126	279			181	207				
06:30		163	243			237	223				
06:45		203	241	594	1089	275	199	840	880	1434	1969
07:00		185	223			306	177				
07:15		**263**	212			286	173				
07:30		**318**	138			**344**	167				
07:45		**332**	176	1098	749	**352**	140	1288	657	2386	1406
08:00		**270**	147			**303**	159				
08:15		241	140			**325**	135				
08:30		223	139			249	124				
08:45		213	146	947	572	263	131	1140	549	2087	1121
09:00		185	103			260	96				
09:15		175	102			210	108				
09:30		187	112			202	108				
09:45		151	92	698	409	219	91	891	403	1589	812
10:00		150	77			191	81				
10:15		160	91			213	79				
10:30		199	65			200	63				
10:45		185	59	694	292	201	51	805	274	1499	566
11:00		172	42			215	46				
11:15		178	63			225	52				
11:30		188	31			247	40				
11:45		209	35	747	171	277	44	964	182	1711	353
Total		5363	10144	5363	10144	6808	9113	6808	9113	12171	19257
Combined Total		15507		15507		15921		15921		31428	
AM Peak		07:15				07:30					
Vol.		1183				1324					
P.H.F.		0.891				0.940					
PM Peak			05:00				03:15				
Vol.			1518				1164				
P.H.F.			0.904				0.945				
Percentage		34.6%	65.4%			42.8%	57.2%				
ADT/AADT		ADT 31,428		AADT 31,428							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Mt Vernon Avenue
B/ I-215 Interchange - Grand Terrace
24 Hour Directional Volume Count

CN046
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	**123**			9	97				
12:15		5	**108**			12	84				
12:30		8	**107**			3	88				
12:45		1	**118**	26	456	3	87	27	356	53	812
01:00		4	108			5	113				
01:15		5	106			4	105				
01:30		5	86			6	80				
01:45		0	102	14	402	4	95	19	393	33	795
02:00		5	94			7	119				
02:15		7	123			2	71				
02:30		4	98			3	93				
02:45		1	90	17	405	3	99	15	382	32	787
03:00		4	85			3	108				
03:15		13	82			4	120				
03:30		8	83			1	128				
03:45		6	76	31	326	1	113	9	469	40	795
04:00		10	104			2	132				
04:15		8	123			3	122				
04:30		13	108			9	**154**				
04:45		14	96	45	431	8	**147**	22	555	67	986
05:00		18	125			4	**153**				
05:15		27	106			8	**175**				
05:30		26	117			2	144				
05:45		38	101	109	449	10	98	24	570	133	1019
06:00		34	108			21	121				
06:15		64	102			20	119				
06:30		93	143			23	103				
06:45		120	81	311	434	41	107	105	450	416	884
07:00		137	87			36	91				
07:15		151	84			49	81				
07:30		**166**	66			**98**	89				
07:45		**227**	55	681	292	**110**	68	293	329	974	621
08:00		**168**	61			**79**	86				
08:15		**162**	70			**76**	87				
08:30		145	52			57	89				
08:45		146	44	621	227	58	68	270	330	891	557
09:00		103	33			53	79				
09:15		86	23			51	61				
09:30		99	28			47	47				
09:45		81	29	369	113	61	40	212	227	581	340
10:00		83	35			52	40				
10:15		90	26			68	27				
10:30		109	27			60	35				
10:45		99	17	381	105	68	23	248	125	629	230
11:00		98	14			68	27				
11:15		88	12			77	15				
11:30		103	6			73	9				
11:45		96	9	385	41	98	13	316	64	701	105
Total		2990	3681	2990	3681	1560	4250	1560	4250	4550	7931
Combined Total		6671		6671		5810		5810		12481	
AM Peak		07:30				07:30					
Vol.		723				363					
P.H.F.		0.796				0.825					
PM Peak			12:00				04:30				
Vol.			456				629				
P.H.F.			0.797				0.899				
Percentage		44.8%	55.2%			26.9%	73.1%				
ADT/AADT		ADT 12,481		AADT 12,481							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
Reche Canyon Road
S/ Washington Street
24 Hour Directional Volume Count

CN047
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	159			32	222				
12:15		14	157			32	185				
12:30		8	170			24	194				
12:45		5	221	40	707	18	151	106	752	146	1459
01:00		11	141			18	157				
01:15		9	168			14	184				
01:30		9	137			9	189				
01:45		5	146	34	592	9	166	50	696	84	1288
02:00		4	144			12	207				
02:15		15	148			11	226				
02:30		14	**205**			8	275				
02:45		7	**192**	40	689	12	266	43	974	83	1663
03:00		13	**153**			7	283				
03:15		10	**198**			10	347				
03:30		21	166			7	345				
03:45		27	182	71	699	6	310	30	1285	101	1984
04:00		24	152			6	386				
04:15		44	161			11	386				
04:30		55	206			9	399				
04:45		63	137	186	656	19	**460**	45	1631	231	2287
05:00		73	169			30	**440**				
05:15		146	185			18	**510**				
05:30		170	160			32	**515**				
05:45		194	174	583	688	39	455	119	1920	702	2608
06:00		195	196			41	321				
06:15		259	149			65	322				
06:30		368	164			96	254				
06:45		**380**	136	1202	645	83	241	285	1138	1487	1783
07:00		**390**	98			97	234				
07:15		**336**	99			95	192				
07:30		**374**	102			118	163				
07:45		355	73	1455	372	139	174	449	763	1904	1135
08:00		328	88			**130**	161				
08:15		331	68			**168**	147				
08:30		270	70			**152**	141				
08:45		332	76	1261	302	**151**	161	601	610	1862	912
09:00		258	58			113	146				
09:15		195	56			98	127				
09:30		177	60			98	104				
09:45		181	69	811	243	96	116	405	493	1216	736
10:00		162	46			110	89				
10:15		158	42			104	96				
10:30		148	43			106	67				
10:45		151	30	619	161	112	52	432	304	1051	465
11:00		116	33			113	56				
11:15		150	36			107	56				
11:30		194	18			144	39				
11:45		148	29	608	116	184	38	548	189	1156	305
Total		6910	5870	6910	5870	3113	10755	3113	10755	10023	16625
Combined Total		12780		12780		13868		13868		26648	
AM Peak		06:45				08:00					
Vol.		1480				601					
P.H.F.		0.949				0.817					
PM Peak			02:30				04:45				
Vol.			748				1925				
P.H.F.			0.846				0.934				
Percentage		54.1%	45.9%			22.4%	77.6%				
ADT/AADT		ADT 26,648		AADT 26,648							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
La Cadena Drive
N/ I-215 Interchange
24 Hour Directional Volume Count

CN048
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	85			7	77				
12:15		10	73			6	94				
12:30		11	93			5	80				
12:45		7	59	35	310	5	83	23	334	58	644
01:00		7	76			3	96				
01:15		9	98			5	75				
01:30		8	97			2	94				
01:45		9	103	33	374	2	78	12	343	45	717
02:00		15	81			7	85				
02:15		7	103			10	89				
02:30		13	125			5	115				
02:45		6	123	41	432	4	128	26	417	67	849
03:00		8	127			5	119				
03:15		15	122			17	123				
03:30		25	144			14	145				
03:45		15	146	63	539	15	120	51	507	114	1046
04:00		10	151			19	125				
04:15		10	175			20	135				
04:30		26	**167**			145	159				
04:45		35	**169**	81	662	68	141	252	560	333	1222
05:00		33	**207**			67	**140**				
05:15		62	**176**			59	**203**				
05:30		69	137			94	**164**				
05:45		59	113	223	633	98	**144**	318	651	541	1284
06:00		60	85			77	105				
06:15		72	75			102	72				
06:30		82	82			118	90				
06:45		114	51	328	293	148	67	445	334	773	627
07:00		**116**	54			118	71				
07:15		**100**	48			**145**	70				
07:30		**96**	46			**179**	65				
07:45		**118**	46	430	194	**175**	50	617	256	1047	450
08:00		86	50			**123**	45				
08:15		70	43			131	41				
08:30		88	42			105	46				
08:45		95	52	339	187	92	40	451	172	790	359
09:00		100	37			100	32				
09:15		76	36			66	53				
09:30		80	34			97	27				
09:45		77	26	333	133	101	29	364	141	697	274
10:00		74	34			66	16				
10:15		76	23			80	30				
10:30		90	16			79	14				
10:45		65	20	305	93	85	18	310	78	615	171
11:00		61	17			65	16				
11:15		77	13			75	12				
11:30		68	8			67	7				
11:45		72	13	278	51	69	5	276	40	554	91
Total		2489	3901	2489	3901	3145	3833	3145	3833	5634	7734
Combined Total		6390		6390		6978		6978		13368	
AM Peak		07:00				07:15					
Vol.		430				622					
P.H.F.		0.911				0.869					
PM Peak			04:30				05:00				
Vol.			719				651				
P.H.F.			0.868				0.802				
Percentage		39.0%	61.0%			45.1%	54.9%				
ADT/AADT		ADT 13,368		AADT 13,368							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Colton
La Cadena Drive
S/ I-215 Interchange
24 Hour Directional Volume Count

CN049
Site Code: 041136
Date Start: 30-Apr-08
Date End: 30-Apr-08

Start Time	30-Apr-08 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	15			2	15				
12:15		1	21			1	19				
12:30		4	22			1	7				
12:45		1	13	9	71	1	16	5	57	14	128
01:00		0	25			0	13				
01:15		1	33			2	14				
01:30		2	21			0	14				
01:45		1	32	4	111	0	13	2	54	6	165
02:00		1	25			0	12				
02:15		0	31			0	16				
02:30		1	36			1	24				
02:45		0	35	2	127	0	35	1	87	3	214
03:00		0	27			0	24				
03:15		1	37			0	32				
03:30		1	49			0	28				
03:45		1	46	3	159	2	25	2	109	5	268
04:00		2	46			2	36				
04:15		3	**59**			2	16				
04:30		1	**50**			20	32				
04:45		3	**50**	9	205	11	47	35	131	44	336
05:00		6	**61**			5	**79**				
05:15		12	37			12	**122**				
05:30		7	44			4	**76**				
05:45		8	36	33	178	12	**84**	33	361	66	539
06:00		13	24			13	24				
06:15		8	18			21	6				
06:30		15	18			25	18				
06:45		14	15	50	75	25	22	84	70	134	145
07:00		9	13			24	12				
07:15		**18**	17			19	13				
07:30		**23**	10			**25**	14				
07:45		**34**	9	84	49	**40**	3	108	42	192	91
08:00		**24**	12			**16**	3				
08:15		16	14			**32**	8				
08:30		25	5			20	8				
08:45		19	16	84	47	17	5	85	24	169	71
09:00		15	11			20	2				
09:15		16	13			7	7				
09:30		16	14			19	7				
09:45		15	8	62	46	8	2	54	18	116	64
10:00		14	12			18	1				
10:15		19	8			15	5				
10:30		32	8			16	3				
10:45		21	8	86	36	16	5	65	14	151	50
11:00		18	7			18	0				
11:15		19	4			13	3				
11:30		28	4			10	1				
11:45		30	1	95	16	14	1	55	5	150	21
Total		521	1120	521	1120	529	972	529	972	1050	2092
Combined Total		1641		1641		1501		1501		3142	
AM Peak		07:15				07:30					
Vol.		99				113					
P.H.F.		0.728				0.706					
PM Peak			04:15				05:00				
Vol.			220				361				
P.H.F.			0.902				0.740				
Percentage		31.7%	68.3%			35.2%	64.8%				
ADT/AADT		ADT 3,142		AADT 3,142							

APPENDIX C
Existing Conditions
Intersection Level of Service Worksheets

City of Colton General Plan - Circulation Element
Existing

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

Intersection #1 Mount Vernon Ave & La Cadena Dr/Citrus St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.244
Loss Time (sec):	8	Average Delay (sec/veh):	25.5
Optimal Cycle:	22	Level Of Service:	C

Street Name:	Mount Vernon Ave						La Cadena Dr/Citrus St					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	0 1	1	0 1
Volume Module:												
Base Vol:	61	221	40	76	281	134	109	91	1	27	106	16
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:	61	221	40	76	281	134	109	91	1	27	106	16
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:	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 Volume:	61	221	40	76	281	134	109	91	1	27	106	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	221	40	76	281	134	109	91	1	27	106	16
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:	61	221	40	76	281	134	109	91	1	27	106	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95	1.00
Lanes:	1.00	1.69	0.31	1.00	1.35	0.65	1.67	1.32	0.01	0.42	1.58	1.00
Final Sat.:	1800	3057	553	1800	2444	1166	2851	2380	26	725	2845	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.04	0.11	0.11	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:	****				****				****		****	
Green/Cycle:	0.14	0.39	0.39	0.23	0.47	0.47	0.16	0.16	0.16	0.15	0.15	0.15
Volume/Cap:	0.24	0.19	0.19	0.19	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.06
Delay/Veh:	38.9	20.4	20.4	31.6	15.9	15.9	37.1	37.1	37.1	37.5	37.5	36.3
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:	38.9	20.4	20.4	31.6	15.9	15.9	37.1	37.1	37.1	37.5	37.5	36.3
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	3	3	2	4	4	2	2	2	2	2	0

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing

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

Intersection #2 Wildrose Ave & San Bernardino Ave

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: D[31.4]

Street Name:	Wildrose Ave						San Bernardino Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	30	13	20	72	52	60	29	235	156	131	269	57
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:	30	13	20	72	52	60	29	235	156	131	269	57
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:	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 Volume:	30	13	20	72	52	60	29	235	156	131	269	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	13	20	72	52	60	29	235	156	131	269	57
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	987	959	196	742	1009	298	326	xxxx	xxxxx	391	xxxx	xxxxx
Potent Cap.:	229	259	851	334	242	747	1245	xxxx	xxxxx	1179	xxxx	xxxxx
Move Cap.:	153	224	851	280	210	747	1245	xxxx	xxxxx	1179	xxxx	xxxxx
Volume/Cap:	0.20	0.06	0.02	0.26	0.25	0.08	0.02	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	227	xxxxx	xxxx	314	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	3.5	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	26.8	xxxxx	xxxxx	31.4	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	D	*	A	*	*	*	*	*
ApproachDel:	26.8			31.4			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing

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

Intersection #3 Pepper Ave & San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	6	Average Delay (sec/veh):	19.8
Optimal Cycle:	22	Level Of Service:	B

Street Name:	Pepper Ave						San Bernardino Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	65	306	13	67	599	146	72	186	121	22	188	40
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:	65	306	13	67	599	146	72	186	121	22	188	40
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:	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 Volume:	65	306	13	67	599	146	72	186	121	22	188	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	306	13	67	599	146	72	186	121	22	188	40
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:	65	306	13	67	599	146	72	186	121	22	188	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.61	0.39	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	3400	3610	1900	1800	2903	707	1800	1900	1900	1800	1567	333
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.01	0.04	0.21	0.21	0.04	0.10	0.06	0.01	0.12	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.05	0.43	0.43	0.19	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.37	0.20	0.02	0.20	0.37	0.37	0.12	0.30	0.20	0.04	0.37	0.37
Delay/Veh:	47.1	18.0	16.6	34.6	12.2	12.2	23.7	25.4	24.4	23.0	26.1	26.1
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:	47.1	18.0	16.6	34.6	12.2	12.2	23.7	25.4	24.4	23.0	26.1	26.1
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	3	0	2	7	7	2	4	3	0	5	5

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Meridian ave & San Bernardino Ave / Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Meridian Ave						San Bernardino Ave / Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	105	147	11	36	292	111	82	93	121	16	92	26
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:	105	147	11	36	292	111	82	93	121	16	92	26
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:	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 Volume:	105	147	11	36	292	111	82	93	121	16	92	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	147	11	36	292	111	82	93	121	16	92	26
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:	105	147	11	36	292	111	82	93	121	16	92	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.72	0.28	1.00	0.43	0.57	0.12	0.69	0.19
Final Sat.:	492	495	37	518	422	160	473	234	304	57	328	93
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.30	0.07	0.69	0.69	0.17	0.40	0.40	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	11.4	11.6	11.6	9.9	20.4	20.4	11.3	12.7	12.7	12.3	12.3	12.3
Delay 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
AdjDel/Veh:	11.4	11.6	11.6	9.9	20.4	20.4	11.3	12.7	12.7	12.3	12.3	12.3
LOS by Move:	B	B	B	A	C	C	B	B	B	B	B	B
ApproachDel:	11.6			19.6			12.3			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			19.6			12.3			12.3		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.2	0.4	0.4	0.1	1.9	1.9	0.2	0.6	0.6	0.3	0.3	0.3

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #5 Rancho Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.308
Loss Time (sec):	4	Average Delay (sec/veh):	13.0
Optimal Cycle:	16	Level Of Service:	B

Street Name:	Rancho Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	30	393	93	57	601	48	44	89	85	71	49	36
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:	30	393	93	57	601	48	44	89	85	71	49	36
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:	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 Volume:	30	393	93	57	601	48	44	89	85	71	49	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	393	93	57	601	48	44	89	85	71	49	36
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:	30	393	93	57	601	48	44	89	85	71	49	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.85	0.15	0.21	0.40	0.39	0.47	0.31	0.22
Final Sat.:	1800	2919	691	1800	3343	267	379	767	733	843	582	428
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.03	0.18	0.18	0.12	0.12	0.12	0.08	0.08	0.08
Crit Moves:					****			****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.03	0.23	0.23	0.05	0.31	0.31	0.31	0.31	0.31	0.22	0.22	0.22
Delay/Veh:	8.8	10.1	10.1	9.0	10.7	10.7	22.2	22.2	22.2	21.4	21.4	21.4
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:	8.8	10.1	10.1	9.0	10.7	10.7	22.2	22.2	22.2	21.4	21.4	21.4
LOS by Move:	A	B	B	A	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	4	4	1	5	5	5	5	5	3	3	3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pennsylvania Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pennsylvania Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	66	231	7	87	237	16	37	98	76	16	75	117
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:	66	231	7	87	237	16	37	98	76	16	75	117
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:	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 Volume:	66	231	7	87	237	16	37	98	76	16	75	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	231	7	87	237	16	37	98	76	16	75	117
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:	66	231	7	87	237	16	37	98	76	16	75	117
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.76	0.02	0.25	0.70	0.05	0.18	0.46	0.36	0.08	0.36	0.56
Final Sat.:	130	455	14	156	425	29	98	259	201	44	204	319
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.56	0.56	0.56	0.38	0.38	0.38	0.37	0.37	0.37
Crit Moves:			****		****			****			****	
Delay/Veh:	13.7	13.7	13.7	14.7	14.7	14.7	11.8	11.8	11.8	11.5	11.5	11.5
Delay 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
AdjDel/Veh:	13.7	13.7	13.7	14.7	14.7	14.7	11.8	11.8	11.8	11.5	11.5	11.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	13.7			14.7			11.8			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			14.7			11.8			11.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.8	0.8	0.8	1.0	1.0	1.0	0.5	0.5	0.5	0.4	0.4	0.4

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #7 La Cadena Dr & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.197
Loss Time (sec):	4	Average Delay (sec/veh):	15.1
Optimal Cycle:	14	Level Of Service:	B

Street Name:	La Cadena Dr						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	94	23	3	164	107	76	87	29	21	70	7
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:	13	94	23	3	164	107	76	87	29	21	70	7
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:	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 Volume:	13	94	23	3	164	107	76	87	29	21	70	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	94	23	3	164	107	76	87	29	21	70	7
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:	13	94	23	3	164	107	76	87	29	21	70	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.41	0.44	0.15	0.22	0.71	0.07
Final Sat.:	1800	1900	1900	1800	1900	1900	736	842	281	402	1341	134
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.01	0.00	0.09	0.06	0.10	0.10	0.10	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.02	0.11	0.03	0.00	0.20	0.13	0.20	0.20	0.20	0.10	0.10	0.10
Delay/Veh:	16.0	16.7	16.1	15.9	17.5	16.9	12.8	12.8	12.8	12.1	12.1	12.1
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:	16.0	16.7	16.1	15.9	17.5	16.9	12.8	12.8	12.8	12.1	12.1	12.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	0	0	3	2	3	3	3	1	1	1

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing

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

Intersection #8 Mount Vernon Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.149
Loss Time (sec):	4	Average Delay (sec/veh):	8.3
Optimal Cycle:	14	Level Of Service:	A

Street Name:	Mount Vernon Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	58	368	0	0	305	23	33	0	78	0	0	0
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:	58	368	0	0	305	23	33	0	78	0	0	0
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:	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 Volume:	58	368	0	0	305	23	33	0	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	368	0	0	305	23	33	0	78	0	0	0
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:	58	368	0	0	305	23	33	0	78	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.86	0.14	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	3610	0	0	3357	253	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.00	0.00	0.09	0.09	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.68	0.68	0.00	0.00	0.68	0.68	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.05	0.15	0.00	0.00	0.13	0.13	0.07	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	5.2	5.6	0.0	0.0	5.5	5.5	26.8	0.0	27.5	0.0	0.0	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:	5.2	5.6	0.0	0.0	5.5	5.5	26.8	0.0	27.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	2	0	0	2	2	1	0	2	0	0	0

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #9 Mount Vernon Ave & Colton Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.215
Loss Time (sec):	6	Average Delay (sec/veh):	15.0
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Mount Vernon Ave						Colton Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	434	51	27	377	55	49	111	3	72	127	11
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:	5	434	51	27	377	55	49	111	3	72	127	11
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:	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 Volume:	5	434	51	27	377	55	49	111	3	72	127	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	434	51	27	377	55	49	111	3	72	127	11
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:	5	434	51	27	377	55	49	111	3	72	127	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3610	1900	1800	3150	460	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.03	0.02	0.12	0.12	0.03	0.06	0.00	0.04	0.07	0.01
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.56	0.56	0.07	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.19	0.21	0.05	0.21	0.19	0.19	0.09	0.19	0.01	0.13	0.21	0.02
Delay/Veh:	52.4	11.1	10.0	44.8	8.5	8.5	24.5	25.4	23.8	24.8	25.6	23.9
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:	52.4	11.1	10.0	44.8	8.5	8.5	24.5	25.4	23.8	24.8	25.6	23.9
LOS by Move:	D	B	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	3	1	1	3	3	1	2	0	2	3	0

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #10 Colton Ave & F St

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[10.1]

Street Name:	Colton Ave						F St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	8	28	16	2	50	13	13	60	3	14	37	0
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:	8	28	16	2	50	13	13	60	3	14	37	0
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:	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 Volume:	8	28	16	2	50	13	13	60	3	14	37	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	28	16	2	50	13	13	60	3	14	37	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	63	xxxx	xxxxx	44	xxxx	xxxxx	131	121	57	144	119	xxxxx
Potent Cap.:	1553	xxxx	xxxxx	1577	xxxx	xxxxx	846	774	1016	830	775	xxxxx
Move Cap.:	1553	xxxx	xxxxx	1577	xxxx	xxxxx	811	769	1016	774	770	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.08	0.00	0.02	0.05	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	783	xxxxx	771	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	10.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			10.0		
ApproachLOS:	*			*			B			A		

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #11 Mount Vernon Ave & F St / Fairway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.244
Loss Time (sec):	4	Average Delay (sec/veh):	13.1
Optimal Cycle:	15	Level Of Service:	B

Street Name:	Mount Vernon Ave						F St / Fairway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	7	397	45	147	482	15	16	62	7	67	36	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:	7	397	45	147	482	15	16	62	7	67	36	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:	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 Volume:	7	397	45	147	482	15	16	62	7	67	36	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	397	45	147	482	15	16	62	7	67	36	183
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:	7	397	45	147	482	15	16	62	7	67	36	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.94	0.06	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1800	3242	368	1800	3501	109	1800	1707	193	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.08	0.14	0.14	0.01	0.04	0.04	0.04	0.02	0.10
Crit Moves:					****							****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.01	0.22	0.22	0.14	0.24	0.24	0.02	0.09	0.09	0.09	0.05	0.24
Delay/Veh:	9.5	10.8	10.8	10.4	11.0	11.0	18.5	19.0	19.0	19.1	18.7	20.4
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:	9.5	10.8	10.8	10.4	11.0	11.0	18.5	19.0	19.0	19.1	18.7	20.4
LOS by Move:	A	B	B	B	B	B	B	B	B	B	B	C
HCM2kAvgQ:	0	3	3	2	4	4	0	1	1	1	1	4

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

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Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	3	11	14	6	3	9	0	2	2	19	33	4
Ideal Flow (vphpl)	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0			4.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Frt		1.00	0.96		1.00	1.00	0.85			0.91		
Flt Protected		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (prot)		1583	1689		1583	1765	1500			1610		
Flt Permitted		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (perm)		1583	1689		1583	1765	1500			1610		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	12	15	6	3	9	0	2	2	20	35	4
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	2	0	0
Lane Group Flow (vph)	0	15	15	0	3	9	2	0	0	59	0	0
Turn Type	Split	Split			Split		Perm		Split			
Protected Phases	4	4	4		8	8			2	2		
Permitted Phases							8					
Actuated Green, G (s)		2.4	2.4		0.9	0.9	0.9			29.8		
Effective Green, g (s)		3.9	3.9		2.4	2.4	2.4			31.3		
Actuated g/C Ratio		0.06	0.06		0.04	0.04	0.04			0.47		
Clearance Time (s)		5.5	5.5		5.5	5.5	5.5			5.5		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0			3.0		
Lane Grp Cap (vph)		94	100		58	64	55			764		
v/s Ratio Prot		c0.01	0.01		0.00	c0.01				c0.04		
v/s Ratio Perm							0.00					
v/c Ratio		0.16	0.15		0.05	0.14	0.04			0.08		
Uniform Delay, d1		29.5	29.5		30.7	30.8	30.7			9.5		
Progression Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Incremental Delay, d2		0.8	0.7		0.4	1.0	0.3			0.2		
Delay (s)		30.3	30.2		31.1	31.8	31.0			9.7		
Level of Service		C	C		C	C	C			A		
Approach Delay (s)			30.2			31.5				9.7		
Approach LOS			C			C				A		

Intersection Summary			
HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.13		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

City of Colton General Plan - Circulation Element
Existing

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

Intersection #13 Pepper Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	8	Average Delay (sec/veh):	24.5
Optimal Cycle:	33	Level Of Service:	C

Street Name:	Pepper Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 2	0 1	2	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	161	613	73	25	741	50	44	114	293	120	213	30
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:	161	613	73	25	741	50	44	114	293	120	213	30
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:	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 Volume:	161	613	73	25	741	50	44	114	293	120	213	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	613	73	25	741	50	44	114	293	120	213	30
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:	161	613	73	25	741	50	44	114	293	120	213	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	1800	5187	1900	3400	3610	1900	3400	3610	1900	3400	3164	446
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.04	0.01	0.21	0.03	0.01	0.03	0.15	0.04	0.07	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.53	0.53	0.03	0.39	0.39	0.06	0.29	0.29	0.07	0.30	0.30
Volume/Cap:	0.53	0.22	0.07	0.22	0.53	0.07	0.22	0.11	0.53	0.53	0.22	0.22
Delay/Veh:	39.5	12.7	11.7	48.1	23.8	19.1	45.5	25.9	30.5	47.4	26.2	26.2
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:	39.5	12.7	11.7	48.1	23.8	19.1	45.5	25.9	30.5	47.4	26.2	26.2
LOS by Move:	D	B	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	5	4	1	1	9	1	1	1	8	3	3	3

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #14 Hermosa Ave & Valley Blvd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[13.5]

Street Name:	Hermosa Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	35	0	25	32	344	0	0	448	54
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	35	0	25	32	344	0	0	448	54
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:	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 Volume:	0	0	0	35	0	25	32	344	0	0	448	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	35	0	25	32	344	0	0	448	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	684	856	224	502	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	387	297	786	1073	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	378	289	786	1073	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	482	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #15 Rancho Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	8	Average Delay (sec/veh):	29.4
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Rancho Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	309	449	109	39	544	14	18	191	421	86	170	129
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:	309	449	109	39	544	14	18	191	421	86	170	129
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:	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 Volume:	309	449	109	39	544	14	18	191	421	86	170	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	449	109	39	544	14	18	191	421	86	170	129
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:	309	449	109	39	544	14	18	191	421	86	170	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Lanes:	1.00	1.61	0.39	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2905	705	1800	3519	91	1800	1805	1805	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.15	0.02	0.15	0.15	0.01	0.11	0.23	0.05	0.09	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.43	0.43	0.06	0.23	0.23	0.04	0.35	0.35	0.07	0.38	0.38
Volume/Cap:	0.66	0.36	0.36	0.36	0.66	0.66	0.23	0.30	0.66	0.66	0.23	0.18
Delay/Veh:	36.5	19.1	19.1	47.1	36.6	36.6	47.8	23.5	29.0	57.0	21.1	20.5
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:	36.5	19.1	19.1	47.1	36.6	36.6	47.8	23.5	29.0	57.0	21.1	20.5
LOS by Move:	D	B	B	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	6	6	1	8	8	1	4	11	4	4	3

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #16 La Cadena Dr & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	6	Average Delay (sec/veh):	24.0
Optimal Cycle:	20	Level Of Service:	C

Street Name:	La Cadena Dr						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	141	209	53	26	336	15	31	181	137	176	244	20
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:	141	209	53	26	336	15	31	181	137	176	244	20
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:	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 Volume:	141	209	53	26	336	15	31	181	137	176	244	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	209	53	26	336	15	31	181	137	176	244	20
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:	141	209	53	26	336	15	31	181	137	176	244	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.60	0.40	1.00	1.91	0.09	1.00	1.14	0.86	1.00	1.85	0.15
Final Sat.:	1800	2880	730	1800	3456	154	1800	2055	1555	1800	3337	273
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.01	0.10	0.10	0.02	0.09	0.09	0.10	0.07	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.12	0.29	0.29	0.32	0.50	0.50
Volume/Cap:	0.24	0.22	0.22	0.04	0.30	0.30	0.15	0.30	0.30	0.30	0.15	0.15
Delay/Veh:	25.1	24.8	24.8	23.3	25.5	25.5	39.9	27.6	27.6	25.6	13.5	13.5
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:	25.1	24.8	24.8	23.3	25.5	25.5	39.9	27.6	27.6	25.6	13.5	13.5
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	3	3	3	1	4	4	1	4	4	4	2	2

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #17 10th St & Valley Blvd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[9.3]

Street Name:	10th St						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	4	0	64	67	185	0	0	183	3
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	4	0	64	67	185	0	0	183	3
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:	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 Volume:	0	0	0	4	0	64	67	185	0	0	183	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	64	67	185	0	0	183	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	411	504	93	186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	574	473	952	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	553	451	952	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.07	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	913	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #18 Mount Vernon Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	6	Average Delay (sec/veh):	26.9
Optimal Cycle:	27	Level Of Service:	C

Street Name:	Mount Vernon Ave						Valley Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	316	391	27	0	458	56	69	38	72	196	44	30
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:	316	391	27	0	458	56	69	38	72	196	44	30
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:	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 Volume:	316	391	27	0	458	56	69	38	72	196	44	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	391	27	0	458	56	69	38	72	196	44	30
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:	316	391	27	0	458	56	69	38	72	196	44	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.90	0.95	0.95
Lanes:	0.89	1.04	0.07	1.00	1.78	0.22	1.00	0.35	0.65	1.00	0.59	0.41
Final Sat.:	1518	1878	130	1800	3217	393	1800	656	1244	1710	1073	732
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.00	0.14	0.14	0.04	0.06	0.06	0.11	0.04	0.04
Crit Moves:	****					****				****		
Green/Cycle:	0.42	0.42	0.42	0.00	0.29	0.29	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.49	0.49	0.49	0.00	0.49	0.49	0.17	0.25	0.25	0.49	0.18	0.18
Delay/Veh:	21.5	21.5	21.5	0.0	30.0	30.0	30.9	31.6	31.6	34.1	30.8	30.8
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:	21.5	21.5	21.5	0.0	30.0	30.0	30.9	31.6	31.6	34.1	30.8	30.8
LOS by Move:	C	C	C	A	C	C	C	C	C	C	C	C
HCM2kAvgQ:	9	9	9	0	7	7	2	3	3	6	2	2

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #19 Rancho Ave & I-10 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 6 Average Delay (sec/veh): 25.3
Optimal Cycle: 45 Level Of Service: C

Street Name:	Rancho Ave						I-10 Westbound Ramps					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	174	483	0	0	762	330	0	0	0	193	1	527
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:	174	483	0	0	762	330	0	0	0	193	1	527
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:	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 Volume:	174	483	0	0	762	330	0	0	0	193	1	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	483	0	0	762	330	0	0	0	193	1	527
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:	174	483	0	0	762	330	0	0	0	193	1	527
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.40	0.60	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3610	0	0	2519	1091	0	0	0	1791	9	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.11	0.11	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.13	0.55	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.39	0.39	0.39
Volume/Cap:	0.72	0.24	0.00	0.00	0.72	0.72	0.00	0.00	0.00	0.28	0.28	0.72
Delay/Veh:	51.5	11.5	0.0	0.0	25.8	25.8	0.0	0.0	0.0	21.4	21.4	29.6
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:	51.5	11.5	0.0	0.0	25.8	25.8	0.0	0.0	0.0	21.4	21.4	29.6
LOS by Move:	D	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	6	4	0	0	14	14	0	0	0	4	4	15

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #20 La Cadena Dr & I-10 Westbound On Ramp

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.1]

Street Name:	La Cadena Dr						I-10 Westbound On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0		1 0	0 0		1 1 0	0 0		0 0 0	0 0		1! 0 0
Volume Module:												
Base Vol:	79	432	2	0	528	158	0	0	0	3	0	15
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:	79	432	2	0	528	158	0	0	0	3	0	15
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:	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 Volume:	79	432	2	0	528	158	0	0	0	3	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	79	432	2	0	528	158	0	0	0	3	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	686	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	855	1277	217
Potent Cap.:	917	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	168	794
Move Cap.:	917	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	280	153	794
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	608	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.1		
ApproachLOS:	*			*			*			B		

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #21 9th St & I-10 Westbound Off Ramp

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: B[11.6]

Street Name:	9th St						I-10 Westbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 1	0 0		0 0 0	0 0		1 0	0 1	0
Volume Module:												
Base Vol:	0	179	0	0	303	0	0	0	0	11	0	326
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	179	0	0	303	0	0	0	0	11	0	326
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:	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 Volume:	0	179	0	0	303	0	0	0	0	11	0	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	179	0	0	303	0	0	0	0	11	0	326
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	482	179
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	547	487	869
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	547	487	869
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.38
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	869
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.6		
ApproachLOS:	*			*			*			B		

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #22 Rancho Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	6	Average Delay (sec/veh):	23.3
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Rancho Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 1 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	424	140	482	469	0	167	0	220	0	0	0
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	424	140	482	469	0	167	0	220	0	0	0
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:	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 Volume:	0	424	140	482	469	0	167	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	424	140	482	469	0	167	0	220	0	0	0
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:	0	424	140	482	469	0	167	0	220	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.50	0.50	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2714	896	1800	3610	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.27	0.13	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.27	0.27	0.47	0.74	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.57	0.57	0.18	0.00	0.46	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	32.2	32.2	20.4	4.0	0.0	36.1	0.0	38.2	0.0	0.0	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	32.2	32.2	20.4	4.0	0.0	36.1	0.0	38.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	8	8	11	2	0	5	0	7	0	0	0

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #23 9th St & I-10 Eastbound off Ramp

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: C[23.5]

Street Name:	9th St						I-10 Eastbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	7	21	309	19	0	166	0	3	0	0	0
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	7	21	309	19	0	166	0	3	0	0	0
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:	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 Volume:	0	7	21	309	19	0	166	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	7	21	309	19	0	166	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	28	xxxx	xxxxx	655	665	19	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx	434	383	1065	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1599	xxxx	xxxxx	356	294	1065	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	0.47	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	360	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	23.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.5			xxxxxx		
ApproachLOS:	*			*			C			*		

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #24 Mount Vernon Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	8	Average Delay (sec/veh):	31.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Mount Vernon Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 1	1 0	0 1	0	0 0	1! 0	0	0 1	0	0 1
Volume Module:												
Base Vol:	9	432	168	140	387	35	3	38	3	485	3	234
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:	9	432	168	140	387	35	3	38	3	485	3	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	9	432	168	140	387	35	3	38	3	485	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	432	168	140	387	35	3	38	3	485	3	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	9	432	168	140	387	35	3	38	3	485	3	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.04	1.96	1.00	1.00	0.92	0.08	0.07	0.86	0.07	0.99	0.01	1.00
Final Sat.:	74	3532	1900	1800	1742	158	129	1635	129	1790	11	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.09	0.08	0.22	0.22	0.02	0.02	0.02	0.27	0.27	0.00
Crit Moves:					****			****			****	
Green/Cycle:	0.18	0.18	0.18	0.32	0.50	0.50	0.03	0.03	0.03	0.39	0.39	0.00
Volume/Cap:	0.69	0.69	0.50	0.24	0.45	0.45	0.69	0.69	0.69	0.69	0.69	0.00
Delay/Veh:	42.0	42.0	38.4	25.3	16.7	16.7	76.2	76.2	76.2	28.5	28.5	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:	42.0	42.0	38.4	25.3	16.7	16.7	76.2	76.2	76.2	28.5	28.5	0.0
LOS by Move:	D	D	D	C	B	B	E	E	E	C	C	A
HCM2kAvgQ:	7	7	5	3	8	8	3	3	3	14	14	0

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #25 Pepper Ave & Slover Ave

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: A[9.3]

Street Name:	Pepper Ave								Slover Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	0	1	0	1 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	1	0		12	1	10		14	2	0		0	3	12	
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	1	0		12	1	10		14	2	0		0	3	12	
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:	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 Volume:	0	1	0		12	1	10		14	2	0		0	3	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	1	0		12	1	10		14	2	0		0	3	12	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	xxxxx		7.1	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	4.0	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	45	xxxxx		40	39	9		15	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	851	xxxxx		970	857	1079		1616	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	843	xxxxx		963	850	1079		1616	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	0.00	xxxx		0.01	0.00	0.01		0.01	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	0.0	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	9.3	xxxxx		xxxxx	xxxx	xxxxx		7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	A	*		*	*	*		A	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		953	xxxx	1053		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	0.0		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		8.8	xxxx	8.5		7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		A	*	A		A	*	*	*	*	*		
ApproachDel:	9.3				8.7				xxxxxx				xxxxxx			
ApproachLOS:	A				A				*				*			

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #26 Rancho Ave & N St

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.2]

Street Name:	Rancho Ave								N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 1	1	0		1 0	1	0	0	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	0	465	6		76	600	0		0	0	0		7	0	71	
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	465	6		76	600	0		0	0	0		7	0	71	
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:	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 Volume:	0	465	6		76	600	0		0	0	0		7	0	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	465	6		76	600	0		0	0	0		7	0	71	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		471	xxxx	xxxxx		xxxx	xxxx	xxxxx		1220	xxxx	236	
Potent Cap.:	xxxx	xxxx	xxxxx		1101	xxxx	xxxxx		xxxx	xxxx	xxxxx		201	xxxx	808	
Move Cap.:	xxxx	xxxx	xxxxx		1101	xxxx	xxxxx		xxxx	xxxx	xxxxx		190	xxxx	808	
Volume/Cap:	xxxx	xxxx	xxxx		0.07	xxxx	xxxx		xxxx	xxxx	xxxx		0.04	xxxx	0.09	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	0.3	
Control Del:	xxxxx	xxxx	xxxxx		8.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		24.7	xxxx	9.9	
LOS by Move:	*	*	*		A	*	*		*	*	*		C	*	A	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.2			
ApproachLOS:	*				*				*				B			

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #27 La Cadena Dr & N St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.151
Loss Time (sec):	4	Average Delay (sec/veh):	8.8
Optimal Cycle:	14	Level Of Service:	A

Street Name:	La Cadena Dr							N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	16	377		8	11	361		58	54		20	38	12		12	18
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:	16	377		8	11	361		58	54		20	38	12		12	18
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:	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 Volume:	16	377		8	11	361		58	54		20	38	12		12	18
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	16	377		8	11	361		58	54		20	38	12		12	18
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:	16	377		8	11	361		58	54		20	38	12		12	18
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	0.95		1.00	0.95	0.95		1.00	0.95		1.00	1.00	0.95		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	0.74		0.26	1.00	0.51		0.49	1.00
Final Sat.:	1800	3610		1900	1800	3610		1900	1332		494	1900	924		924	1900
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10		0.00	0.01	0.10		0.03	0.04		0.04	0.02	0.01		0.01	0.01
Crit Moves:		****									****					
Green/Cycle:	0.69	0.69		0.69	0.69	0.69		0.69	0.27		0.27	0.27	0.27		0.27	0.27
Volume/Cap:	0.01	0.15		0.01	0.01	0.14		0.04	0.15		0.15	0.07	0.05		0.05	0.04
Delay/Veh:	4.8	5.3		4.8	4.8	5.3		4.9	28.0		28.0	27.4	27.2		27.2	27.0
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:	4.8	5.3		4.8	4.8	5.3		4.9	28.0		28.0	27.4	27.2		27.2	27.0
LOS by Move:	A	A		A	A	A		A	C		C	C	C		C	C
HCM2kAvgQ:	0	2		0	0	2		1	2		2	1	1		1	0

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #28 Mount Vernon Ave & M St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	6	Average Delay (sec/veh):	10.8
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Mount Vernon Ave						M St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	72	469	0	0	671	93	80	0	103	0	0	0
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:	72	469	0	0	671	93	80	0	103	0	0	0
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:	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 Volume:	72	469	0	0	671	93	80	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	469	0	0	671	93	80	0	103	0	0	0
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:	72	469	0	0	671	93	80	0	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	1900	0	0	1900	1900	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.00	0.00	0.35	0.05	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.83	0.00	0.00	0.74	0.74	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.48	0.30	0.00	0.00	0.48	0.07	0.39	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	46.0	2.1	0.0	0.0	5.4	3.5	42.3	0.0	43.2	0.0	0.0	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:	46.0	2.1	0.0	0.0	5.4	3.5	42.3	0.0	43.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	8	1	2	0	3	0	0	0

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Rancho Ave & Agua Mansa Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	0	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Rancho Ave						Agua Mansa Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	53	332	4	30	387	163	129	12	46	4	21	19
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:	53	332	4	30	387	163	129	12	46	4	21	19
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:	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 Volume:	53	332	4	30	387	163	129	12	46	4	21	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	332	4	30	387	163	129	12	46	4	21	19
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:	53	332	4	30	387	163	129	12	46	4	21	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.41	0.59	0.69	0.06	0.25	0.09	0.48	0.43
Final Sat.:	550	1180	14	571	897	398	394	37	140	49	256	231
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.05	0.43	0.41	0.33	0.33	0.33	0.08	0.08	0.08
Crit Moves:		****			****		****					****
Delay/Veh:	9.7	10.7	10.7	9.2	12.3	11.4	11.6	11.6	11.6	9.5	9.5	9.5
Delay 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
AdjDel/Veh:	9.7	10.7	10.7	9.2	12.3	11.4	11.6	11.6	11.6	9.5	9.5	9.5
LOS by Move:	A	B	B	A	B	B	B	B	B	A	A	A
ApproachDel:		10.6			11.9			11.6			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			11.9			11.6			9.5	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.1	0.4	0.4	0.1	0.7	0.6	0.4	0.4	0.4	0.1	0.1	0.1

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #30 Mount Vernon Ave & Washington St (west)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 8 Average Delay (sec/veh): 32.6
Optimal Cycle: 28 Level Of Service: C

Street Name:	Mount Vernon Ave						Washington St (west)					
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			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 1	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	253	332	505	294	155	93	87	287	133	347	350	536
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:	253	332	505	294	155	93	87	287	133	347	350	536
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	253	332	0	294	155	0	87	287	133	347	350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	332	0	294	155	0	87	287	133	347	350	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	253	332	0	294	155	0	87	287	133	347	350	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00
Lanes:	1.34	1.66	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2287	3001	1900	3400	3610	1900	3400	3610	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.09	0.04	0.00	0.03	0.08	0.07	0.10	0.10	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.27	0.27	0.00	0.21	0.21	0.00	0.19	0.19	0.19	0.25	0.25	0.00
Volume/Cap:	0.41	0.41	0.00	0.41	0.20	0.00	0.13	0.41	0.36	0.41	0.39	0.00
Delay/Veh:	30.3	30.3	0.0	34.5	32.7	0.0	33.5	35.8	35.6	31.8	31.6	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:	30.3	30.3	0.0	34.5	32.7	0.0	33.5	35.8	35.6	31.8	31.6	0.0
LOS by Move:	C	C	A	C	C	A	C	D	D	C	C	A
HCM2kAvgQ:	5	5	0	4	2	0	1	4	3	5	5	0

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #31 Mount Vernon Ave & Washington St (east)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	6	Average Delay (sec/veh):	19.5
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Mount Vernon Ave						Washington St (east)					
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			Permitted			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	577	0	410	0	0	0	0	557	583	69	660	0
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:	577	0	410	0	0	0	0	557	583	69	660	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	577	0	410	0	0	0	0	557	0	69	660	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	577	0	410	0	0	0	0	557	0	69	660	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	577	0	410	0	0	0	0	557	0	69	660	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.89	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3400	0	1900	0	0	0	0	3610	1900	3400	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.22	0.00	0.00	0.00	0.00	0.15	0.00	0.02	0.18	0.00
Crit Moves:			****								****	
Green/Cycle:	0.37	0.00	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.31	0.57	0.00
Volume/Cap:	0.46	0.00	0.32	0.00	0.00	0.00	0.00	0.59	0.00	0.07	0.32	0.00
Delay/Veh:	24.4	0.0	6.8	0.0	0.0	0.0	0.0	33.1	0.0	24.3	11.2	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:	24.4	0.0	6.8	0.0	0.0	0.0	0.0	33.1	0.0	24.3	11.2	0.0
LOS by Move:	C	A	A	A	A	A	A	C	A	C	B	A
HCM2kAvgQ:	8	0	5	0	0	0	0	8	0	1	5	0

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #32 Barton Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	8	Average Delay (sec/veh):	30.6
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Barton Rd						Washington St					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	7	111	535	77	98	143	91	561	9	399	929	99
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:	7	111	535	77	98	143	91	561	9	399	929	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	7	111	535	77	98	143	91	561	0	399	929	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	111	535	77	98	143	91	561	0	399	929	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	7	111	535	77	98	143	91	561	0	399	929	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	0.89	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1805	1805	1800	3610	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.28	0.04	0.05	0.08	0.05	0.16	0.00	0.12	0.26	0.05
Crit Moves:			****	****			****				****	
Green/Cycle:	0.02	0.41	0.41	0.06	0.45	0.45	0.07	0.26	0.00	0.19	0.37	0.37
Volume/Cap:	0.18	0.14	0.69	0.69	0.12	0.18	0.69	0.61	0.00	0.61	0.69	0.14
Delay/Veh:	50.1	18.6	26.8	62.4	16.0	16.5	59.3	34.0	0.0	38.6	27.8	20.7
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:	50.1	18.6	26.8	62.4	16.0	16.5	59.3	34.0	0.0	38.6	27.8	20.7
LOS by Move:	D	B	C	E	B	B	E	C	A	D	C	C
HCM2kAvgQ:	0	2	14	4	2	3	4	9	0	6	13	2

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #33 Reche Canyon Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	6	Average Delay (sec/veh):	22.6
Optimal Cycle:	33	Level Of Service:	C

Street Name:	Reche Canyon Rd						Washington St					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0	0	0	0	2	0	1
Volume Module:												
Base Vol:	715	0	695	0	0	0	0	871	187	201	521	0
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:	715	0	695	0	0	0	0	871	187	201	521	0
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:	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 Volume:	715	0	695	0	0	0	0	871	187	201	521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	0	695	0	0	0	0	871	187	201	521	0
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:	715	0	695	0	0	0	0	871	187	201	521	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.89	0.95	1.00
Lanes:	1.52	0.00	1.48	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2737	0	2811	0	0	0	0	3610	1900	3400	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.25	0.00	0.00	0.00	0.00	0.24	0.10	0.06	0.14	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.40	0.40	0.10	0.50	0.00
Volume/Cap:	0.60	0.00	0.57	0.00	0.00	0.00	0.00	0.60	0.24	0.60	0.29	0.00
Delay/Veh:	21.9	0.0	21.3	0.0	0.0	0.0	0.0	24.1	19.9	46.1	14.5	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:	21.9	0.0	21.3	0.0	0.0	0.0	0.0	24.1	19.9	46.1	14.5	0.0
LOS by Move:	C	A	C	A	A	A	A	C	B	D	B	A
HCM2kAvgQ:	11	0	11	0	0	0	0	11	4	3	5	0

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #34 Hunts Ln & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	6	Average Delay (sec/veh):	16.2
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Hunts Ln						Washington St					
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			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	54	0	164	334	1418	0	0	836	62
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	54	0	164	334	1418	0	0	836	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	54	0	164	334	1418	0	0	836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	164	334	1418	0	0	836	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	54	0	164	334	1418	0	0	836	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	0.95	1.00	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	0.41	0.00	1.59	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	738	0	3021	3400	3610	0	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.10	0.39	0.00	0.00	0.23	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.53	0.84	0.00	0.00	0.31	0.00
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.55	0.19	0.47	0.00	0.00	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	53.6	0.0	44.6	12.3	2.2	0.0	0.0	33.5	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	53.6	0.0	44.6	12.3	2.2	0.0	0.0	33.5	0.0
LOS by Move:	A	A	A	D	A	D	B	A	A	A	C	A
HCM2kAvgQ:	0	0	0	4	0	3	3	6	0	0	13	0

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #35 La Cadena Dr & Tropicana Rd / Washingtion St (future)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[17.5]

Street Name:	La Cadena Dr						Tropicana Rd / Washingtion St (fu					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	1 0 0	0	0
Volume Module:												
Base Vol:	1	483	0	0	584	7	2	0	1	2	0	0
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:	1	483	0	0	584	7	2	0	1	2	0	0
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:	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 Volume:	1	483	0	0	584	7	2	0	1	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	483	0	0	584	7	2	0	1	2	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	591	xxxx	xxxxx	xxxx	xxxx	xxxxx	831	xxxx	296	777	xxxx	xxxxx
Potent Cap.:	995	xxxx	xxxxx	xxxx	xxxx	xxxxx	265	xxxx	707	290	xxxx	xxxxx
Move Cap.:	995	xxxx	xxxxx	xxxx	xxxx	xxxxx	265	xxxx	707	290	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0	0.0	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.7	xxxx	10.1	17.5	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.8			17.5		
ApproachLOS:	*			*			C			C		

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #36 La Cadena Dr & Barton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	6	Average Delay (sec/veh):	20.1
Optimal Cycle:	22	Level Of Service:	C

Street Name:	La Cadena Dr						Barton Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	407	92	192	523	0	0	0	0	66	0	214
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	407	92	192	523	0	0	0	0	66	0	214
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:	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 Volume:	0	407	92	192	523	0	0	0	0	66	0	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	407	92	192	523	0	0	0	0	66	0	214
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:	0	407	92	192	523	0	0	0	0	66	0	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	1800	3610	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.05	0.11	0.14	0.00	0.00	0.00	0.00	0.04	0.00	0.11
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.32	0.32	0.30	0.62	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.35	0.15	0.35	0.23	0.00	0.00	0.00	0.00	0.11	0.00	0.35
Delay/Veh:	0.0	26.3	24.5	27.7	8.4	0.0	0.0	0.0	0.0	24.2	0.0	26.5
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:	0.0	26.3	24.5	27.7	8.4	0.0	0.0	0.0	0.0	24.2	0.0	26.5
LOS by Move:	A	C	C	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	2	5	4	0	0	0	0	1	0	5

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

City of Colton General Plan - Circulation Element
Existing

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

Intersection #37 La Cadena Dr & I-215 Southbound Ramps

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: C[18.0]

Street Name:	La Cadena Dr						I-215 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	116	0	548	0	0	0	0	238	0	0	407	0
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:	116	0	548	0	0	0	0	238	0	0	407	0
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:	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 Volume:	116	0	548	0	0	0	0	238	0	0	407	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	116	0	548	0	0	0	0	238	0	0	407	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	645	xxxx	238	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	440	xxxx	806	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	440	xxxx	806	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	0.68	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	5.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.1	xxxx	18.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	C	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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City of Colton General Plan - Circulation Element
Existing

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

Intersection #38 La Cadena Dr & I-215 Northbound Ramps

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[14.7]

Street Name:	La Cadena Dr						I-215 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 1 0 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	24	0	247	96	662	0	0	158	441
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	24	0	247	96	662	0	0	158	441
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:	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 Volume:	0	0	0	24	0	247	96	662	0	0	158	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	24	0	247	96	662	0	0	158	441
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1233	xxxx	379	599	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	197	xxxx	673	988	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	182	xxxx	673	988	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	0.37	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	1.7	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	27.8	xxxx	13.4	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #1 Mount Vernon Ave & La Cadena Dr/Citrus St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	8	Average Delay (sec/veh):	23.7
Optimal Cycle:	27	Level Of Service:	C

Street Name:	Mount Vernon Ave						La Cadena Dr/Citrus St					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	0 1	1	0 1
Volume Module:												
Base Vol:	34	566	134	126	386	102	177	100	14	62	103	91
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:	34	566	134	126	386	102	177	100	14	62	103	91
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:	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 Volume:	34	566	134	126	386	102	177	100	14	62	103	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	566	134	126	386	102	177	100	14	62	103	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:	34	566	134	126	386	102	177	100	14	62	103	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95	1.00
Lanes:	1.00	1.62	0.38	1.00	1.58	0.42	1.86	1.00	0.14	0.78	1.22	1.00
Final Sat.:	1800	2919	691	1800	2855	755	3186	1800	252	1329	2207	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.07	0.14	0.14	0.06	0.06	0.06	0.05	0.05	0.05
Crit Moves:		****		****				****				****
Green/Cycle:	0.08	0.49	0.49	0.18	0.58	0.58	0.14	0.14	0.14	0.12	0.12	0.12
Volume/Cap:	0.23	0.40	0.40	0.40	0.23	0.23	0.40	0.40	0.40	0.39	0.39	0.40
Delay/Veh:	43.9	16.6	16.6	37.4	10.3	10.3	39.6	39.6	39.6	41.2	41.2	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:	43.9	16.6	16.6	37.4	10.3	10.3	39.6	39.6	39.6	41.2	41.2	41.8
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	7	7	4	4	4	3	3	3	3	3	3

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

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City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #2 Wildrose Ave & San Bernardino Ave

Average Delay (sec/veh): 9.9 Worst Case Level Of Service: E[38.8]

Street Name:	Wildrose Ave						San Bernardino Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 1 0	1	0	1 0 0	1	0
Volume Module:												
Base Vol:	82 29 103			34 24 45			81 318 44			52 304		54
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:	82 29 103			34 24 45			81 318 44			52 304		54
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:	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 Volume:	82 29 103			34 24 45			81 318 44			52 304		54
Reduct Vol:	0 0 0			0 0 0			0 0 0			0 0		0
FinalVolume:	82 29 103			34 24 45			81 318 44			52 304		54
Critical Gap Module:												
Critical Gp:	7.1 6.5 6.2			7.1 6.5 6.2			4.1 xxxx xxxxx			4.1 xxxx xxxxx		
FollowUpTim:	3.5 4.0 3.3			3.5 4.0 3.3			2.2 xxxx xxxxx			2.2 xxxx xxxxx		
Capacity Module:												
Cnflict Vol:	972 964 181			771 959 331			358 xxxx xxxxx			362 xxxx xxxxx		
Potent Cap.:	234 257 867			320 259 715			1212 xxxx xxxxx			1208 xxxx xxxxx		
Move Cap.:	185 228 867			233 230 715			1212 xxxx xxxxx			1208 xxxx xxxxx		
Volume/Cap:	0.44 0.13 0.12			0.15 0.10 0.06			0.07 xxxx xxxx			0.04 xxxx xxxx		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			0.2 xxxx xxxxx			0.1 xxxx xxxxx		
Control Del:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			8.2 xxxx xxxxx			8.1 xxxx xxxxx		
LOS by Move:	* * *			* * *			A * *			A * *		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 310 xxxxx			xxxx 329 xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx 4.8 xxxxx			xxxxx 1.3 xxxxx			0.2 xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx 38.8 xxxxx			xxxxx 20.9 xxxxx			8.2 xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	* E *			* C *			A * *			* * *		
ApproachDel:	38.8			20.9			xxxxxx			xxxxxx		
ApproachLOS:	E			C			*			*		

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

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #3 Pepper Ave & San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	6	Average Delay (sec/veh):	19.8
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Pepper Ave						San Bernardino Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	92	565	27	32	373	107	120	189	92	21	213	44
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	565	27	32	373	107	120	189	92	21	213	44
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:	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 Volume:	92	565	27	32	373	107	120	189	92	21	213	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	565	27	32	373	107	120	189	92	21	213	44
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:	92	565	27	32	373	107	120	189	92	21	213	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.55	0.45	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	3400	3610	1900	1800	2805	805	1800	1900	1900	1800	1575	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.01	0.02	0.13	0.13	0.07	0.10	0.05	0.01	0.14	0.14
Crit Moves:		****		****							****	
Green/Cycle:	0.09	0.48	0.48	0.05	0.44	0.44	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.30	0.33	0.03	0.33	0.30	0.30	0.16	0.24	0.12	0.03	0.33	0.33
Delay/Veh:	43.2	16.4	14.0	47.5	18.2	18.2	18.7	19.4	18.3	17.6	20.3	20.3
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:	43.2	16.4	14.0	47.5	18.2	18.2	18.7	19.4	18.3	17.6	20.3	20.3
LOS by Move:	D	B	B	D	B	B	B	B	B	B	C	C
HCM2kAvgQ:	2	6	0	1	5	5	2	4	2	0	5	5

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Meridian ave & San Bernardino Ave / Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	14.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Meridian Ave						San Bernardino Ave / Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	160	336	7	35	143	68	90	153	89	7	110	45
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:	160	336	7	35	143	68	90	153	89	7	110	45
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:	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 Volume:	160	336	7	35	143	68	90	153	89	7	110	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	336	7	35	143	68	90	153	89	7	110	45
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:	160	336	7	35	143	68	90	153	89	7	110	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	1.00	0.68	0.32	1.00	0.63	0.37	0.04	0.68	0.28
Final Sat.:	503	534	11	465	350	166	466	328	191	21	325	133
Capacity Analysis Module:												
Vol/Sat:	0.32	0.63	0.63	0.08	0.41	0.41	0.19	0.47	0.47	0.34	0.34	0.34
Crit Moves:		****			****			****			****	
Delay/Veh:	12.7	18.9	18.9	10.6	13.5	13.5	11.8	14.5	14.5	13.3	13.3	13.3
Delay 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
AdjDel/Veh:	12.7	18.9	18.9	10.6	13.5	13.5	11.8	14.5	14.5	13.3	13.3	13.3
LOS by Move:	B	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		16.9			13.1			13.8			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.9			13.1			13.8			13.3	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	0.4	1.5	1.5	0.1	0.6	0.6	0.2	0.8	0.8	0.4	0.4	0.4

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #5 Rancho Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	4	Average Delay (sec/veh):	12.7
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Rancho Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	86	739	50	28	406	41	54	106	76	52	82	32
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:	86	739	50	28	406	41	54	106	76	52	82	32
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:	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 Volume:	86	739	50	28	406	41	54	106	76	52	82	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	739	50	28	406	41	54	106	76	52	82	32
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:	86	739	50	28	406	41	54	106	76	52	82	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.82	0.18	0.24	0.44	0.32	0.32	0.49	0.19
Final Sat.:	1800	3381	229	1800	3279	331	429	843	604	585	922	360
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.02	0.12	0.12	0.13	0.13	0.13	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.08	0.36	0.36	0.03	0.20	0.20	0.36	0.36	0.36	0.25	0.25	0.25
Delay/Veh:	8.0	9.9	9.9	7.8	8.8	8.8	24.5	24.5	24.5	23.3	23.3	23.3
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:	8.0	9.9	9.9	7.8	8.8	8.8	24.5	24.5	24.5	23.3	23.3	23.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	0	3	3	5	5	5	4	4	4

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

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City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pennsylvania Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pennsylvania Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Volume Module:												
Base Vol:	29	251	8	22	157	22	26	111	23	11	59	27
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:	29	251	8	22	157	22	26	111	23	11	59	27
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:	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 Volume:	29	251	8	22	157	22	26	111	23	11	59	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	251	8	22	157	22	26	111	23	11	59	27
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:	29	251	8	22	157	22	26	111	23	11	59	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.87	0.03	0.11	0.78	0.11	0.16	0.70	0.14	0.11	0.61	0.28
Final Sat.:	72	627	20	77	549	77	105	450	93	72	387	177
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.29	0.29	0.29	0.25	0.25	0.25	0.15	0.15	0.15
Crit Moves:			****		****			****			****	
Delay/Veh:	10.8	10.8	10.8	9.7	9.7	9.7	9.6	9.6	9.6	9.0	9.0	9.0
Delay 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
AdjDel/Veh:	10.8	10.8	10.8	9.7	9.7	9.7	9.6	9.6	9.6	9.0	9.0	9.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.8			9.7			9.6			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.7			9.6			9.0		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.6	0.6	0.6	0.4	0.4	0.4	0.3	0.3	0.3	0.1	0.1	0.1

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 La Cadena Dr & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.238
Loss Time (sec):	4	Average Delay (sec/veh):	13.9
Optimal Cycle:	15	Level Of Service:	B

Street Name:	La Cadena Dr						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	22	256	29	7	175	29	46	103	26	18	68	19
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:	22	256	29	7	175	29	46	103	26	18	68	19
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:	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 Volume:	22	256	29	7	175	29	46	103	26	18	68	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	256	29	7	175	29	46	103	26	18	68	19
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:	22	256	29	7	175	29	46	103	26	18	68	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.58	0.15	0.18	0.64	0.18
Final Sat.:	1800	1900	1900	1800	1900	1900	492	1102	278	323	1219	341
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.02	0.00	0.09	0.02	0.09	0.09	0.09	0.06	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.02	0.24	0.03	0.01	0.16	0.03	0.24	0.24	0.24	0.14	0.14	0.14
Delay/Veh:	9.5	11.0	9.5	9.4	10.4	9.5	20.5	20.5	20.5	19.6	19.6	19.6
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:	9.5	11.0	9.5	9.4	10.4	9.5	20.5	20.5	20.5	19.6	19.6	19.6
LOS by Move:	A	B	A	A	B	A	C	C	C	B	B	B
HCM2kAvgQ:	0	4	0	0	3	0	4	4	4	2	2	2

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

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City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #8 Mount Vernon Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	4	Average Delay (sec/veh):	6.4
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Mount Vernon Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	63	792	0	0	514	33	91	0	72	0	0	0
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:	63	792	0	0	514	33	91	0	72	0	0	0
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:	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 Volume:	63	792	0	0	514	33	91	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	792	0	0	514	33	91	0	72	0	0	0
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:	63	792	0	0	514	33	91	0	72	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.88	0.12	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	3610	0	0	3392	218	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.00	0.00	0.15	0.15	0.05	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.04	0.28	0.00	0.00	0.19	0.19	0.28	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	2.5	3.1	0.0	0.0	2.9	2.9	35.9	0.0	35.3	0.0	0.0	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:	2.5	3.1	0.0	0.0	2.9	2.9	35.9	0.0	35.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	4	0	0	2	2	3	0	2	0	0	0

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

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City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #9 Mount Vernon Ave & Colton Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	6	Average Delay (sec/veh):	16.1
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Mount Vernon Ave						Colton Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	9	847	96	58	525	83	104	199	9	81	158	83
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:	9	847	96	58	525	83	104	199	9	81	158	83
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:	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 Volume:	9	847	96	58	525	83	104	199	9	81	158	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	847	96	58	525	83	104	199	9	81	158	83
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:	9	847	96	58	525	83	104	199	9	81	158	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3610	1900	1800	3117	493	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.05	0.03	0.17	0.17	0.06	0.10	0.00	0.05	0.08	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.02	0.59	0.59	0.08	0.66	0.66	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.26	0.40	0.09	0.40	0.26	0.26	0.22	0.40	0.02	0.17	0.31	0.16
Delay/Veh:	52.2	10.9	8.7	45.3	7.2	7.2	28.9	30.7	27.2	28.5	29.8	28.4
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:	52.2	10.9	8.7	45.3	7.2	7.2	28.9	30.7	27.2	28.5	29.8	28.4
LOS by Move:	D	B	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	7	1	2	4	4	3	5	0	2	4	2

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

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City of Colton General Plan - Circulation Element
Existing Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Colton Ave & F St

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: B[11.8]

Street Name:	Colton Ave						F St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	3	122	15	2	73	19	47	52	0	10	118	1
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:	3	122	15	2	73	19	47	52	0	10	118	1
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:	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 Volume:	3	122	15	2	73	19	47	52	0	10	118	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	122	15	2	73	19	47	52	0	10	118	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	92	xxxx	xxxxx	137	xxxx	xxxxx	282	230	xxxxx	248	232	130
Potent Cap.:	1515	xxxx	xxxxx	1459	xxxx	xxxxx	675	674	xxxxx	710	672	926
Move Cap.:	1515	xxxx	xxxxx	1459	xxxx	xxxxx	581	671	xxxxx	666	670	926
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.08	0.08	xxxx	0.02	0.18	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	xxxxx	xxxx	671	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	11.6	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.8			11.6		
ApproachLOS:	*			*			B			B		

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

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #11 Mount Vernon Ave & F St / Fairway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	4	Average Delay (sec/veh):	15.7
Optimal Cycle:	19	Level Of Service:	B

Street Name:	Mount Vernon Ave						F St / Fairway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	26	705	38	154	538	18	28	88	16	75	162	352
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:	26	705	38	154	538	18	28	88	16	75	162	352
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:	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 Volume:	26	705	38	154	538	18	28	88	16	75	162	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	705	38	154	538	18	28	88	16	75	162	352
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:	26	705	38	154	538	18	28	88	16	75	162	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.94	0.06	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1800	3425	185	1800	3493	117	1800	1608	292	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.09	0.15	0.15	0.02	0.05	0.05	0.04	0.09	0.19
Crit Moves:		****										****
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.03	0.41	0.41	0.17	0.30	0.30	0.03	0.12	0.12	0.09	0.19	0.41
Delay/Veh:	12.4	15.6	15.6	13.5	14.6	14.6	15.1	15.8	15.8	15.6	16.4	18.6
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:	12.4	15.6	15.6	13.5	14.6	14.6	15.1	15.8	15.8	15.6	16.4	18.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	7	7	3	5	5	0	2	2	1	3	7

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

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Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	4	35	20	7	9	13	0	6	4	14	60	10
Ideal Flow (vphpl)	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0			4.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Frt		1.00	0.96		1.00	1.00	0.85			0.89		
Flt Protected		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (prot)		1583	1699		1583	1765	1500			1572		
Flt Permitted		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (perm)		1583	1699		1583	1765	1500			1572		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4	37	21	7	9	14	0	6	4	15	63	11
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	3	0	0
Lane Group Flow (vph)	0	41	22	0	9	14	6	0	0	90	0	0
Turn Type	Split	Split			Split		Perm		Split			
Protected Phases	4	4	4		8	8			2	2		
Permitted Phases							8					
Actuated Green, G (s)		4.4	4.4		2.1	2.1	2.1			28.0		
Effective Green, g (s)		5.9	5.9		3.6	3.6	3.6			29.5		
Actuated g/C Ratio		0.08	0.08		0.05	0.05	0.05			0.41		
Clearance Time (s)		5.5	5.5		5.5	5.5	5.5			5.5		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0			3.0		
Lane Grp Cap (vph)		130	140		80	89	75			648		
v/s Ratio Prot		c0.03	0.01		0.01	c0.01				c0.06		
v/s Ratio Perm							0.00					
v/c Ratio		0.32	0.15		0.11	0.16	0.08			0.14		
Uniform Delay, d1		30.9	30.5		32.5	32.5	32.4			13.1		
Progression Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Incremental Delay, d2		1.4	0.5		0.6	0.8	0.5			0.4		
Delay (s)		32.3	31.0		33.1	33.4	32.9			13.6		
Level of Service		C	C		C	C	C			B		
Approach Delay (s)			31.8			33.2				13.6		
Approach LOS			C			C				B		

Intersection Summary			
HCM Average Control Delay	26.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	71.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

City of Colton General Plan - Circulation Element
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PM Peak Hour

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

Intersection #13 Pepper Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	8	Average Delay (sec/veh):	24.7
Optimal Cycle:	28	Level Of Service:	C

Street Name:	Pepper Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	203	639	90	26	544	83	66	244	192	92	315	48
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:	203	639	90	26	544	83	66	244	192	92	315	48
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:	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 Volume:	203	639	90	26	544	83	66	244	192	92	315	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	639	90	26	544	83	66	244	192	92	315	48
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:	203	639	90	26	544	83	66	244	192	92	315	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	1800	5187	1900	3400	3610	1900	3400	3610	1900	3400	3133	477
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.05	0.01	0.15	0.04	0.02	0.07	0.10	0.03	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.58	0.58	0.04	0.35	0.35	0.05	0.24	0.24	0.06	0.25	0.25
Volume/Cap:	0.43	0.21	0.08	0.21	0.43	0.12	0.40	0.28	0.43	0.43	0.40	0.40
Delay/Veh:	31.1	10.0	9.2	47.7	24.8	21.9	47.7	31.4	33.0	46.4	31.4	31.4
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:	31.1	10.0	9.2	47.7	24.8	21.9	47.7	31.4	33.0	46.4	31.4	31.4
LOS by Move:	C	A	A	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	3	1	1	7	2	2	3	5	2	5	5

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
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PM Peak Hour

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

Intersection #14 Hermosa Ave & Valley Blvd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.2]

Street Name:	Hermosa Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	9	0	4	29	461	0	0	554	4
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	9	0	4	29	461	0	0	554	4
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:	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 Volume:	0	0	0	9	0	4	29	461	0	0	554	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	4	29	461	0	0	554	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	843	1073	277	558	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	307	222	726	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	300	216	726	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.01	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	366	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #15 Rancho Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	8	Average Delay (sec/veh):	27.8
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Rancho Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	268	817	127	77	512	26	39	261	299	73	243	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:	268	817	127	77	512	26	39	261	299	73	243	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:	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 Volume:	268	817	127	77	512	26	39	261	299	73	243	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	817	127	77	512	26	39	261	299	73	243	97
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:	268	817	127	77	512	26	39	261	299	73	243	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3124	486	1800	3436	174	1800	1805	1805	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.04	0.15	0.15	0.02	0.14	0.17	0.04	0.13	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.27	0.47	0.47	0.08	0.27	0.27	0.05	0.30	0.30	0.07	0.32	0.32
Volume/Cap:	0.55	0.56	0.56	0.56	0.55	0.55	0.40	0.48	0.55	0.55	0.40	0.16
Delay/Veh:	32.5	19.6	19.6	49.7	31.8	31.8	48.3	28.8	29.8	49.4	26.8	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:	32.5	19.6	19.6	49.7	31.8	31.8	48.3	28.8	29.8	49.4	26.8	24.4
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	11	11	2	7	7	1	7	8	3	6	2

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 La Cadena Dr & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	6	Average Delay (sec/veh):	25.2
Optimal Cycle:	24	Level Of Service:	C

Street Name:	La Cadena Dr						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	164	413	123	46	347	31	86	243	137	256	382	22
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:	164	413	123	46	347	31	86	243	137	256	382	22
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:	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 Volume:	164	413	123	46	347	31	86	243	137	256	382	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	413	123	46	347	31	86	243	137	256	382	22
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:	164	413	123	46	347	31	86	243	137	256	382	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.54	0.46	1.00	1.84	0.16	1.00	1.28	0.72	1.00	1.89	0.11
Final Sat.:	1800	2782	828	1800	3314	296	1800	2309	1302	1800	3413	197
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.03	0.10	0.10	0.05	0.11	0.11	0.14	0.11	0.11
Crit Moves:		****						****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.18	0.25	0.25	0.34	0.41	0.41
Volume/Cap:	0.26	0.42	0.42	0.07	0.30	0.30	0.27	0.42	0.42	0.42	0.27	0.27
Delay/Veh:	23.3	24.8	24.8	21.6	23.5	23.5	36.1	31.8	31.8	26.0	19.6	19.6
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:	23.3	24.8	24.8	21.6	23.5	23.5	36.1	31.8	31.8	26.0	19.6	19.6
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	4	6	6	1	4	4	3	5	5	7	4	4

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 10th St & Valley Blvd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.7]

Street Name:	10th St						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	10	0	77	126	317	0	0	335	12
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	10	0	77	126	317	0	0	335	12
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:	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 Volume:	0	0	0	10	0	77	126	317	0	0	335	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	10	0	77	126	317	0	0	335	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	752	910	174	347	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	351	277	846	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	323	248	846	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.09	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	713	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mount Vernon Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	6	Average Delay (sec/veh):	28.0
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Mount Vernon Ave						Valley Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	425	557	57	6	526	64	99	107	119	155	65	35
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:	425	557	57	6	526	64	99	107	119	155	65	35
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:	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 Volume:	425	557	57	6	526	64	99	107	119	155	65	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	557	57	6	526	64	99	107	119	155	65	35
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:	425	557	57	6	526	64	99	107	119	155	65	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.90	0.95	0.95
Lanes:	0.84	1.05	0.11	1.00	1.78	0.22	1.00	0.47	0.53	1.00	0.65	0.35
Final Sat.:	1444	1892	194	1800	3218	392	1800	900	1000	1710	1173	632
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.16	0.16	0.06	0.12	0.12	0.09	0.06	0.06
Crit Moves:		****				****		****				
Green/Cycle:	0.48	0.48	0.48	0.27	0.27	0.27	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.61	0.61	0.61	0.01	0.61	0.61	0.28	0.61	0.61	0.47	0.29	0.29
Delay/Veh:	19.9	19.9	19.9	27.0	33.4	33.4	34.8	39.9	39.9	36.4	34.6	34.6
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:	19.9	19.9	19.9	27.0	33.4	33.4	34.8	39.9	39.9	36.4	34.6	34.6
LOS by Move:	B	B	B	C	C	C	C	D	D	D	C	C
HCM2kAvgQ:	13	13	13	0	9	9	3	6	6	5	3	3

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rancho Ave & I-10 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	6	Average Delay (sec/veh):	22.5
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Rancho Ave						I-10 Westbound Ramps					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	190	814	0	0	758	189	0	0	0	124	0	449
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	814	0	0	758	189	0	0	0	124	0	449
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:	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 Volume:	190	814	0	0	758	189	0	0	0	124	0	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	814	0	0	758	189	0	0	0	124	0	449
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:	190	814	0	0	758	189	0	0	0	124	0	449
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.60	0.40	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3610	0	0	2890	720	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.07	0.00	0.24
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.57	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.64	0.39	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.19	0.00	0.64
Delay/Veh:	43.8	11.9	0.0	0.0	24.7	24.7	0.0	0.0	0.0	21.6	0.0	28.2
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:	43.8	11.9	0.0	0.0	24.7	24.7	0.0	0.0	0.0	21.6	0.0	28.2
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	6	7	0	0	12	12	0	0	0	3	0	12

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 La Cadena Dr & I-10 Westbound On Ramp

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[16.1]

Street Name:	La Cadena Dr						I-10 Westbound On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1	0	0	0 0 1	1	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	127 654	0	0	615	161	0	0	0	11	0	34	
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	1.00	
Initial Bse:	127 654	0	0	615	161	0	0	0	11	0	34	
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	1.00	
PHF 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	1.00	
PHF Volume:	127 654	0	0	615	161	0	0	0	11	0	34	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	127 654	0	0	615	161	0	0	0	11	0	34	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3		
Capacity Module:												
Cnflict Vol:	776 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1216	1684	327		
Potent Cap.:	849 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	95	675		
Move Cap.:	849 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	80	675		
Volume/Cap:	0.15 xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.05		
Level Of Service Module:												
2Way95thQ:	0.5 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	10.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	370	xxxxx	
SharedQueue:	0.5 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx		
Shrd ConDel:	10.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx		
Shared LOS:	A *	*	*	*	*	*	*	*	*	C	*	
ApproachDel:	xxxxxx		xxxxxx			xxxxxx			16.1			
ApproachLOS:	*		*			*			C			

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 9th St & I-10 Westbound Off Ramp

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[12.1]

Street Name:	9th St						I-10 Westbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 0	0	0	1 0 0	1	0
Volume Module:												
Base Vol:	0	253	0	0	304	0	0	0	0	14	0	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	1.00
Initial Bse:	0	253	0	0	304	0	0	0	0	14	0	286
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	1.00
PHF 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	1.00
PHF Volume:	0	253	0	0	304	0	0	0	0	14	0	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	253	0	0	304	0	0	0	0	14	0	286
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		557	557	253
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		495	442	791
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		495	442	791
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.03	0.00	0.36
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.1	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		12.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	791
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	1.7
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	12.1
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.1		
ApproachLOS:	*			*			*			B		

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

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

Intersection #22 Rancho Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	6	Average Delay (sec/veh):	29.7
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Rancho Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	591	297	455	366	0	370	1	226	0	0	0
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	591	297	455	366	0	370	1	226	0	0	0
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:	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 Volume:	0	591	297	455	366	0	370	1	226	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	591	297	455	366	0	370	1	226	0	0	0
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:	0	591	297	455	366	0	370	1	226	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.33	0.67	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2403	1207	1800	3610	0	1795	5	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.25	0.10	0.00	0.21	0.21	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.33	0.33	0.34	0.67	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.75	0.75	0.75	0.15	0.00	0.75	0.75	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	32.7	32.7	34.6	6.3	0.0	39.4	39.4	30.4	0.0	0.0	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	32.7	32.7	34.6	6.3	0.0	39.4	39.4	30.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	D	D	C	A	A	A
HCM2kAvgQ:	0	13	13	13	2	0	13	13	6	0	0	0

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

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

Intersection #23 9th St & I-10 Eastbound off Ramp

Average Delay (sec/veh): 18.3 Worst Case Level Of Service: D[34.0]

Street Name:	9th St						I-10 Eastbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	15	3	312	11	0	238	4	2	0	0	0
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	15	3	312	11	0	238	4	2	0	0	0
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:	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 Volume:	0	15	3	312	11	0	238	4	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	3	312	11	0	238	4	2	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	18	xxxx	xxxxx	652	653	11	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1612	xxxx	xxxxx	436	389	1076	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1612	xxxx	xxxxx	357	298	1076	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	0.67	0.01	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	358	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	4.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	34.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			34.0			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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

Intersection #24 Mount Vernon Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	8	Average Delay (sec/veh):	28.0
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Mount Vernon Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 1	1 0	0	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	6	806	358	208	411	10	5	13	7	450	0	289
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:	6	806	358	208	411	10	5	13	7	450	0	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	806	358	208	411	10	5	13	7	450	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	806	358	208	411	10	5	13	7	450	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	806	358	208	411	10	5	13	7	450	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.02	1.98	1.00	1.00	0.98	0.02	0.21	0.51	0.28	1.00	0.00	1.00
Final Sat.:	27	3582	1900	1800	1855	45	376	977	526	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.19	0.12	0.22	0.22	0.01	0.01	0.01	0.25	0.00	0.00
Crit Moves:		****		****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.18	0.52	0.52	0.02	0.02	0.02	0.38	0.00	0.00
Volume/Cap:	0.66	0.66	0.55	0.66	0.43	0.43	0.66	0.66	0.66	0.66	0.00	0.00
Delay/Veh:	29.2	29.2	27.6	43.3	15.2	15.2	83.3	83.3	83.3	27.9	0.0	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:	29.2	29.2	27.6	43.3	15.2	15.2	83.3	83.3	83.3	27.9	0.0	0.0
LOS by Move:	C	C	C	D	B	B	F	F	F	C	A	A
HCM2kAvgQ:	11	11	9	7	8	8	2	2	2	13	0	0

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

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

Intersection #25 Pepper Ave & Slover Ave

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[10.0]

Street Name:	Pepper Ave						Slover Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	1 0	0 0	1! 0	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	5	0	3	1	10	54	2	2	0	2	38
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	5	0	3	1	10	54	2	2	0	2	38
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:	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 Volume:	0	5	0	3	1	10	54	2	2	0	2	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	5	0	3	1	10	54	2	2	0	2	38
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	151	xxxxx	135	133	21	40	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	744	xxxxx	842	761	1062	1583	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	718	xxxxx	815	735	1062	1583	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	xxxx	0.00	0.00	0.01	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	793	xxxx	1021	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.6	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	A	*	*	*	*	*	*
ApproachDel:	10.0			8.8			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

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

Intersection #26 Rancho Ave & N St

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[13.1]

Street Name:	Rancho Ave								N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 1	1	0		1 0	1	0	0	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	0 779	33			79 431	0			0 0	0			8 0	0		76
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		1.00
Initial Bse:	0 779	33			79 431	0			0 0	0			8 0	0		76
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		1.00
PHF 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		1.00
PHF Volume:	0 779	33			79 431	0			0 0	0			8 0	0		76
Reduct Vol:	0 0	0			0 0	0			0 0	0			0 0	0		0
FinalVolume:	0 779	33			79 431	0			0 0	0			8 0	0		76
Critical Gap Module:																
Critical Gp:	xxxxx xxxx xxxxx				4.1 xxxx xxxxx				xxxx xxxxx				6.4 xxxx			6.2
FollowUpTim:	xxxxx xxxx xxxxx				2.2 xxxx xxxxx				xxxx xxxxx				3.5 xxxx			3.3
Capacity Module:																
Cnflict Vol:	xxxx xxxx xxxxx				812 xxxx xxxxx				xxxx xxxx xxxxx				1385 xxxx			406
Potent Cap.:	xxxx xxxx xxxxx				823 xxxx xxxxx				xxxx xxxx xxxxx				160 xxxx			649
Move Cap.:	xxxx xxxx xxxxx				823 xxxx xxxxx				xxxx xxxx xxxxx				148 xxxx			649
Volume/Cap:	xxxx xxxx xxxx				0.10 xxxx xxxx				xxxx xxxx xxxx				0.05 xxxx			0.12
Level Of Service Module:																
2Way95thQ:	xxxx xxxx xxxxx				0.3 xxxx xxxxx				xxxx xxxx xxxxx				0.2 xxxx			0.4
Control Del:	xxxxx xxxx xxxxx				9.8 xxxx xxxxx				xxxxx xxxx xxxxx				30.7 xxxx			11.3
LOS by Move:	* *	*			A *	*			* *	*			D *	*		B
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
SharedQueue:	xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx			
Shrd ConDel:	xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx			
Shared LOS:	* *	*			* *	*			* *	*			* *	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				13.1			
ApproachLOS:	*				*				*				B			

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

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #27 La Cadena Dr & N St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	4	Average Delay (sec/veh):	11.0
Optimal Cycle:	16	Level Of Service:	B

Street Name:	La Cadena Dr						N St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	17	654	14	23	415	55	137	29	47	22	35	12
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:	17	654	14	23	415	55	137	29	47	22	35	12
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:	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 Volume:	17	654	14	23	415	55	137	29	47	22	35	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	654	14	23	415	55	137	29	47	22	35	12
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:	17	654	14	23	415	55	137	29	47	22	35	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.40	0.60	1.00
Final Sat.:	1800	3610	1900	1800	3610	1900	1499	317	1900	718	1142	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.01	0.11	0.03	0.09	0.09	0.02	0.03	0.03	0.01
Crit Moves:		****						****				
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.01	0.28	0.01	0.02	0.18	0.05	0.28	0.28	0.08	0.10	0.10	0.02
Delay/Veh:	6.6	8.1	6.6	6.6	7.4	6.8	25.6	25.6	23.6	23.8	23.8	23.2
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:	6.6	8.1	6.6	6.6	7.4	6.8	25.6	25.6	23.6	23.8	23.8	23.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	0	3	1	4	4	1	1	1	0

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

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City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #28 Mount Vernon Ave & M St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	6	Average Delay (sec/veh):	42.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Mount Vernon Ave						M St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	149	997	0	0	707	107	118	0	183	0	0	0
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:	149	997	0	0	707	107	118	0	183	0	0	0
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:	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 Volume:	149	997	0	0	707	107	118	0	183	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	997	0	0	707	107	118	0	183	0	0	0
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:	149	997	0	0	707	107	118	0	183	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	1900	0	0	1900	1900	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.52	0.00	0.00	0.37	0.06	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.50	0.85	0.00	0.00	0.35	0.35	0.09	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.17	0.62	0.00	0.00	1.06	0.16	0.72	0.00	1.06	0.00	0.00	0.00
Delay/Veh:	13.9	3.1	0.0	0.0	83.1	22.3	58.5	0.0	129.6	0.0	0.0	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:	13.9	3.1	0.0	0.0	83.1	22.3	58.5	0.0	129.6	0.0	0.0	0.0
LOS by Move:	B	A	A	A	F	C	E	A	F	A	A	A
HCM2kAvgQ:	3	10	0	0	30	2	4	0	8	0	0	0

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Rancho Ave & Agua Mansa Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0	Average Delay (sec/veh):	18.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Rancho Ave						Agua Mansa Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	378	4	20	338	91	335	51	68	10	16	37
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:	38	378	4	20	338	91	335	51	68	10	16	37
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:	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 Volume:	38	378	4	20	338	91	335	51	68	10	16	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	378	4	20	338	91	335	51	68	10	16	37
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:	38	378	4	20	338	91	335	51	68	10	16	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.58	0.42	0.74	0.11	0.15	0.16	0.25	0.59
Final Sat.:	472	1004	11	475	817	226	421	64	85	74	118	274
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.38	0.04	0.41	0.40	0.80	0.80	0.80	0.14	0.14	0.14
Crit Moves:		****			****		****				****	
Delay/Veh:	10.7	13.4	13.4	10.3	13.8	13.3	27.9	27.9	27.9	10.8	10.8	10.8
Delay 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
AdjDel/Veh:	10.7	13.4	13.4	10.3	13.8	13.3	27.9	27.9	27.9	10.8	10.8	10.8
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:	13.1			13.6			27.9			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			13.6			27.9			10.8		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.1	0.5	0.5	0.0	0.7	0.6	3.0	3.0	3.0	0.1	0.1	0.1

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

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City of Colton General Plan - Circulation Element
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PM Peak Hour

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

Intersection #30 Mount Vernon Ave & Washington St (west)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	8	Average Delay (sec/veh):	31.6
Optimal Cycle:	33	Level Of Service:	C

Street Name:	Mount Vernon Ave						Washington St (west)					
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			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	168	209	636	674	313	81	110	381	125	332	294	479
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:	168	209	636	674	313	81	110	381	125	332	294	479
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	168	209	0	674	313	0	110	381	125	332	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	209	0	674	313	0	110	381	125	332	294	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	168	209	0	674	313	0	110	381	125	332	294	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00
Lanes:	1.38	1.62	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2355	2929	1900	3400	3610	1900	3400	3610	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.20	0.09	0.00	0.03	0.11	0.07	0.10	0.08	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.14	0.00	0.39	0.39	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Volume/Cap:	0.51	0.51	0.00	0.51	0.22	0.00	0.16	0.51	0.32	0.51	0.43	0.00
Delay/Veh:	40.6	40.6	0.0	23.9	20.7	0.0	32.7	35.9	34.3	37.1	36.1	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:	40.6	40.6	0.0	23.9	20.7	0.0	32.7	35.9	34.3	37.1	36.1	0.0
LOS by Move:	D	D	A	C	C	A	C	D	C	D	D	A
HCM2kAvgQ:	4	4	0	9	3	0	1	5	3	5	4	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Mount Vernon Ave & Washington St (east)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	6	Average Delay (sec/veh):	17.5
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Mount Vernon Ave						Washington St (east)					
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			Permitted			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	371	0	346	0	0	0	0	1179	744	122	691	0
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:	371	0	346	0	0	0	0	1179	744	122	691	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	371	0	346	0	0	0	0	1179	0	122	691	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	346	0	0	0	0	1179	0	122	691	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	371	0	346	0	0	0	0	1179	0	122	691	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.89	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3400	0	1900	0	0	0	0	3610	1900	3400	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.18	0.00	0.00	0.00	0.00	0.33	0.00	0.04	0.19	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.31	0.00	0.38	0.00	0.00	0.00	0.00	0.56	0.00	0.06	0.63	0.00
Volume/Cap:	0.35	0.00	0.48	0.00	0.00	0.00	0.00	0.58	0.00	0.58	0.31	0.00
Delay/Veh:	26.6	0.0	24.3	0.0	0.0	0.0	0.0	14.6	0.0	49.6	8.7	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:	26.6	0.0	24.3	0.0	0.0	0.0	0.0	14.6	0.0	49.6	8.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	5	0	8	0	0	0	0	12	0	2	5	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Barton Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	8	Average Delay (sec/veh):	38.9
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Barton Rd						Washington St					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	20	172	623	119	253	165	155	992	7	481	758	56
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:	20	172	623	119	253	165	155	992	7	481	758	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	20	172	623	119	253	165	155	992	0	481	758	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	172	623	119	253	165	155	992	0	481	758	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	20	172	623	119	253	165	155	992	0	481	758	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	0.89	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.21	0.79	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	2185	1425	1800	3610	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.33	0.07	0.12	0.12	0.09	0.27	0.00	0.14	0.21	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.37	0.37	0.08	0.41	0.41	0.14	0.31	0.00	0.16	0.34	0.34
Volume/Cap:	0.28	0.24	0.88	0.88	0.28	0.28	0.63	0.88	0.00	0.88	0.63	0.09
Delay/Veh:	48.9	21.8	41.7	89.6	19.9	19.9	45.7	40.9	0.0	56.4	29.0	22.8
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:	48.9	21.8	41.7	89.6	19.9	19.9	45.7	40.9	0.0	56.4	29.0	22.8
LOS by Move:	D	C	D	F	B	B	D	D	A	E	C	C
HCM2kAvgQ:	1	4	21	6	4	4	6	19	0	9	10	1

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

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #33 Reche Canyon Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	6	Average Delay (sec/veh):	30.7
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Reche Canyon Rd						Washington St					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	361	0	362	0	0	0	0	878	837	947	821	0
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:	361	0	362	0	0	0	0	878	837	947	821	0
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:	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 Volume:	361	0	362	0	0	0	0	878	837	947	821	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	0	362	0	0	0	0	878	837	947	821	0
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:	361	0	362	0	0	0	0	878	837	947	821	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.89	0.95	1.00
Lanes:	1.51	0.00	1.49	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2723	0	2826	0	0	0	0	3610	1900	3400	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.24	0.44	0.28	0.23	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.49	0.49	0.31	0.79	0.00
Volume/Cap:	0.91	0.00	0.88	0.00	0.00	0.00	0.00	0.50	0.91	0.91	0.29	0.00
Delay/Veh:	55.9	0.0	52.2	0.0	0.0	0.0	0.0	17.7	35.9	44.4	2.8	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:	55.9	0.0	52.2	0.0	0.0	0.0	0.0	17.7	35.9	44.4	2.8	0.0
LOS by Move:	E	A	D	A	A	A	A	B	D	D	A	A
HCM2kAvgQ:	9	0	8	0	0	0	0	9	26	17	3	0

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

City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #34 Hunts Ln & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	6	Average Delay (sec/veh):	19.2
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Hunts Ln						Washington St					
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			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	54	0	642	190	1053	0	0	1300	58
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	54	0	642	190	1053	0	0	1300	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	54	0	642	190	1053	0	0	1300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	642	190	1053	0	0	1300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	54	0	642	190	1053	0	0	1300	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	0.95	1.00	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	0.15	0.00	1.85	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	271	0	3513	3400	3610	0	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.18	0.06	0.29	0.00	0.00	0.36	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.09	0.64	0.00	0.00	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.60	0.65	0.46	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	31.7	0.0	30.5	49.6	9.5	0.0	0.0	16.6	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:	0.0	0.0	0.0	31.7	0.0	30.5	49.6	9.5	0.0	0.0	16.6	0.0
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	10	0	9	3	9	0	0	15	0

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

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City of Colton General Plan - Circulation Element
Existing Conditions
PM Peak Hour

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

Intersection #35 La Cadena Dr & Tropicana Rd / Washingtion St (future)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[24.4]

Street Name:	La Cadena Dr						Tropicana Rd / Washington St (fu					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	2 737	0		0 776	3		3 0	1		0 0	7	
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:	2 737	0		0 776	3		3 0	1		0 0	7	
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:	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 Volume:	2 737	0		0 776	3		3 0	1		0 0	7	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	2 737	0		0 776	3		3 0	1		0 0	7	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx		xxxx xxxxx	7.5		xxxx 6.9	xxxxx		xxxx 6.9		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx		xxxx xxxxx	3.5		xxxx 3.3	xxxxx		xxxx 3.3		
Capacity Module:												
Cnflict Vol:	779 xxxx xxxxx	xxxx		xxxx xxxxx	1150		xxxx 390	xxxx		xxxx 369		
Potent Cap.:	847 xxxx xxxxx	xxxx		xxxx xxxxx	156		xxxx 615	xxxx		xxxx 634		
Move Cap.:	847 xxxx xxxxx	xxxx		xxxx xxxxx	154		xxxx 615	xxxx		xxxx 634		
Volume/Cap:	0.00 xxxx xxxx	xxxx		xxxx xxxx	0.02		xxxx 0.00	xxxx		xxxx 0.01		
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx	xxxx		xxxx xxxxx	0.1		xxxx 0.0	xxxx		xxxx 0.0		
Control Del:	9.3 xxxx xxxxx	xxxxx		xxxx xxxxx	28.9		xxxx 10.9	xxxxx		xxxx 10.7		
LOS by Move:	A *	*		* *	D		* B	*		* B		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			24.4			10.7		
ApproachLOS:	*			*			C			B		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 La Cadena Dr & Barton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	6	Average Delay (sec/veh):	20.9
Optimal Cycle:	28	Level Of Service:	C

Street Name:	La Cadena Dr						Barton Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	727	89	312	527	0	0	0	0	131	0	208
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	727	89	312	527	0	0	0	0	131	0	208
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:	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 Volume:	0	727	89	312	527	0	0	0	0	131	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	89	312	527	0	0	0	0	131	0	208
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:	0	727	89	312	527	0	0	0	0	131	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	1800	3610	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.05	0.17	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.39	0.39	0.34	0.73	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.52	0.12	0.52	0.20	0.00	0.00	0.00	0.00	0.34	0.00	0.52
Delay/Veh:	0.0	23.6	19.5	27.4	4.4	0.0	0.0	0.0	0.0	34.0	0.0	36.0
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	23.6	19.5	27.4	4.4	0.0	0.0	0.0	0.0	34.0	0.0	36.0
LOS by Move:	A	C	B	C	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	9	2	8	3	0	0	0	0	4	0	6

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

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City of Colton General Plan - Circulation Element
Existing Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 La Cadena Dr & I-215 Southbound Ramps

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: C[18.7]

Street Name:	La Cadena Dr						I-215 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 1		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	187	0	479	0	0	0	0	175	0	0	703	0
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:	187	0	479	0	0	0	0	175	0	0	703	0
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:	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 Volume:	187	0	479	0	0	0	0	175	0	0	703	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	187	0	479	0	0	0	0	175	0	0	703	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	878	xxxx	175	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	321	xxxx	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	321	xxxx	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.58	xxxx	0.55	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.5	xxxx	3.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	30.7	xxxx	14.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

City of Colton General Plan - Circulation Element
Existing Conditions
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #38 La Cadena Dr & I-215 Northbound Ramps

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: D[31.0]

Street Name:	La Cadena Dr						I-215 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 1 0 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	19	0	308	123	519	0	0	371	674
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	19	0	308	123	519	0	0	371	674
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:	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 Volume:	0	0	0	19	0	308	123	519	0	0	371	674
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	19	0	308	123	519	0	0	371	674
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1473	xxxx	708	1045	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	141	xxxx	438	673	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	120	xxxx	438	673	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	0.70	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	5.3	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	40.6	xxxx	30.4	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	D	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			31.0			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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APPENDIX D
Forecast (Year 2030) Baseline
Intersection Level of Service Worksheets

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #1 Mount Vernon Ave & La Cadena Dr/Citrus St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	8	Average Delay (sec/veh):	29.8
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Ave						La Cadena Dr/Citrus St					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	0 1	1	0 1
Volume Module:												
Base Vol:	67	472	44	283	379	349	382	110	1	30	179	112
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:	67	472	44	283	379	349	382	110	1	30	179	112
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:	71	497	46	298	399	367	402	116	1	32	188	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	497	46	298	399	367	402	116	1	32	188	118
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:	71	497	46	298	399	367	402	116	1	32	188	118
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.90	0.95	0.95	0.90	0.95	1.00
Lanes:	1.00	1.83	0.17	1.00	1.04	0.96	2.00	0.99	0.01	0.30	1.70	1.00
Final Sat.:	1700	3128	292	1700	1780	1640	3230	1695	15	487	2905	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.18	0.22	0.22	0.12	0.07	0.07	0.06	0.06	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.28	0.28	0.31	0.49	0.49	0.22	0.22	0.22	0.11	0.11	0.11
Volume/Cap:	0.45	0.57	0.57	0.57	0.45	0.45	0.57	0.31	0.31	0.56	0.56	0.57
Delay/Veh:	45.1	31.7	31.7	30.6	16.6	16.6	35.7	32.9	32.9	43.8	43.8	45.6
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:	45.1	31.7	31.7	30.6	16.6	16.6	35.7	32.9	32.9	43.8	43.8	45.6
LOS by Move:	D	C	C	C	B	B	D	C	C	D	D	D
HCM2kAvgQ:	3	8	8	9	8	8	6	3	3	4	4	4

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #2 Wildrose Ave & San Bernardino Ave

Average Delay (sec/veh): 92.8 Worst Case Level Of Service: F[507.1]

Street Name:	Wildrose Ave						San Bernardino Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 1 0	1	0	1 0 0	1	0
Volume Module:												
Base Vol:	135	31	46	79	57	110	43	259	172	144	296	63
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:	135	31	46	79	57	110	43	259	172	144	296	63
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:	142	33	48	83	60	116	45	273	181	152	312	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	142	33	48	83	60	116	45	273	181	152	312	66
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1189	1135	227	891	1192	345	378	xxxx	xxxxx	454	xxxx	xxxxx
Potent Cap.:	166	204	818	265	189	703	1192	xxxx	xxxxx	1118	xxxx	xxxxx
Move Cap.:	85	169	818	185	156	703	1192	xxxx	xxxxx	1118	xxxx	xxxxx
Volume/Cap:	1.67	0.19	0.06	0.45	0.38	0.16	0.04	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	116	xxxxx	xxxx	259	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	18.0	xxxxx	xxxxx	9.8	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	507	xxxxx	xxxxx	97.6	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	A	*	*	*	*	*
ApproachDel:	507.1			97.6			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #3 Pepper Ave & San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	6	Average Delay (sec/veh):	18.2
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Pepper Ave						San Bernardino Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	107	1005	45	91	977	161	79	205	133	48	207	69
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:	107	1005	45	91	977	161	79	205	133	48	207	69
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:	113	1058	47	96	1028	169	83	216	140	51	218	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1058	47	96	1028	169	83	216	140	51	218	73
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:	113	1058	47	96	1028	169	83	216	140	51	218	73
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.95	0.95	0.94	1.00	1.00	0.94	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.50	0.50
Final Sat.:	3200	3420	1800	1700	2936	484	1700	1800	1800	1700	2565	855
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.03	0.06	0.35	0.35	0.05	0.12	0.08	0.03	0.08	0.08
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.61	0.61	0.11	0.65	0.65	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.54	0.51	0.04	0.51	0.54	0.54	0.22	0.54	0.35	0.13	0.38	0.38
Delay/Veh:	48.0	11.4	8.0	44.3	9.6	9.6	32.0	35.7	33.3	31.3	33.3	33.3
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:	48.0	11.4	8.0	44.3	9.6	9.6	32.0	35.7	33.3	31.3	33.3	33.3
LOS by Move:	D	B	A	D	A	A	C	D	C	C	C	C
HCM2kAvgQ:	3	10	1	4	11	11	2	6	4	1	4	4

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Meridian ave & San Bernardino Ave / Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Meridian Ave						San Bernardino Ave / Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	116	162	27	40	321	122	90	179	133	40	148	39
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:	116	162	27	40	321	122	90	179	133	40	148	39
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:	122	171	28	42	338	128	95	188	140	42	156	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	171	28	42	338	128	95	188	140	42	156	41
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:	122	171	28	42	338	128	95	188	140	42	156	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	1.45	0.55	1.00	1.15	0.85	0.53	1.96	0.51
Final Sat.:	427	397	66	416	661	260	403	499	395	204	779	213
Capacity Analysis Module:												
Vol/Sat:	0.29	0.43	0.43	0.10	0.51	0.49	0.23	0.38	0.35	0.21	0.20	0.19
Crit Moves:			****		****			****		****		
Delay/Veh:	13.7	15.2	15.2	11.8	17.6	16.7	13.6	15.0	13.8	13.5	13.0	12.5
Delay 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
AdjDel/Veh:	13.7	15.2	15.2	11.8	17.6	16.7	13.6	15.0	13.8	13.5	13.0	12.5
LOS by Move:	B	C	C	B	C	C	B	C	B	B	B	B
ApproachDel:	14.6			16.9			14.3			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.6			16.9			14.3			13.0		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.4	0.7	0.7	0.1	0.9	0.9	0.3	0.5	0.5	0.2	0.2	0.2

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #5 Rancho Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	4	Average Delay (sec/veh):	12.3
Optimal Cycle:	19	Level Of Service:	B

Street Name:	Rancho Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	113	754	102	63	781	104	75	98	172	78	89	40
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:	113	754	102	63	781	104	75	98	172	78	89	40
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:	119	794	107	66	822	109	79	103	181	82	94	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	794	107	66	822	109	79	103	181	82	94	42
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:	119	794	107	66	822	109	79	103	181	82	94	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.90	0.95	0.95	0.94	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	1.76	0.24	0.45	0.56	0.99	0.39	0.42	0.19
Final Sat.:	1700	3012	408	1700	3018	402	734	959	1684	664	757	340
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.04	0.27	0.27	0.11	0.11	0.11	0.12	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.11	0.40	0.40	0.06	0.41	0.41	0.36	0.36	0.36	0.41	0.41	0.41
Delay/Veh:	6.3	8.0	8.0	6.0	8.1	8.1	27.7	27.7	27.7	28.5	28.5	28.5
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:	6.3	8.0	8.0	6.0	8.1	8.1	27.7	27.7	27.7	28.5	28.5	28.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	7	7	1	7	7	5	5	5	6	6	6

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pennsylvania Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pennsylvania Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Volume Module:												
Base Vol:	73	254	8	96	261	18	41	138	84	18	128	129
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:	73	254	8	96	261	18	41	138	84	18	128	129
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:	77	267	8	101	275	19	43	145	88	19	135	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	267	8	101	275	19	43	145	88	19	135	136
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:	77	267	8	101	275	19	43	145	88	19	135	136
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.76	0.02	0.25	0.70	0.05	0.16	0.52	0.32	0.06	0.47	0.47
Final Sat.:	111	386	12	134	365	25	74	250	152	32	227	229
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.75	0.75	0.75	0.58	0.58	0.58	0.59	0.59	0.59
Crit Moves:		****			****			****			****	
Delay/Veh:	21.2	21.2	21.2	24.5	24.5	24.5	16.9	16.9	16.9	17.0	17.0	17.0
Delay 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
AdjDel/Veh:	21.2	21.2	21.2	24.5	24.5	24.5	16.9	16.9	16.9	17.0	17.0	17.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:	21.2			24.5			16.9			17.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.2			24.5			16.9			17.0		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	1.6	1.6	1.6	2.2	2.2	2.2	0.9	0.9	0.9	1.0	1.0	1.0

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #7 La Cadena Dr & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	4	Average Delay (sec/veh):	14.7
Optimal Cycle:	19	Level Of Service:	B

Street Name:	La Cadena Dr						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	307	69	11	372	152	112	118	32	41	86	24
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:	15	307	69	11	372	152	112	118	32	41	86	24
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:	16	323	73	12	392	160	118	124	34	43	91	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	323	73	12	392	160	118	124	34	43	91	25
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:	16	323	73	12	392	160	118	124	34	43	91	25
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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.44	0.12	0.28	0.56	0.16
Final Sat.:	1700	1800	1800	1700	1800	1800	751	791	214	481	1009	282
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.04	0.01	0.22	0.09	0.16	0.16	0.16	0.09	0.09	0.09
Crit Moves:					****			****				
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.02	0.32	0.07	0.01	0.39	0.16	0.39	0.39	0.39	0.22	0.22	0.22
Delay/Veh:	9.9	12.1	10.2	9.9	12.8	10.8	21.5	21.5	21.5	19.8	19.8	19.8
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:	9.9	12.1	10.2	9.9	12.8	10.8	21.5	21.5	21.5	19.8	19.8	19.8
LOS by Move:	A	B	B	A	B	B	C	C	C	B	B	B
HCM2kAvgQ:	0	5	1	0	7	2	6	6	6	3	3	3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #8 Mount Vernon Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	4	Average Delay (sec/veh):	11.5
Optimal Cycle:	16	Level Of Service:	B

Street Name:	Mount Vernon Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	132	558	0	0	502	25	36	0	176	0	0	0
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:	132	558	0	0	502	25	36	0	176	0	0	0
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:	139	587	0	0	528	26	38	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	587	0	0	528	26	38	0	185	0	0	0
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:	139	587	0	0	528	26	38	0	185	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3420	0	0	3258	162	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.00	0.00	0.16	0.16	0.02	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.60	0.60	0.00	0.00	0.60	0.60	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.14	0.29	0.00	0.00	0.27	0.27	0.06	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	8.8	9.7	0.0	0.0	9.6	9.6	21.0	0.0	23.1	0.0	0.0	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:	8.8	9.7	0.0	0.0	9.6	9.6	21.0	0.0	23.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	2	4	0	0	4	4	1	0	4	0	0	0

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #9 Mount Vernon Ave & Colton Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	6	Average Delay (sec/veh):	22.4
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Ave						Colton Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	19	648	387	54	594	55	51	586	12	480	537	18
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:	19	648	387	54	594	55	51	586	12	480	537	18
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:	20	682	407	57	625	58	54	617	13	505	565	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	682	407	57	625	58	54	617	13	505	565	19
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:	20	682	407	57	625	58	54	617	13	505	565	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3420	1800	1700	3130	290	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.23	0.03	0.20	0.20	0.03	0.34	0.01	0.30	0.31	0.01
Crit Moves:			****	****				****				
Green/Cycle:	0.02	0.35	0.35	0.05	0.38	0.38	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.52	0.56	0.64	0.64	0.52	0.52	0.06	0.64	0.01	0.56	0.59	0.02
Delay/Veh:	60.7	26.8	29.3	61.3	24.2	24.2	11.2	17.9	10.9	16.2	16.7	10.9
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:	60.7	26.8	29.3	61.3	24.2	24.2	11.2	17.9	10.9	16.2	16.7	10.9
LOS by Move:	E	C	C	E	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	9	11	2	8	8	1	14	0	11	12	0

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #10 Colton Ave & F St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Colton Ave						F St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	9	302	67	128	102	159	130	233	3	17	265	0
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:	9	302	67	128	102	159	130	233	3	17	265	0
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:	9	318	71	135	107	167	137	245	3	18	279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	318	71	135	107	167	137	245	3	18	279	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	275	xxxx	xxxxx	388	xxxx	xxxxx	972	868	191	957	916	xxxxx
Potent Cap.:	1300	xxxx	xxxxx	1181	xxxx	xxxxx	234	293	856	239	274	xxxxx
Move Cap.:	1300	xxxx	xxxxx	1181	xxxx	xxxxx	0	255	856	28	239	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	0.96	0.00	0.64	1.17	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	165	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.7	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	432.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			432.3		
ApproachLOS:	*			*			F			F		

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #11 Mount Vernon Ave & F St / Fairway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	4	Average Delay (sec/veh):	12.0
Optimal Cycle:	22	Level Of Service:	B

Street Name:	Mount Vernon Ave						F St / Fairway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	40	957	187	256	997	36	26	177	24	160	100	213
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:	40	957	187	256	997	36	26	177	24	160	100	213
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:	42	1007	197	269	1049	38	27	186	25	168	105	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1007	197	269	1049	38	27	186	25	168	105	224
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:	42	1007	197	269	1049	38	27	186	25	168	105	224
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.93	0.07	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1700	2861	559	1700	3301	119	1700	1585	215	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.16	0.32	0.32	0.02	0.12	0.12	0.10	0.06	0.12
Crit Moves:		****										****
Green/Cycle:	0.71	0.71	0.71	0.71	0.71	0.71	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.03	0.50	0.50	0.22	0.45	0.45	0.06	0.47	0.47	0.39	0.23	0.50
Delay/Veh:	4.3	6.7	6.7	5.1	6.3	6.3	28.6	32.6	32.6	31.8	30.1	32.9
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:	4.3	6.7	6.7	5.1	6.3	6.3	28.6	32.6	32.6	31.8	30.1	32.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	3	7	7	1	6	6	4	2	6

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

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Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	13	80	9	26	4	30	14	1	6	33	211	39
Ideal Flow (vphpl)	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0			4.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Frt		1.00	0.89		1.00	1.00	0.85			0.88		
Flt Protected		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (prot)		1583	1566		1583	1765	1500			1557		
Flt Permitted		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (perm)		1583	1566		1583	1765	1500			1557		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	14	84	9	27	4	32	15	1	6	35	222	41
RTOR Reduction (vph)	0	0	24	0	0	0	0	0	0	4	0	0
Lane Group Flow (vph)	0	98	12	0	4	32	16	0	0	300	0	0
Turn Type	Split	Split			Split		Perm		Split			
Protected Phases	4	4	4		8	8			2	2		
Permitted Phases							8					
Actuated Green, G (s)		8.3	8.3		3.9	3.9	3.9			26.3		
Effective Green, g (s)		9.8	9.8		5.4	5.4	5.4			27.8		
Actuated g/C Ratio		0.13	0.13		0.07	0.07	0.07			0.36		
Clearance Time (s)		5.5	5.5		5.5	5.5	5.5			5.5		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0			3.0		
Lane Grp Cap (vph)		198	196		109	122	104			554		
v/s Ratio Prot		c0.06	0.01		0.00	c0.02				c0.19		
v/s Ratio Perm							0.01					
v/c Ratio		0.49	0.06		0.04	0.26	0.15			0.54		
Uniform Delay, d1		31.9	30.2		34.0	34.5	34.3			20.1		
Progression Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Incremental Delay, d2		1.9	0.1		0.1	1.2	0.7			3.8		
Delay (s)		33.8	30.3		34.1	35.7	34.9			23.9		
Level of Service		C	C		C	D	C			C		
Approach Delay (s)			32.9			35.3				23.9		
Approach LOS			C			D				C		

Intersection Summary			
HCM Average Control Delay	29.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	78.2	Sum of lost time (s)	20.0
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Pepper Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	8	Average Delay (sec/veh):	27.2
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Pepper Ave									Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	177	1029	95	138	976	82	65	129	322	132	234	78
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:	177	1029	95	138	976	82	65	129	322	132	234	78
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:	186	1083	100	145	1027	86	68	136	339	139	246	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1083	100	145	1027	86	68	136	339	139	246	82
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:	186	1083	100	145	1027	86	68	136	339	139	246	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.50	0.50
Final Sat.:	1700	4914	1800	3200	3420	1800	3200	3420	1800	3200	2565	855
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.06	0.05	0.30	0.05	0.02	0.04	0.19	0.04	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.49	0.49	0.10	0.43	0.43	0.06	0.27	0.27	0.06	0.27	0.27
Volume/Cap:	0.70	0.45	0.11	0.45	0.70	0.11	0.35	0.15	0.70	0.70	0.35	0.35
Delay/Veh:	47.8	17.0	14.0	43.4	24.7	17.1	46.2	27.8	37.3	56.3	29.6	29.6
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:	47.8	17.0	14.0	43.4	24.7	17.1	46.2	27.8	37.3	56.3	29.6	29.6
LOS by Move:	D	B	B	D	C	B	D	C	D	E	C	C
HCM2kAvgQ:	7	8	2	3	14	2	2	2	11	4	4	4

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

City of Colton General Plan - Circulation Element
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AM Peak Hour

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

Intersection #14 Hermosa Ave & Valley Blvd

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[15.5]

Street Name:	Hermosa Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0 2	0 0		0 0 2	0 1	
Volume Module:												
Base Vol:	0	0	0	45	0	28	35	345	0	0	493	59
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	45	0	28	35	345	0	0	493	59
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:	0	0	0	47	0	29	37	363	0	0	519	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	47	0	29	37	363	0	0	519	62
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	774	956	259	581	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	339	260	745	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	330	251	745	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	0.00	0.04	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	419	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Rancho Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	8	Average Delay (sec/veh):	73.2
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Rancho Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	335	983	349	43	1255	15	20	210	463	246	187	142
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:	335	983	349	43	1255	15	20	210	463	246	187	142
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:	353	1035	367	45	1321	16	21	221	487	259	197	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1035	367	45	1321	16	21	221	487	259	197	149
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:	353	1035	367	45	1321	16	21	221	487	259	197	149
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	0.95	0.94	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2524	896	1700	3380	40	1700	1710	1710	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.21	0.41	0.41	0.03	0.39	0.39	0.01	0.13	0.29	0.15	0.11	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.50	0.50	0.03	0.35	0.35	0.04	0.25	0.25	0.14	0.35	0.35
Volume/Cap:	1.13	0.82	0.82	0.82	1.13	1.13	0.31	0.51	1.13	1.13	0.31	0.24
Delay/Veh:	130.0	24.6	24.6	109.1	101	100.5	49.4	32.3	113.0	140.5	24.1	23.3
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:	130.0	24.6	24.6	109.1	101	100.5	49.4	32.3	113.0	140.5	24.1	23.3
LOS by Move:	F	C	C	F	F	F	D	C	F	F	C	C
HCM2kAvgQ:	18	20	20	2	33	33	1	6	24	16	4	3

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 La Cadena Dr & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	6	Average Delay (sec/veh):	27.7
Optimal Cycle:	35	Level Of Service:	C

Street Name:	La Cadena Dr						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	155	514	145	99	676	17	41	268	151	399	268	77
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:	155	514	145	99	676	17	41	268	151	399	268	77
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:	163	541	153	104	712	18	43	282	159	420	282	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	541	153	104	712	18	43	282	159	420	282	81
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:	163	541	153	104	712	18	43	282	159	420	282	81
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	1.56	0.44	1.00	1.95	0.05	1.00	1.28	0.72	1.00	1.55	0.45
Final Sat.:	1700	2667	753	1700	3336	84	1700	2187	1233	1700	2657	763
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.06	0.21	0.21	0.03	0.13	0.13	0.25	0.11	0.11
Crit Moves:					****			****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.12	0.21	0.21	0.39	0.48	0.48
Volume/Cap:	0.28	0.60	0.60	0.18	0.63	0.63	0.22	0.63	0.63	0.63	0.22	0.22
Delay/Veh:	24.3	28.2	28.2	23.3	28.8	28.8	40.7	38.0	38.0	26.3	15.0	15.0
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:	24.3	28.2	28.2	23.3	28.8	28.8	40.7	38.0	38.0	26.3	15.0	15.0
LOS by Move:	C	C	C	C	C	C	D	D	D	C	B	B
HCM2kAvgQ:	4	9	9	2	11	11	1	7	7	12	3	3

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 10th St & Valley Blvd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[12.3]

Street Name:	10th St						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	4	0	193	107	288	0	0	525	3
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	4	0	193	107	288	0	0	525	3
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:	0	0	0	4	0	203	113	303	0	0	553	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	203	113	303	0	0	553	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	931	1083	278	556	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	269	219	725	1025	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	247	195	725	1025	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.28	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	698	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mount Vernon Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	6	Average Delay (sec/veh):	40.9
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Mount Vernon Ave						Valley Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	348	802	47	0	825	73	159	40	79	302	47	253
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:	348	802	47	0	825	73	159	40	79	302	47	253
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:	366	844	49	0	868	77	167	42	83	318	49	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	844	49	0	868	77	167	42	83	318	49	266
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:	366	844	49	0	868	77	167	42	83	318	49	266
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.94	0.95	0.95	0.94	1.00	1.00	0.90	0.95	0.95
Lanes:	0.60	1.32	0.08	1.00	1.84	0.16	1.00	0.34	0.66	1.00	0.16	0.84
Final Sat.:	978	2253	132	1700	3142	278	1700	605	1195	1615	268	1442
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.00	0.28	0.28	0.10	0.07	0.07	0.20	0.18	0.18
Crit Moves:			****			****				****		
Green/Cycle:	0.42	0.42	0.42	0.00	0.31	0.31	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.90	0.90	0.90	0.00	0.90	0.90	0.45	0.32	0.32	0.90	0.85	0.85
Delay/Veh:	35.7	35.7	35.7	0.0	44.0	44.0	34.8	33.3	33.3	52.9	46.3	46.3
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:	35.7	35.7	35.7	0.0	44.0	44.0	34.8	33.3	33.3	52.9	46.3	46.3
LOS by Move:	D	D	D	A	D	D	C	C	C	D	D	D
HCM2kAvgQ:	23	23	23	0	18	18	5	3	3	14	13	13

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #19 Rancho Ave & I-10 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.075
Loss Time (sec):	6	Average Delay (sec/veh):	59.2
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Rancho Ave						I-10 Westbound Ramps					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	191	961	0	0	1110	608	0	0	0	212	1	621
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:	191	961	0	0	1110	608	0	0	0	212	1	621
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:	201	1012	0	0	1168	640	0	0	0	223	1	654
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1012	0	0	1168	640	0	0	0	223	1	654
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:	201	1012	0	0	1168	640	0	0	0	223	1	654
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.29	0.71	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3420	0	0	2210	1210	0	0	0	1692	8	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.13	0.13	0.36
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.60	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.34	0.34	0.34
Volume/Cap:	1.07	0.49	0.00	0.00	1.07	1.07	0.00	0.00	0.00	0.39	0.39	1.07
Delay/Veh:	131.6	11.4	0.0	0.0	70.5	70.5	0.0	0.0	0.0	25.7	25.7	91.3
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:	131.6	11.4	0.0	0.0	70.5	70.5	0.0	0.0	0.0	25.7	25.7	91.3
LOS by Move:	F	B	A	A	E	E	A	A	A	C	C	F
HCM2kAvgQ:	8	8	0	0	36	36	0	0	0	6	6	30

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

City of Colton General Plan - Circulation Element
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AM Peak Hour

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

Intersection #20 La Cadena Dr & I-10 Westbound On Ramp

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[104.1]

Street Name:	La Cadena Dr						I-10 Westbound On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0			0 0 1	1 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	288	716	3	0	868	174	0	0	0	19	0	18
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:	288	716	3	0	868	174	0	0	0	19	0	18
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:	303	754	3	0	914	183	0	0	0	20	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	303	754	3	0	914	183	0	0	0	20	0	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1097	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1818	2458	378
Potent Cap.:	644	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	31	625
Move Cap.:	644	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	13	625
Volume/Cap:	0.47	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.51	0.00	0.03
Level Of Service Module:												
2Way95thQ:	2.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	71	xxxxx
SharedQueue:	2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	15.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	104	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			104.1		
ApproachLOS:	*			*			*			F		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #21 9th St & I-10 Westbound Off Ramp

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[14.1]

Street Name:	9th St						I-10 Westbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 0	0	0	1 0 0	1	0
Volume Module:												
Base Vol:	0	197	0	0	333	0	0	0	0	22	0	426
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	197	0	0	333	0	0	0	0	22	0	426
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:	0	207	0	0	351	0	0	0	0	23	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	207	0	0	351	0	0	0	0	23	0	448
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	558	558	207
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	494	441	838
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	494	441	838
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.54
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	838
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.1
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.1		
ApproachLOS:	*			*			*			B		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Rancho Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.185
Loss Time (sec):	6	Average Delay (sec/veh):	98.3
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Rancho Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	829	322	588	621	0	402	0	677	0	0	0
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	829	322	588	621	0	402	0	677	0	0	0
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:	0	873	339	619	654	0	423	0	713	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	873	339	619	654	0	423	0	713	0	0	0
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:	0	873	339	619	654	0	423	0	713	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.44	0.56	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2463	957	1700	3420	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.36	0.19	0.00	0.25	0.00	0.40	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.30	0.31	0.61	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	1.19	1.19	1.19	0.32	0.00	0.75	0.00	1.19	0.00	0.00	0.00
Delay/Veh:	0.0	129	128.5	136.2	9.7	0.0	34.9	0.0	132.8	0.0	0.0	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	129	128.5	136.2	9.7	0.0	34.9	0.0	132.8	0.0	0.0	0.0
LOS by Move:	A	F	F	F	A	A	C	A	F	A	A	A
HCM2kAvgQ:	0	33	33	31	5	0	14	0	38	0	0	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #23 9th St & I-10 Eastbound off Ramp

Average Delay (sec/veh): 16.8 Worst Case Level Of Service: E[37.7]

Street Name:	9th St						I-10 Eastbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	9	23	340	21	0	183	1	4	0	0	0
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	9	23	340	21	0	183	1	4	0	0	0
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:	0	9	24	358	22	0	193	1	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	9	24	358	22	0	193	1	4	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	34	xxxx	xxxxx	759	772	22	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1591	xxxx	xxxxx	377	333	1061	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1591	xxxx	xxxxx	295	239	1061	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	0.65	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	299	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	4.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	37.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			37.7			xxxxxx		
ApproachLOS:	*			*			E			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Mount Vernon Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.308
Loss Time (sec):	8	Average Delay (sec/veh):	144.6
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Mount Vernon Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 1	1	0	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	823	500	444	692	37	5	42	3	977	3	395
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:	10	823	500	444	692	37	5	42	3	977	3	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	11	866	526	467	728	39	5	44	3	1028	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	866	526	467	728	39	5	44	3	1028	3	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	11	866	526	467	728	39	5	44	3	1028	3	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.03	1.97	1.00	1.00	0.95	0.05	0.11	0.83	0.06	0.99	0.01	1.00
Final Sat.:	41	3377	1800	1700	1709	91	179	1503	107	1695	5	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.29	0.27	0.43	0.43	0.03	0.03	0.03	0.61	0.61	0.00
Crit Moves:			****	****					****	****		
Green/Cycle:	0.22	0.22	0.22	0.21	0.43	0.43	0.02	0.02	0.02	0.46	0.46	0.00
Volume/Cap:	1.15	1.15	1.31	1.31	0.98	0.98	1.31	1.31	1.31	1.31	1.31	0.00
Delay/Veh:	120.3	120	194.4	197.0	55.8	55.8	294.7	295	294.7	174.5	175	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:	120.3	120	194.4	197.0	55.8	55.8	294.7	295	294.7	174.5	175	0.0
LOS by Move:	F	F	F	F	E	E	F	F	F	F	F	A
HCM2kAvgQ:	23	23	32	32	30	30	5	5	5	66	66	0

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

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

Intersection #25 Pepper Ave & Slover Ave

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: C[15.4]

Street Name:	Pepper Ave								Slover Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	0	1	0	1 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	1	0		91	1	157		222	14	0		0	18	84	
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	1	0		91	1	157		222	14	0		0	18	84	
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:	0	1	0		96	1	165		234	15	0		0	19	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	1	0		96	1	165		234	15	0		0	19	88	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	xxxxx		7.1	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	4.0	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	589	xxxxx		546	545	63		107	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	423	xxxxx		452	448	1007		1496	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	347	xxxxx		389	368	1007		1496	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	0.00	xxxx		0.25	0.00	0.16		0.16	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	0.0	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	15.4	xxxxx		xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	C	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		388	xxxx	996		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		1.0	xxxx	0.6		0.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		17.3	xxxx	9.3		7.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		C	*	A		A	*	*		*	*	*	
ApproachDel:	15.4				12.3				xxxxxx				xxxxxx			
ApproachLOS:	C				B				*				*			

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #26 Rancho Ave & N St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[26.7]

Street Name:	Rancho Ave								N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 1	1	0		1 0	1	0	0	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	0 1048		7		84 1110		0		0	0		0	8	0		78
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		1.00 1.00	1.00	1.00	
Initial Bse:	0 1048		7		84 1110		0		0	0		0	8	0		78
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		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		0.95 0.95	0.95	0.95	
PHF Volume:	0 1103		7		88 1168		0		0	0		0	8	0		82
Reduct Vol:	0 0		0		0 0		0		0	0		0	0	0		0
FinalVolume:	0 1103		7		88 1168		0		0	0		0	8	0		82
Critical Gap Module:																
Critical Gp:	xxxxx xxxx xxxxx		4.1		xxxx xxxxx xxxxx		xxxx		xxxxx	6.4	xxxx					6.2
FollowUpTim:	xxxxx xxxx xxxxx		2.2		xxxx xxxxx xxxxx		xxxx		xxxxx	3.5	xxxx					3.3
Capacity Module:																
Cnflict Vol:	xxxx xxxx xxxxx		1111		xxxx xxxxx		xxxx		xxxx xxxxx	2452	xxxx					555
Potent Cap.:	xxxx xxxx xxxxx		636		xxxx xxxxx		xxxx		xxxx xxxxx	35	xxxx					535
Move Cap.:	xxxx xxxx xxxxx		636		xxxx xxxxx		xxxx		xxxx xxxxx	31	xxxx					535
Volume/Cap:	xxxx xxxx xxxx		0.14		xxxx xxxx		xxxx		xxxx xxxx	0.27	xxxx					0.15
Level Of Service Module:																
2Way95thQ:	xxxx xxxx xxxxx		0.5		xxxx xxxxx		xxxx		xxxx xxxxx	0.9	xxxx					0.5
Control Del:	xxxxx xxxx xxxxx		11.6		xxxx xxxxx		xxxxx		xxxx xxxxx	160.8	xxxx					12.9
LOS by Move:	* *	*	B		* *	*	*		* *	*	F					* B
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
SharedQueue:	xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx			
Shrd ConDel:	xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx			
Shared LOS:	* *	*			* *	*			* *	*			* *	*		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				26.7			
ApproachLOS:	*				*				*				D			

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #27 La Cadena Dr & N St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	4	Average Delay (sec/veh):	6.2
Optimal Cycle:	16	Level Of Service:	A

Street Name:	La Cadena Dr								N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	18	673	10		15	734	64		59	22	42		13	13	20	
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:	18	673	10		15	734	64		59	22	42		13	13	20	
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:	19	708	11		16	773	67		62	23	44		14	14	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	708	11		16	773	67		62	23	44		14	14	21	
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:	19	708	11		16	773	67		62	23	44		14	14	21	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.95	1.00		0.94	0.95	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.74	0.26	1.00		0.51	0.49	1.00	
Final Sat.:	1700	3420	1800		1700	3420	1800		1257	469	1800		874	874	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.21	0.01		0.01	0.23	0.04		0.05	0.05	0.02		0.02	0.02	0.01	
Crit Moves:						****				****						
Green/Cycle:	0.79	0.79	0.79		0.79	0.79	0.79		0.17	0.17	0.17		0.17	0.17	0.17	
Volume/Cap:	0.01	0.26	0.01		0.01	0.29	0.05		0.29	0.29	0.14		0.09	0.09	0.07	
Delay/Veh:	2.3	2.9	2.3		2.3	3.0	2.4		36.6	36.6	35.3		34.9	34.9	34.8	
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:	2.3	2.9	2.3		2.3	3.0	2.4		36.6	36.6	35.3		34.9	34.9	34.8	
LOS by Move:	A	A	A		A	A	A		D	D	D		C	C	C	
HCM2kAvgQ:	0	3	0		0	3	0		2	2	1		1	1	1	

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #28 Mount Vernon Ave & M St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	6	Average Delay (sec/veh):	45.2
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Mount Vernon Ave						M St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	79	1207	0	0	1528	102	122	0	116	0	0	0
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:	79	1207	0	0	1528	102	122	0	116	0	0	0
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:	83	1271	0	0	1608	107	128	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1271	0	0	1608	107	128	0	122	0	0	0
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:	83	1271	0	0	1608	107	128	0	122	0	0	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	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1800	0	0	1800	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.71	0.00	0.00	0.89	0.06	0.08	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.05	0.87	0.00	0.00	0.83	0.83	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	1.08	0.81	0.00	0.00	1.08	0.07	1.08	0.00	0.97	0.00	0.00	0.00
Delay/Veh:	174.9	6.2	0.0	0.0	58.1	1.6	153.2	0.0	117.9	0.0	0.0	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:	174.9	6.2	0.0	0.0	58.1	1.6	153.2	0.0	117.9	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E	A	F	A	F	A	A	A
HCM2kAvgQ:	6	19	0	0	68	1	6	0	5	0	0	0

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Rancho Ave & Agua Mansa Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.317
Loss Time (sec):	0	Average Delay (sec/veh):	114.4
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Rancho Ave						Agua Mansa Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	125	659	28	93	832	173	259	83	221	40	103	78
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:	125	659	28	93	832	173	259	83	221	40	103	78
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:	132	694	29	98	876	182	273	87	233	42	108	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	694	29	98	876	182	273	87	233	42	108	82
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:	132	694	29	98	876	182	273	87	233	42	108	82
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.66	0.34	0.46	0.15	0.39	0.18	0.47	0.35
Final Sat.:	389	791	34	387	690	146	207	66	177	73	188	142
Capacity Analysis Module:												
Vol/Sat:	0.34	0.88	0.87	0.25	1.27	1.25	1.32	1.32	1.32	0.58	0.58	0.58
Crit Moves:		****			****			****				****
Delay/Veh:	16.6	48.7	48.1	15.0	165	155.9	181.4	181	181.4	23.4	23.4	23.4
Delay 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
AdjDel/Veh:	16.6	48.7	48.1	15.0	165	155.9	181.4	181	181.4	23.4	23.4	23.4
LOS by Move:	C	E	E	C	F	F	F	F	F	C	C	C
ApproachDel:	43.7			150.7			181.4			23.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	43.7			150.7			181.4			23.4		
LOS by Appr:	E			F			F			C		
AllWayAvgQ:	0.5	4.3	4.2	0.3	18.2	17.0	21.3	21.3	21.3	1.3	1.3	1.3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #30 Mount Vernon Ave & Washington St (west)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.960
Loss Time (sec):	8	Average Delay (sec/veh):	51.6
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Mount Vernon Ave						Washington St (west)					
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			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	338	365	698	743	506	227	144	670	403	775	581	653
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:	338	365	698	743	506	227	144	670	403	775	581	653
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	356	384	0	782	533	0	152	705	424	816	612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	384	0	782	533	0	152	705	424	816	612	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	356	384	0	782	533	0	152	705	424	816	612	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00
Lanes:	1.49	1.51	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2399	2590	1800	3200	3420	1800	3200	3420	1800	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.24	0.16	0.00	0.05	0.21	0.24	0.25	0.18	0.00
Crit Moves:	****			****					****	****		
Green/Cycle:	0.15	0.15	0.00	0.25	0.25	0.00	0.25	0.25	0.25	0.27	0.27	0.00
Volume/Cap:	0.96	0.96	0.00	0.96	0.61	0.00	0.19	0.84	0.96	0.96	0.67	0.00
Delay/Veh:	65.0	65.0	0.0	59.0	34.2	0.0	30.0	43.5	69.9	57.9	34.9	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:	65.0	65.0	0.0	59.0	34.2	0.0	30.0	43.5	69.9	57.9	34.9	0.0
LOS by Move:	E	E	A	E	C	A	C	D	E	E	C	A
HCM2kAvgQ:	12	12	0	16	8	0	2	12	16	15	9	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Mount Vernon Ave & Washington St (east)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.589
Loss Time (sec):	6	Average Delay (sec/veh):	164.3
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Mount Vernon Ave						Washington St (east)					
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			Permitted			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	635	0	1910	0	0	0	0	613	641	573	849	0
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:	635	0	1910	0	0	0	0	613	641	573	849	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	668	0	2011	0	0	0	0	645	0	603	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	668	0	2011	0	0	0	0	645	0	603	894	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	668	0	2011	0	0	0	0	645	0	603	894	0
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	0.95	1.00	0.89	0.91	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	3200	0	1800	0	0	0	0	3420	1800	3200	4914	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	1.12	0.00	0.00	0.00	0.00	0.19	0.00	0.19	0.18	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.70	0.00	0.82	0.00	0.00	0.00	0.00	0.12	0.00	0.12	0.24	0.00
Volume/Cap:	0.30	0.00	1.36	0.00	0.00	0.00	0.00	1.59	0.00	1.59	0.77	0.00
Delay/Veh:	5.7	0.0	175.4	0.0	0.0	0.0	0.0	321	0.0	321.6	38.7	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:	5.7	0.0	175.4	0.0	0.0	0.0	0.0	321	0.0	321.6	38.7	0.0
LOS by Move:	A	A	F	A	A	A	A	F	A	F	D	A
HCM2kAvgQ:	4	0	126	0	0	0	0	26	0	26	10	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Barton Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.317
Loss Time (sec):	8	Average Delay (sec/veh):	125.1
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Barton Rd						Washington St					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	21	160	808	85	216	269	227	1174	86	896	1775	99
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:	21	160	808	85	216	269	227	1174	86	896	1775	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	22	168	851	89	227	283	239	1236	0	943	1868	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	168	851	89	227	283	239	1236	0	943	1868	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	22	168	851	89	227	283	239	1236	0	943	1868	104
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.91	0.91	0.94	0.91	1.00	0.89	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3420	1800	1700	3276	1638	1700	4914	1800	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.47	0.05	0.07	0.17	0.14	0.25	0.00	0.29	0.55	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.36	0.36	0.04	0.37	0.37	0.11	0.24	0.00	0.28	0.41	0.41
Volume/Cap:	0.47	0.14	1.32	1.32	0.19	0.47	1.32	1.05	0.00	1.05	1.32	0.14
Delay/Veh:	55.0	21.7	185.7	263.7	21.3	24.3	220.9	77.6	0.0	79.2	177	18.3
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:	55.0	21.7	185.7	263.7	21.3	24.3	220.9	77.6	0.0	79.2	177	18.3
LOS by Move:	D	C	F	F	C	C	F	E	A	E	F	B
HCM2kAvgQ:	1	2	53	8	3	7	18	21	0	22	59	2

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Reche Canyon Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	6	Average Delay (sec/veh):	55.3
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Reche Canyon Rd						Washington St					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	0
Volume Module:												
Base Vol:	787	0	765	0	0	0	0	1508	349	0	2142	0
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:	787	0	765	0	0	0	0	1508	349	0	2142	0
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:	828	0	805	0	0	0	0	1587	367	0	2255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	828	0	805	0	0	0	0	1587	367	0	2255	0
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:	828	0	805	0	0	0	0	1587	367	0	2255	0
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	0.91	1.00	0.94	0.91	1.00
Lanes:	2.44	0.00	1.56	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	3897	0	2816	0	0	0	0	4914	1800	0	4914	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.29	0.00	0.00	0.00	0.00	0.32	0.20	0.00	0.46	0.00
Crit Moves:			****								****	
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.28	0.28	0.00	0.69	0.00
Volume/Cap:	0.84	0.00	1.14	0.00	0.00	0.00	0.00	1.14	0.72	0.00	0.67	0.00
Delay/Veh:	39.2	0.0	107.7	0.0	0.0	0.0	0.0	106	37.0	0.0	9.5	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:	39.2	0.0	107.7	0.0	0.0	0.0	0.0	106	37.0	0.0	9.5	0.0
LOS by Move:	D	A	F	A	A	A	A	F	D	A	A	A
HCM2kAvgQ:	12	0	25	0	0	0	0	28	10	0	14	0

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Hunts Ln & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	6	Average Delay (sec/veh):	67.3
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Hunts Ln						Washington St					
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			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 2	0	0 1!	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	211	58	459	201	150	270	367	1560	91	644	1614	165
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:	211	58	459	201	150	270	367	1560	91	644	1614	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	222	61	483	212	158	284	386	1642	96	678	1699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	61	483	212	158	284	386	1642	96	678	1699	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	222	61	483	212	158	284	386	1642	96	678	1699	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.88	0.94	1.00	1.00	0.89	0.91	0.91	0.89	0.91	1.00
Lanes:	1.00	2.00	2.00	0.43	0.30	1.27	2.00	2.83	0.17	2.00	3.00	1.00
Final Sat.:	1700	3420	3168	727	542	2288	3200	4643	271	3200	4914	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.15	0.29	0.29	0.12	0.12	0.35	0.35	0.21	0.35	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.14	0.14	0.14	0.27	0.27	0.27	0.14	0.33	0.33	0.20	0.39	0.00
Volume/Cap:	0.92	0.13	1.07	1.07	1.07	0.46	0.89	1.07	1.07	1.07	0.89	0.00
Delay/Veh:	79.2	37.6	106.4	94.2	94.2	30.6	61.5	78.6	78.6	97.3	33.8	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:	79.2	37.6	106.4	94.2	94.2	30.6	61.5	78.6	78.6	97.3	33.8	0.0
LOS by Move:	E	D	F	F	F	C	E	E	E	F	C	A
HCM2kAvgQ:	11	1	15	23	23	6	6	24	24	19	21	0

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 La Cadena Dr & Tropicana Rd / Washingtion St (future)

Average Delay (sec/veh): 27.9 Worst Case Level Of Service: F[421.0]

Street Name:	La Cadena Dr						Tropicana Rd / Washingtion St (fu					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	1	0	1 0 2	1	0	0 0 1!	0	0	1 0 0	1	0
Volume Module:												
Base Vol:	1 1225	215		67 1503	8		2	0		1 76	0	135
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:	1 1225	215		67 1503	8		2	0		1 76	0	135
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:	1 1289	226		71 1582	8		2	0		1 80	0	142
Reduct Vol:	0 0	0		0 0	0		0	0		0 0	0	0
FinalVolume:	1 1289	226		71 1582	8		2	0		1 80	0	142
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1591 xxxx xxxxx			1516 xxxx xxxxx			2159	3245	532	2073	3136	543
Potent Cap.:	418 xxxx xxxxx			447 xxxx xxxxx			27	10	498	32	11	489
Move Cap.:	418 xxxx xxxxx			447 xxxx xxxxx			17	8	498	28	9	489
Volume/Cap:	0.00 xxxx xxxx			0.16 xxxx xxxx			0.12	0.00	0.00	2.87	0.00	0.29
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx			0.6 xxxx xxxxx			xxxx xxxx xxxxx			9.6 xxxx xxxxx		
Control Del:	13.6 xxxx xxxxx			14.6 xxxx xxxxx			xxxxx xxxx xxxxx			1142 xxxx xxxxx		
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	25	xxxxx	xxxx xxxx	489	
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.4	xxxxx	xxxxx xxxx	1.2	
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	168	xxxxx	xxxxx xxxx	15.3	
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	C
ApproachDel:	xxxxxx			xxxxxx			167.9			421.0		
ApproachLOS:	*			*			F			F		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #36 La Cadena Dr & Barton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	6	Average Delay (sec/veh):	25.6
Optimal Cycle:	57	Level Of Service:	C

Street Name:	La Cadena Dr						Barton Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	774	531	373	868	0	0	0	0	280	0	349
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	774	531	373	868	0	0	0	0	280	0	349
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:	0	815	559	393	914	0	0	0	0	295	0	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	815	559	393	914	0	0	0	0	295	0	367
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:	0	815	559	393	914	0	0	0	0	295	0	367
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.94	0.91	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4914	1800	1700	4914	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.31	0.23	0.19	0.00	0.00	0.00	0.00	0.17	0.00	0.20
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.39	0.39	0.29	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.42	0.79	0.79	0.27	0.00	0.00	0.00	0.00	0.67	0.00	0.79
Delay/Veh:	0.0	22.3	33.0	41.2	6.2	0.0	0.0	0.0	0.0	37.5	0.0	43.8
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:	0.0	22.3	33.0	41.2	6.2	0.0	0.0	0.0	0.0	37.5	0.0	43.8
LOS by Move:	A	C	C	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	6	16	14	4	0	0	0	0	10	0	13

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
AM Peak Hour

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

Intersection #37 La Cadena Dr & I-215 Southbound Ramps

Average Delay (sec/veh): 33.3 Worst Case Level Of Service: F[74.9]

Street Name:	La Cadena Dr						I-215 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 1		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	130	0	732	0	0	0	0	316	0	0	760	0
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:	130	0	732	0	0	0	0	316	0	0	760	0
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:	137	0	771	0	0	0	0	333	0	0	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	137	0	771	0	0	0	0	333	0	0	800	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1133	xxxx	333	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	227	xxxx	714	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	227	xxxx	714	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.60	xxxx	1.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.5	xxxx	20.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	42.5	xxxx	80.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	F	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	74.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

City of Colton General Plan - Circulation Element
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AM Peak Hour

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

Intersection #38 La Cadena Dr & I-215 Northbound Ramps

Average Delay (sec/veh): 264.0 Worst Case Level Of Service: F[1180.3]

Street Name:	La Cadena Dr						I-215 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 1 0 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	277	0	342	106	921	0	0	641	485
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	277	0	342	106	921	0	0	641	485
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:	0	0	0	292	0	360	112	969	0	0	675	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	292	0	360	112	969	0	0	675	511
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2123	xxxx	930	1185	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	56	xxxx	327	596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	47	xxxx	327	596	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	6.17	xxxx	1.10	0.19	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	33.8	xxxx	13.9	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	2494	xxxx	116.3	12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			1180.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #1 Mount Vernon Ave & La Cadena Dr/Citrus St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	8	Average Delay (sec/veh):	31.7
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Mount Vernon Ave						La Cadena Dr/Citrus St					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	0 1	1	0 1
Volume Module:												
Base Vol:	37	623	147	346	425	245	259	150	15	68	203	200
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:	37	623	147	346	425	245	259	150	15	68	203	200
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:	39	656	155	364	447	258	273	158	16	72	214	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	656	155	364	447	258	273	158	16	72	214	211
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:	39	656	155	364	447	258	273	158	16	72	214	211
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.90	0.95	0.95	0.90	0.95	1.00
Lanes:	1.00	1.62	0.38	1.00	1.27	0.73	1.88	1.02	0.10	0.52	1.48	1.00
Final Sat.:	1700	2767	653	1700	2169	1251	3025	1752	175	846	2525	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.21	0.21	0.21	0.09	0.09	0.09	0.08	0.08	0.12
Crit Moves:		****		****			****					****
Green/Cycle:	0.06	0.33	0.33	0.30	0.57	0.57	0.13	0.13	0.13	0.16	0.16	0.16
Volume/Cap:	0.36	0.72	0.72	0.72	0.36	0.36	0.72	0.72	0.72	0.52	0.52	0.72
Delay/Veh:	47.0	31.5	31.5	36.1	11.9	11.9	45.9	45.9	45.9	39.1	39.1	47.8
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:	47.0	31.5	31.5	36.1	11.9	11.9	45.9	45.9	45.9	39.1	39.1	47.8
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	13	13	12	6	6	5	5	5	5	5	8

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Wildrose Ave & San Bernardino Ave

Average Delay (sec/veh): 55.8 Worst Case Level Of Service: F[254.3]

Street Name:	Wildrose Ave									San Bernardino Ave								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	102		63		113	37		33		63	89		350		80	57		334		59
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:	102		63		113	37		33		63	89		350		80	57		334		59
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:	107		66		119	39		35		66	94		368		84	60		352		62
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	107		66		119	39		35		66	94		368		84	60		352		62
Critical Gap Module:																				
Critical Gp:	7.1		6.5		6.2	7.1		6.5		6.2	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1151		1132		226	907		1143		383	414	xxxx	xxxxx			453	xxxx	xxxxx		
Potent Cap.:	177		205		818	259		202		669	1156	xxxx	xxxxx			1119	xxxx	xxxxx		
Move Cap.:	121		177		818	141		174		669	1156	xxxx	xxxxx			1119	xxxx	xxxxx		
Volume/Cap:	0.89		0.38		0.15	0.28		0.20		0.10	0.08	xxxx	xxxx			0.05	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	0.3	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	8.4	xxxx	xxxxx			8.4	xxxx	xxxxx		
LOS by Move:	*		*		*	*		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		208		xxxxx	xxxx		243		xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		17.1		xxxxx	xxxxx		3.2		xxxxx	0.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		254		xxxxx	xxxxx		38.1		xxxxx	8.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		F		*	*		E		*	A		*		*	*		*		*
ApproachDel:	254.3					38.1					xxxxxx					xxxxxx				
ApproachLOS:	F					E					*					*				

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

City of Colton General Plan - Circulation Element
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PM Peak Hour

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

Intersection #3 Pepper Ave & San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	6	Average Delay (sec/veh):	18.3
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Pepper Ave						San Bernardino Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	101	830	53	58	832	118	132	208	101	40	234	51
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:	101	830	53	58	832	118	132	208	101	40	234	51
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:	106	874	56	61	876	124	139	219	106	42	246	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	874	56	61	876	124	139	219	106	42	246	54
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:	106	874	56	61	876	124	139	219	106	42	246	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.95	0.95	0.94	1.00	1.00	0.94	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.64	0.36
Final Sat.:	3200	3420	1800	1700	2995	425	1700	1800	1800	1700	2808	612
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.03	0.04	0.29	0.29	0.08	0.12	0.06	0.02	0.09	0.09
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.60	0.60	0.08	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.48	0.43	0.05	0.43	0.48	0.48	0.32	0.48	0.23	0.10	0.34	0.34
Delay/Veh:	46.3	10.9	8.3	45.5	10.7	10.7	30.6	32.3	29.7	28.5	30.6	30.6
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:	46.3	10.9	8.3	45.5	10.7	10.7	30.6	32.3	29.7	28.5	30.6	30.6
LOS by Move:	D	B	A	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	8	1	2	9	9	4	6	3	1	4	4

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Meridian ave & San Bernardino Ave / Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	0	Average Delay (sec/veh):	18.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Meridian Ave						San Bernardino Ave / Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	176	370	19	39	157	75	99	168	98	14	149	50
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:	176	370	19	39	157	75	99	168	98	14	149	50
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:	185	389	20	41	165	79	104	177	103	15	157	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	389	20	41	165	79	104	177	103	15	157	53
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:	185	389	20	41	165	79	104	177	103	15	157	53
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	1.35	0.65	1.00	1.26	0.74	0.20	2.10	0.70
Final Sat.:	465	483	25	389	569	283	401	545	334	77	834	295
Capacity Analysis Module:												
Vol/Sat:	0.40	0.81	0.81	0.11	0.29	0.28	0.26	0.32	0.31	0.19	0.19	0.18
Crit Moves:		****			****			****		****		
Delay/Veh:	14.9	31.7	31.7	12.4	13.8	13.2	14.0	14.2	13.3	13.1	12.9	12.2
Delay 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
AdjDel/Veh:	14.9	31.7	31.7	12.4	13.8	13.2	14.0	14.2	13.3	13.1	12.9	12.2
LOS by Move:	B	D	D	B	B	B	B	B	B	B	B	B
ApproachDel:		26.5			13.5			13.9			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.5			13.5			13.9			12.8	
LOS by Appr:		D			B			B			B	
AllWayAvgQ:	0.6	3.1	3.1	0.1	0.4	0.3	0.3	0.4	0.4	0.2	0.2	0.2

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #5 Rancho Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	4	Average Delay (sec/veh):	11.5
Optimal Cycle:	19	Level Of Service:	B

Street Name:	Rancho Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	108	813	55	31	678	62	54	117	121	60	85	35
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:	108	813	55	31	678	62	54	117	121	60	85	35
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:	114	856	58	33	714	65	57	123	127	63	89	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	856	58	33	714	65	57	123	127	63	89	37
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:	114	856	58	33	714	65	57	123	127	63	89	37
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.90	0.95	0.95	0.94	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.83	0.17	0.39	0.79	0.82	0.35	0.46	0.19
Final Sat.:	1700	3203	217	1700	3133	287	626	1356	1402	588	834	343
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.02	0.23	0.23	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:		****									****	
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.10	0.39	0.39	0.03	0.33	0.33	0.33	0.33	0.33	0.39	0.39	0.39
Delay/Veh:	5.4	6.9	6.9	5.1	6.5	6.5	29.1	29.1	29.1	30.0	30.0	30.0
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:	5.4	6.9	6.9	5.1	6.5	6.5	29.1	29.1	29.1	30.0	30.0	30.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	0	5	5	4	4	4	5	5	5

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pennsylvania Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pennsylvania Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	32	276	9	28	173	24	29	133	25	11	127	31
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:	32	276	9	28	173	24	29	133	25	11	127	31
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:	34	291	9	29	182	25	31	140	26	12	134	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	291	9	29	182	25	31	140	26	12	134	33
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:	34	291	9	29	182	25	31	140	26	12	134	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.87	0.03	0.12	0.77	0.11	0.16	0.71	0.13	0.07	0.75	0.18
Final Sat.:	66	565	18	78	481	67	91	418	79	38	439	107
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.38	0.38	0.38	0.34	0.34	0.34	0.30	0.30	0.30
Crit Moves:		****			****			****			****	
Delay/Veh:	13.3	13.3	13.3	11.3	11.3	11.3	11.1	11.1	11.1	10.7	10.7	10.7
Delay 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
AdjDel/Veh:	13.3	13.3	13.3	11.3	11.3	11.3	11.1	11.1	11.1	10.7	10.7	10.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	13.3			11.3			11.1			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			11.3			11.1			10.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.9	0.9	0.9	0.5	0.5	0.5	0.4	0.4	0.4	0.3	0.3	0.3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #7 La Cadena Dr & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	4	Average Delay (sec/veh):	14.1
Optimal Cycle:	17	Level Of Service:	B

Street Name:	La Cadena Dr						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	275	32	20	331	100	69	120	29	20	89	26
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:	23	275	32	20	331	100	69	120	29	20	89	26
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:	24	289	34	21	348	105	73	126	31	21	94	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	289	34	21	348	105	73	126	31	21	94	27
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:	24	289	34	21	348	105	73	126	31	21	94	27
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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.54	0.13	0.16	0.65	0.19
Final Sat.:	1700	1800	1800	1700	1800	1800	559	973	235	264	1176	344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.02	0.01	0.19	0.06	0.13	0.13	0.13	0.08	0.08	0.08
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.02	0.28	0.03	0.02	0.34	0.10	0.34	0.34	0.34	0.21	0.21	0.21
Delay/Veh:	9.2	10.9	9.2	9.2	11.4	9.7	22.0	22.0	22.0	20.7	20.7	20.7
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:	9.2	10.9	9.2	9.2	11.4	9.7	22.0	22.0	22.0	20.7	20.7	20.7
LOS by Move:	A	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	0	4	0	0	6	1	5	5	5	3	3	3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #8 Mount Vernon Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	4	Average Delay (sec/veh):	8.3
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Mount Vernon Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	112	871	0	0	565	36	100	0	138	0	0	0
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:	112	871	0	0	565	36	100	0	138	0	0	0
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:	118	917	0	0	595	38	105	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	917	0	0	595	38	105	0	145	0	0	0
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:	118	917	0	0	595	38	105	0	145	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.88	0.12	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3420	0	0	3215	205	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.00	0.00	0.18	0.18	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.74	0.74	0.00	0.00	0.74	0.74	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.09	0.36	0.00	0.00	0.25	0.25	0.28	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	3.7	4.8	0.0	0.0	4.3	4.3	32.7	0.0	33.5	0.0	0.0	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:	3.7	4.8	0.0	0.0	4.3	4.3	32.7	0.0	33.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	5	0	0	3	3	3	0	4	0	0	0

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #9 Mount Vernon Ave & Colton Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	6	Average Delay (sec/veh):	22.0
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Mount Vernon Ave						Colton Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	24	932	343	64	578	91	114	470	27	378	438	91
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:	24	932	343	64	578	91	114	470	27	378	438	91
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:	25	981	361	67	608	96	120	495	28	398	461	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	981	361	67	608	96	120	495	28	398	461	96
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:	25	981	361	67	608	96	120	495	28	398	461	96
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3420	1800	1700	2955	465	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.20	0.04	0.21	0.21	0.07	0.27	0.02	0.23	0.26	0.05
Crit Moves:		****		****				****				
Green/Cycle:	0.03	0.45	0.45	0.06	0.48	0.48	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.43	0.64	0.45	0.64	0.43	0.43	0.16	0.64	0.04	0.54	0.60	0.12
Delay/Veh:	52.4	22.3	19.4	58.3	17.5	17.5	17.6	24.2	16.5	22.1	23.1	17.3
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:	52.4	22.3	19.4	58.3	17.5	17.5	17.6	24.2	16.5	22.1	23.1	17.3
LOS by Move:	D	C	B	E	B	B	B	C	B	C	C	B
HCM2kAvgQ:	1	13	8	2	7	7	2	13	0	9	11	2

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #10 Colton Ave & F St

Average Delay (sec/veh): 28.6 Worst Case Level Of Service: F[86.4]

Street Name:	Colton Ave						F St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	3	222	21	44	94	110	128	111	0	11	247	10
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:	3	222	21	44	94	110	128	111	0	11	247	10
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:	3	234	22	46	99	116	135	117	0	12	260	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	234	22	46	99	116	135	117	0	12	260	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	215	xxxx	xxxxx	256	xxxx	xxxxx	636	512	xxxxx	559	558	245
Potent Cap.:	1367	xxxx	xxxxx	1321	xxxx	xxxxx	394	468	xxxxx	443	441	799
Move Cap.:	1367	xxxx	xxxxx	1321	xxxx	xxxxx	193	451	xxxxx	344	424	799
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.70	0.26	xxxx	0.03	0.61	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	xxxx	xxxxx	xxxx	427	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	4.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	86.4	xxxx	xxxxx	xxxxx	28.3	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			86.4			28.3		
ApproachLOS:	*			*			F			D		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #11 Mount Vernon Ave & F St / Fairway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	4	Average Delay (sec/veh):	16.1
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Mount Vernon Ave						F St / Fairway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	57	822	142	261	860	18	31	115	20	105	178	387
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:	57	822	142	261	860	18	31	115	20	105	178	387
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:	60	865	149	275	905	19	33	121	21	111	187	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	865	149	275	905	19	33	121	21	111	187	407
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:	60	865	149	275	905	19	33	121	21	111	187	407
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.96	0.04	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	1700	2916	504	1700	3350	70	1700	1533	267	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.16	0.27	0.27	0.02	0.08	0.08	0.07	0.10	0.23
Crit Moves:		****										****
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.06	0.54	0.54	0.30	0.50	0.50	0.05	0.19	0.19	0.16	0.25	0.54
Delay/Veh:	10.8	15.1	15.1	12.5	14.4	14.4	17.4	18.7	18.7	18.4	19.3	22.9
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:	10.8	15.1	15.1	12.5	14.4	14.4	17.4	18.7	18.7	18.4	19.3	22.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	C
HCM2kAvgQ:	1	11	11	5	9	9	1	3	3	2	4	9

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	8	79	3	14	9	16	0	7	9	33	163	38
Ideal Flow (vphpl)	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0			4.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Frt		1.00	0.88		1.00	1.00	0.85			0.89		
Flt Protected		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (prot)		1583	1544		1583	1765	1500			1565		
Flt Permitted		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (perm)		1583	1544		1583	1765	1500			1565		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	83	3	15	9	17	0	7	9	35	172	40
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	0	4	0	0
Lane Group Flow (vph)	0	91	5	0	9	17	7	0	0	252	0	0
Turn Type	Split	Split			Split		Perm		Split			
Protected Phases	4	4	4		8	8			2	2		
Permitted Phases							8					
Actuated Green, G (s)		7.9	7.9		3.4	3.4	3.4			25.9		
Effective Green, g (s)		9.4	9.4		4.9	4.9	4.9			27.4		
Actuated g/C Ratio		0.12	0.12		0.06	0.06	0.06			0.36		
Clearance Time (s)		5.5	5.5		5.5	5.5	5.5			5.5		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0			3.0		
Lane Grp Cap (vph)		195	190		102	113	96			563		
v/s Ratio Prot		c0.06	0.00		0.01	c0.01				c0.16		
v/s Ratio Perm							0.00					
v/c Ratio		0.47	0.03		0.09	0.15	0.07			0.45		
Uniform Delay, d1		31.1	29.4		33.5	33.7	33.5			18.6		
Progression Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Incremental Delay, d2		1.8	0.1		0.4	0.6	0.3			2.6		
Delay (s)		32.8	29.4		33.9	34.3	33.8			21.2		
Level of Service		C	C		C	C	C			C		
Approach Delay (s)			32.3			34.1				21.2		
Approach LOS			C			C				C		

Intersection Summary			
HCM Average Control Delay	27.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	76.2	Sum of lost time (s)	20.0
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #13 Pepper Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	8	Average Delay (sec/veh):	26.2
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Pepper Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	223	847	99	90	837	91	73	268	211	101	347	77
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:	223	847	99	90	837	91	73	268	211	101	347	77
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:	235	892	104	95	881	96	77	282	222	106	365	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	892	104	95	881	96	77	282	222	106	365	81
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:	235	892	104	95	881	96	77	282	222	106	365	81
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36
Final Sat.:	1700	4914	1800	3200	3420	1800	3200	3420	1800	3200	2799	621
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.06	0.03	0.26	0.05	0.02	0.08	0.12	0.03	0.13	0.13
Crit Moves:	****				****				****	****		
Green/Cycle:	0.23	0.57	0.57	0.09	0.43	0.43	0.04	0.21	0.21	0.06	0.22	0.22
Volume/Cap:	0.60	0.32	0.10	0.32	0.60	0.12	0.59	0.40	0.60	0.60	0.59	0.59
Delay/Veh:	37.0	11.5	10.0	43.1	22.6	17.3	54.3	34.8	38.7	51.8	36.2	36.2
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:	37.0	11.5	10.0	43.1	22.6	17.3	54.3	34.8	38.7	51.8	36.2	36.2
LOS by Move:	D	B	B	D	C	B	D	C	D	D	D	D
HCM2kAvgQ:	8	5	1	2	11	2	2	4	7	3	7	7

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #14 Hermosa Ave & Valley Blvd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[22.7]

Street Name:	Hermosa Ave									Valley Blvd								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0			47	0	5			36	507	0			0	609	15		
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			47	0	5			36	507	0			0	609	15		
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:	0	0	0			49	0	5			38	534	0			0	641	16		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			49	0	5			38	534	0			0	641	16		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	6.5	6.9			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			984	1251	321			657	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			249	174	681			940	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			242	167	681			940	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.20	0.00	0.01			0.04	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			9.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			A	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx		257	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx		0.8	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx		22.7	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*		C	*		*	*	*			*	*	*		
ApproachDel:	xxxxxx					22.7					xxxxxx					xxxxxx				
ApproachLOS:	*					C					*					*				

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #15 Rancho Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	8	Average Delay (sec/veh):	31.4
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Rancho Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	295	824	166	85	760	29	43	287	329	93	267	107
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:	295	824	166	85	760	29	43	287	329	93	267	107
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:	311	867	175	89	800	31	45	302	346	98	281	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	867	175	89	800	31	45	302	346	98	281	113
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:	311	867	175	89	800	31	45	302	346	98	281	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	0.95	0.94	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2847	573	1700	3294	126	1700	1710	1710	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.30	0.05	0.24	0.24	0.03	0.18	0.20	0.06	0.16	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.49	0.49	0.08	0.33	0.33	0.05	0.27	0.27	0.08	0.30	0.30
Volume/Cap:	0.75	0.63	0.63	0.63	0.75	0.75	0.52	0.65	0.75	0.75	0.52	0.21
Delay/Veh:	42.0	19.7	19.7	52.7	32.8	32.8	52.0	33.7	36.8	65.7	30.1	26.5
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:	42.0	19.7	19.7	52.7	32.8	32.8	52.0	33.7	36.8	65.7	30.1	26.5
LOS by Move:	D	B	B	D	C	C	D	C	D	E	C	C
HCM2kAvgQ:	10	12	12	3	12	12	1	9	11	5	8	3

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #16 La Cadena Dr & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	6	Average Delay (sec/veh):	26.0
Optimal Cycle:	28	Level Of Service:	C

Street Name:	La Cadena Dr						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	180	454	135	142	389	34	95	267	151	282	420	60
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:	180	454	135	142	389	34	95	267	151	282	420	60
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:	189	478	142	149	409	36	100	281	159	297	442	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	478	142	149	409	36	100	281	159	297	442	63
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:	189	478	142	149	409	36	100	281	159	297	442	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	1.54	0.46	1.00	1.84	0.16	1.00	1.28	0.72	1.00	1.75	0.25
Final Sat.:	1700	2636	784	1700	3145	275	1700	2185	1235	1700	2993	427
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.09	0.13	0.13	0.06	0.13	0.13	0.17	0.15	0.15
Crit Moves:		****						****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.17	0.25	0.25	0.34	0.42	0.42
Volume/Cap:	0.32	0.52	0.52	0.25	0.37	0.37	0.35	0.52	0.52	0.52	0.35	0.35
Delay/Veh:	24.0	26.1	26.1	23.3	24.4	24.4	37.6	32.9	32.9	27.3	19.8	19.8
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:	24.0	26.1	26.1	23.3	24.4	24.4	37.6	32.9	32.9	27.3	19.8	19.8
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	4	8	8	3	5	5	3	7	7	8	6	6

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #17 10th St & Valley Blvd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.4]

Street Name:	10th St						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	11	0	120	139	349	0	0	478	13
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	11	0	120	139	349	0	0	478	13
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:	0	0	0	12	0	126	146	367	0	0	503	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	12	0	126	146	367	0	0	503	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	986	1170	258	517	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	248	195	747	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	222	168	747	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.17	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	623	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

City of Colton General Plan - Circulation Element
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PM Peak Hour

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

Intersection #18 Mount Vernon Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	6	Average Delay (sec/veh):	36.6
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Mount Vernon Ave						Valley Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	468	721	63	17	690	70	127	118	131	245	93	163
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:	468	721	63	17	690	70	127	118	131	245	93	163
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:	493	759	66	18	726	74	134	124	138	258	98	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	759	66	18	726	74	134	124	138	258	98	172
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:	493	759	66	18	726	74	134	124	138	258	98	172
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.94	0.95	0.95	0.94	1.00	1.00	0.90	0.95	0.95
Lanes:	0.77	1.13	0.10	1.00	1.82	0.18	1.00	0.47	0.53	1.01	0.36	0.63
Final Sat.:	1251	1927	168	1700	3105	315	1700	853	947	1626	617	1082
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.01	0.23	0.23	0.08	0.15	0.15	0.16	0.16	0.16
Crit Moves:			****		****						****	
Green/Cycle:	0.47	0.47	0.47	0.28	0.28	0.28	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.84	0.84	0.84	0.04	0.84	0.84	0.41	0.77	0.77	0.84	0.84	0.84
Delay/Veh:	27.2	27.2	27.2	26.3	40.4	40.4	36.5	48.5	48.5	48.6	48.6	48.6
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:	27.2	27.2	27.2	26.3	40.4	40.4	36.5	48.5	48.5	48.6	48.6	48.6
LOS by Move:	C	C	C	C	D	D	D	D	D	D	D	D
HCM2kAvgQ:	21	21	21	0	15	15	4	8	8	11	11	11

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rancho Ave & I-10 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	6	Average Delay (sec/veh):	38.7
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Rancho Ave						I-10 Westbound Ramps					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	319	838	0	0	837	329	0	0	0	162	0	565
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:	319	838	0	0	837	329	0	0	0	162	0	565
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:	336	882	0	0	881	346	0	0	0	171	0	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	882	0	0	881	346	0	0	0	171	0	595
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:	336	882	0	0	881	346	0	0	0	171	0	595
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3420	0	0	2455	965	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.10	0.00	0.33
Crit Moves:	****				****							****
Green/Cycle:	0.21	0.59	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.94	0.44	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.29	0.00	0.94
Delay/Veh:	72.2	11.5	0.0	0.0	43.6	43.6	0.0	0.0	0.0	23.7	0.0	54.4
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:	72.2	11.5	0.0	0.0	43.6	43.6	0.0	0.0	0.0	23.7	0.0	54.4
LOS by Move:	E	B	A	A	D	D	A	A	A	C	A	D
HCM2kAvgQ:	11	7	0	0	21	21	0	0	0	4	0	23

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 La Cadena Dr & I-10 Westbound On Ramp

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: F[70.9]

Street Name:	La Cadena Dr						I-10 Westbound On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 1	0	0	0 0 1	1	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	241 719	0	0	706	177	0	0	0	0	33	0	37
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	1.00
Initial Bse:	241 719	0	0	706	177	0	0	0	0	33	0	37
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	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	0.95
PHF Volume:	254 757	0	0	743	186	0	0	0	0	35	0	39
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	254 757	0	0	743	186	0	0	0	0	35	0	39
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	929 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1636	2194	378
Potent Cap.:	744 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			94	46	625
Move Cap.:	744 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			65	28	625
Volume/Cap:	0.34 xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.54	0.00	0.06
Level Of Service Module:												
2Way95thQ:	1.5 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx
Control Del:	12.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx
LOS by Move:	B *	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	123	xxxxx
SharedQueue:	1.5 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	3.0	xxxxx
Shrd ConDel:	12.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	70.9	xxxxx
Shared LOS:	B *	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			70.9		
ApproachLOS:	*			*			*			F		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 9th St & I-10 Westbound Off Ramp

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[14.3]

Street Name:	9th St						I-10 Westbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 1	0 0		0 0 0	0 0		1 0 0	1 0	
Volume Module:												
Base Vol:	0	278	0	0	334	0	0	0	0	18	0	349
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	278	0	0	334	0	0	0	0	18	0	349
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:	0	293	0	0	352	0	0	0	0	19	0	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	293	0	0	352	0	0	0	0	19	0	367
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	644	644	293
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	440	394	751
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	440	394	751
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.49
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	751
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.7
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.3
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.3		
ApproachLOS:	*			*			*			B		

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

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

Intersection #22 Rancho Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	6	Average Delay (sec/veh):	44.1
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Rancho Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	617	342	501	593	0	409	1	489	0	0	0
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	617	342	501	593	0	409	1	489	0	0	0
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:	0	649	360	527	624	0	431	1	515	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	649	360	527	624	0	431	1	515	0	0	0
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:	0	649	360	527	624	0	431	1	515	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.29	0.71	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2200	1220	1700	3420	0	1696	4	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.31	0.18	0.00	0.25	0.25	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.31	0.31	0.33	0.64	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.95	0.29	0.00	0.84	0.84	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	50.2	50.2	58.6	8.1	0.0	44.6	44.6	60.4	0.0	0.0	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	50.2	50.2	58.6	8.1	0.0	44.6	44.6	60.4	0.0	0.0	0.0
LOS by Move:	A	D	D	E	A	A	D	D	E	A	A	A
HCM2kAvgQ:	0	19	19	17	4	0	16	16	20	0	0	0

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

City of Colton General Plan - Circulation Element
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PM Peak Hour

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

Intersection #23 9th St & I-10 Eastbound off Ramp

Average Delay (sec/veh): 36.7 Worst Case Level Of Service: F[77.9]

Street Name:	9th St						I-10 Eastbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	17	3	343	12	0	262	4	2	0	0	0
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	17	3	343	12	0	262	4	2	0	0	0
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:	0	18	3	361	13	0	276	4	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	18	3	361	13	0	276	4	2	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	21	xxxx	xxxxx	754	756	13	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx	380	340	1074	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx	297	244	1074	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	0.93	0.02	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	298	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	77.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			77.9			xxxxxx		
ApproachLOS:	*			*			F			*		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #24 Mount Vernon Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.075
Loss Time (sec):	8	Average Delay (sec/veh):	80.8
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Mount Vernon Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 1	1	0	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	7	887	464	339	607	32	15	13	8	779	0	367
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:	7	887	464	339	607	32	15	13	8	779	0	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	7	934	488	357	639	34	16	14	8	820	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	934	488	357	639	34	16	14	8	820	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	7	934	488	357	639	34	16	14	8	820	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.02	1.98	1.00	1.00	0.95	0.05	0.43	0.35	0.22	1.00	0.00	1.00
Final Sat.:	27	3392	1800	1700	1710	90	732	634	390	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.27	0.21	0.37	0.37	0.02	0.02	0.02	0.48	0.00	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.26	0.26	0.26	0.20	0.45	0.45	0.02	0.02	0.02	0.45	0.00	0.00
Volume/Cap:	1.08	1.08	1.06	1.08	0.83	0.83	1.08	1.08	1.08	1.08	0.00	0.00
Delay/Veh:	89.9	89.9	95.8	111.1	31.1	31.1	224.0	224	224.0	82.3	0.0	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:	89.9	89.9	95.8	111.1	31.1	31.1	224.0	224	224.0	82.3	0.0	0.0
LOS by Move:	F	F	F	F	C	C	F	F	F	F	A	A
HCM2kAvgQ:	22	22	21	19	20	20	3	3	3	39	0	0

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #25 Pepper Ave & Slover Ave

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: B[13.6]

Street Name:	Pepper Ave						Slover Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	1 0	0 0	1! 0	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	6	0	74	1	140	176	14	2	0	5	79
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	6	0	74	1	140	176	14	2	0	5	79
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:	0	6	0	78	1	147	185	15	2	0	5	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	6	0	78	1	147	185	15	2	0	5	83
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	475	xxxxx	436	434	47	88	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	491	xxxxx	534	518	1028	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	425	xxxxx	473	448	1028	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	xxxx	0.16	0.00	0.14	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	473	xxxx	1019	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.1	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	A	*	*	*	*	*	*
ApproachDel:	13.6			10.9			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #26 Rancho Ave & N St

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[29.3]

Street Name:	Rancho Ave								N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 1	1	0		1 0	1	0	0	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	0 1201	36			87 925	0			0 0	0			9 0	0		84
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		1.00
Initial Bse:	0 1201	36			87 925	0			0 0	0			9 0	0		84
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		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		0.95
PHF Volume:	0 1264	38			92 974	0			0 0	0			9 0	0		88
Reduct Vol:	0 0	0			0 0	0			0 0	0			0 0	0		0
FinalVolume:	0 1264	38			92 974	0			0 0	0			9 0	0		88
Critical Gap Module:																
Critical Gp:	xxxxx xxxx xxxxx	4.1	xxxx	xxxxx	xxxxx xxxx xxxxx	6.4	xxxx	6.2								
FollowUpTim:	xxxxx xxxx xxxxx	2.2	xxxx	xxxxx	xxxxx xxxx xxxxx	3.5	xxxx	3.3								
Capacity Module:																
Cnflict Vol:	xxxx xxxx xxxxx	1302	xxxx	xxxxx	xxxx xxxx xxxxx	2440	xxxx	651								
Potent Cap.:	xxxx xxxx xxxxx	539	xxxx	xxxxx	xxxx xxxx xxxxx	35	xxxx	472								
Move Cap.:	xxxx xxxx xxxxx	539	xxxx	xxxxx	xxxx xxxx xxxxx	31	xxxx	472								
Volume/Cap:	xxxx xxxx xxxx	0.17	xxxx	xxxx	xxxx xxxx xxxx	0.31	xxxx	0.19								
Level Of Service Module:																
2Way95thQ:	xxxx xxxx xxxxx	0.6	xxxx	xxxxx	xxxx xxxx xxxxx	1.0	xxxx	0.7								
Control Del:	xxxxx xxxx xxxxx	13.0	xxxx	xxxxx	xxxxx xxxx xxxxx	168.8	xxxx	14.4								
LOS by Move:	* * *	B	*	*	* * *	F	*	B								
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT	LT - LTR - RT										
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	* * *	*	*	*	* * *	*	*	*								
ApproachDel:	xxxxxx	xxxxxx			xxxxxx	29.3										
ApproachLOS:	*	*			*	D										

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #27 La Cadena Dr & N St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	4	Average Delay (sec/veh):	11.2
Optimal Cycle:	17	Level Of Service:	B

Street Name:	La Cadena Dr						N St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	19	719	15	25	614	61	151	32	52	24	39	13
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:	19	719	15	25	614	61	151	32	52	24	39	13
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:	20	757	16	26	646	64	159	34	55	25	41	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	757	16	26	646	64	159	34	55	25	41	14
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:	20	757	16	26	646	64	159	34	55	25	41	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.39	0.61	1.00
Final Sat.:	1700	3420	1800	1700	3420	1800	1416	300	1800	671	1090	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.01	0.02	0.19	0.04	0.11	0.11	0.03	0.04	0.04	0.01
Crit Moves:		****						****				
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.02	0.35	0.01	0.02	0.30	0.06	0.35	0.35	0.09	0.12	0.12	0.02
Delay/Veh:	6.7	8.6	6.7	6.7	8.2	6.9	26.2	26.2	23.7	23.9	23.9	23.1
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:	6.7	8.6	6.7	6.7	8.2	6.9	26.2	26.2	23.7	23.9	23.9	23.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	0	0	5	1	5	5	1	1	1	0

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Mount Vernon Ave & M St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	6	Average Delay (sec/veh):	38.5
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Mount Vernon Ave						M St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	164	1010	0	0	1268	118	130	0	201	0	0	0
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:	164	1010	0	0	1268	118	130	0	201	0	0	0
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:	173	1063	0	0	1335	124	137	0	212	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1063	0	0	1335	124	137	0	212	0	0	0
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:	173	1063	0	0	1335	124	137	0	212	0	0	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	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1800	0	0	1800	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.59	0.00	0.00	0.74	0.07	0.08	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.82	0.00	0.00	0.73	0.73	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	1.02	0.72	0.00	0.00	1.02	0.10	0.70	0.00	1.02	0.00	0.00	0.00
Delay/Veh:	120.1	5.4	0.0	0.0	44.3	4.1	53.3	0.0	112.6	0.0	0.0	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:	120.1	5.4	0.0	0.0	44.3	4.1	53.3	0.0	112.6	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	A	D	A	F	A	A	A
HCM2kAvgQ:	10	15	0	0	51	1	4	0	9	0	0	0

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Rancho Ave & Agua Mansa Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.394
Loss Time (sec):	0	Average Delay (sec/veh):	95.4
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Rancho Ave						Agua Mansa Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	120	537	18	45	724	148	369	107	135	53	64	67
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:	120	537	18	45	724	148	369	107	135	53	64	67
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:	126	565	19	47	762	156	388	113	142	56	67	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	565	19	47	762	156	388	113	142	56	67	71
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:	126	565	19	47	762	156	388	113	142	56	67	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.66	0.34	0.60	0.18	0.22	0.29	0.35	0.36
Final Sat.:	399	819	28	401	720	150	279	81	102	117	141	148
Capacity Analysis Module:												
Vol/Sat:	0.32	0.69	0.69	0.12	1.06	1.04	1.39	1.39	1.39	0.48	0.48	0.48
Crit Moves:		****			****			****				****
Delay/Veh:	15.8	28.0	27.8	12.8	88.5	82.4	212.6	213	212.6	19.5	19.5	19.5
Delay 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
AdjDel/Veh:	15.8	28.0	27.8	12.8	88.5	82.4	212.6	213	212.6	19.5	19.5	19.5
LOS by Move:	C	D	D	B	F	F	F	F	F	C	C	C
ApproachDel:	25.8			83.8			212.6			19.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.8			83.8			212.6			19.5		
LOS by Appr:	D			F			F			C		
AllWayAvgQ:	0.5	2.0	2.0	0.1	9.7	8.8	25.8	25.8	25.8	0.9	0.9	0.9

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #30 Mount Vernon Ave & Washington St (west)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	8	Average Delay (sec/veh):	38.5
Optimal Cycle:	64	Level Of Service:	D

Street Name:	Mount Vernon Ave						Washington St (west)					
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			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	1 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	290	224	700	741	496	129	170	534	309	598	535	540
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:	290	224	700	741	496	129	170	534	309	598	535	540
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	305	236	0	780	522	0	179	562	325	629	563	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	236	0	780	522	0	179	562	325	629	563	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	305	236	0	780	522	0	179	562	325	629	563	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00
Lanes:	1.73	1.27	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2801	2164	1800	3200	3420	1800	3200	3420	1800	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.24	0.15	0.00	0.06	0.16	0.18	0.20	0.16	0.00
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.14	0.00	0.31	0.31	0.00	0.23	0.23	0.23	0.25	0.25	0.00
Volume/Cap:	0.79	0.79	0.00	0.79	0.50	0.00	0.25	0.72	0.79	0.79	0.66	0.00
Delay/Veh:	48.1	48.1	0.0	36.2	28.7	0.0	31.8	39.0	46.6	40.7	35.9	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:	48.1	48.1	0.0	36.2	28.7	0.0	31.8	39.0	46.6	40.7	35.9	0.0
LOS by Move:	D	D	A	D	C	A	C	D	D	D	D	A
HCM2kAvgQ:	8	8	0	13	7	0	2	9	10	10	8	0

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #31 Mount Vernon Ave & Washington St (east)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.226
Loss Time (sec):	6	Average Delay (sec/veh):	81.6
Optimal Cycle:	130	Level Of Service:	F

Street Name:	Mount Vernon Ave						Washington St (east)					
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			Permitted			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	3 0 0
Volume Module:												
Base Vol:	684	0	1167	0	0	0	0	1297	818	214	988	0
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:	684	0	1167	0	0	0	0	1297	818	214	988	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	720	0	1228	0	0	0	0	1365	0	225	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	0	1228	0	0	0	0	1365	0	225	1040	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	720	0	1228	0	0	0	0	1365	0	225	1040	0
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	0.95	1.00	0.89	0.91	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	3200	0	1800	0	0	0	0	3420	1800	3200	4914	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.68	0.00	0.00	0.00	0.00	0.40	0.00	0.07	0.21	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.56	0.00	0.61	0.00	0.00	0.00	0.00	0.33	0.00	0.06	0.38	0.00
Volume/Cap:	0.40	0.00	1.11	0.00	0.00	0.00	0.00	1.23	0.00	1.23	0.55	0.00
Delay/Veh:	12.8	0.0	82.2	0.0	0.0	0.0	0.0	143	0.0	187.2	24.5	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:	12.8	0.0	82.2	0.0	0.0	0.0	0.0	143	0.0	187.2	24.5	0.0
LOS by Move:	B	A	F	A	A	A	A	F	A	F	C	A
HCM2kAvgQ:	7	0	56	0	0	0	0	38	0	7	9	0

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #32 Barton Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.130
Loss Time (sec):	8	Average Delay (sec/veh):	74.7
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Barton Rd						Washington St					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	32	189	637	131	278	201	207	1002	19	787	1488	62
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:	32	189	637	131	278	201	207	1002	19	787	1488	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	34	199	671	138	293	212	218	1055	0	828	1566	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	199	671	138	293	212	218	1055	0	828	1566	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	34	199	671	138	293	212	218	1055	0	828	1566	65
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.91	0.91	0.94	0.91	1.00	0.89	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3420	1800	1700	3276	1638	1700	4914	1800	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.37	0.08	0.09	0.13	0.13	0.21	0.00	0.26	0.46	0.04
Crit Moves:			****	****			****				****	
Green/Cycle:	0.05	0.33	0.33	0.07	0.35	0.35	0.11	0.24	0.00	0.28	0.41	0.41
Volume/Cap:	0.37	0.18	1.13	1.13	0.26	0.37	1.13	0.91	0.00	0.91	1.13	0.09
Delay/Veh:	48.3	23.9	111.8	167.1	23.4	24.6	148.5	48.2	0.0	48.0	98.0	18.4
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:	48.3	23.9	111.8	167.1	23.4	24.6	148.5	48.2	0.0	48.0	98.0	18.4
LOS by Move:	D	C	F	F	C	C	F	D	A	D	F	B
HCM2kAvgQ:	2	2	34	10	4	5	14	15	0	16	39	1

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

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City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #33 Reche Canyon Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	6	Average Delay (sec/veh):	89.1
Optimal Cycle:	73	Level Of Service:	F

Street Name:	Reche Canyon Rd						Washington St					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 0
Volume Module:												
Base Vol:	457	0	398	0	0	0	0	1248	921	0	1797	0
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:	457	0	398	0	0	0	0	1248	921	0	1797	0
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:	481	0	419	0	0	0	0	1314	969	0	1892	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	0	419	0	0	0	0	1314	969	0	1892	0
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:	481	0	419	0	0	0	0	1314	969	0	1892	0
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	0.91	1.00	0.94	0.91	1.00
Lanes:	2.46	0.00	1.54	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	3940	0	2767	0	0	0	0	4914	1800	0	4914	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.15	0.00	0.00	0.00	0.00	0.27	0.54	0.00	0.38	0.00
Crit Moves:			****								****	
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.76	0.00
Volume/Cap:	0.69	0.00	0.85	0.00	0.00	0.00	0.00	0.85	1.72	0.00	0.50	0.00
Delay/Veh:	40.2	0.0	46.9	0.0	0.0	0.0	0.0	37.2	366.9	0.0	4.7	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:	40.2	0.0	46.9	0.0	0.0	0.0	0.0	37.2	366.9	0.0	4.7	0.0
LOS by Move:	D	A	D	A	A	A	A	D	F	A	A	A
HCM2kAvgQ:	6	0	9	0	0	0	0	15	79	0	8	0

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #34 Hunts Ln & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	6	Average Delay (sec/veh):	52.6
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Hunts Ln						Washington St					
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			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 2	0	0 1!	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	118	58	436	84	166	706	209	1133	86	543	1422	208
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:	118	58	436	84	166	706	209	1133	86	543	1422	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	124	61	459	88	175	743	220	1193	91	572	1497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	61	459	88	175	743	220	1193	91	572	1497	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	124	61	459	88	175	743	220	1193	91	572	1497	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.88	0.94	1.00	1.00	0.89	0.91	0.91	0.89	0.91	1.00
Lanes:	1.00	2.00	2.00	0.15	0.27	1.58	2.00	2.79	0.21	2.00	3.00	1.00
Final Sat.:	1700	3420	3168	249	491	2845	3200	4567	347	3200	4914	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.14	0.36	0.36	0.26	0.07	0.26	0.26	0.18	0.30	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.14	0.14	0.14	0.36	0.36	0.36	0.08	0.26	0.26	0.18	0.36	0.00
Volume/Cap:	0.50	0.12	1.00	1.00	1.00	0.73	0.85	1.00	1.00	1.00	0.85	0.00
Delay/Veh:	41.1	37.3	84.8	60.6	60.6	30.2	67.7	62.1	62.1	78.8	33.7	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:	41.1	37.3	84.8	60.6	60.6	30.2	67.7	62.1	62.1	78.8	33.7	0.0
LOS by Move:	D	D	F	E	E	C	E	E	E	E	C	A
HCM2kAvgQ:	4	1	13	24	24	13	4	16	16	15	18	0

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #35 La Cadena Dr & Tropicana Rd / Washingtion St (future)

Average Delay (sec/veh): 40.0 Worst Case Level Of Service: F[595.8]

Street Name:	La Cadena Dr						Tropicana Rd / Washingtion St (fu					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	1	0	1 0 2	1	0	0 0 1!	0	0	1 0 0	1	0
Volume Module:												
Base Vol:	2 1063	135		100 1209	3		3	0		1 107	0	71
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	1.00
Initial Bse:	2 1063	135		100 1209	3		3	0		1 107	0	71
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	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	0.95
PHF Volume:	2 1119	142		105 1273	3		3	0		1 113	0	75
Reduct Vol:	0 0	0		0 0	0		0	0		0 0	0	0
FinalVolume:	2 1119	142		105 1273	3		3	0		1 113	0	75
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1276 xxxx xxxxx			1261 xxxx xxxxx			1862	2750	426	1829	2681	444
Potent Cap.:	551 xxxx xxxxx			558 xxxx xxxxx			46	20	583	49	22	567
Move Cap.:	551 xxxx xxxxx			558 xxxx xxxxx			34	16	583	41	18	567
Volume/Cap:	0.00 xxxx xxxx			0.19 xxxx xxxx			0.09	0.00	0.00	2.72	0.00	0.13
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx			0.7 xxxx xxxxx			xxxx	xxxx	xxxxx	12.3	xxxx	xxxxx
Control Del:	11.6 xxxx xxxxx			12.9 xxxx xxxxx			xxxxx	xxxx	xxxxx	983.0	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	45	xxxxx	xxxx	xxxx	567
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.3	xxxxx	xxxxx	xxxx	0.5
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	94.1	xxxxx	xxxxx	xxxx	12.3
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			94.1			595.8		
ApproachLOS:	*			*			F			F		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #36 La Cadena Dr & Barton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	6	Average Delay (sec/veh):	27.3
Optimal Cycle:	44	Level Of Service:	C

Street Name:	La Cadena Dr						Barton Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	756	330	424	611	0	0	0	0	346	0	229
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	756	330	424	611	0	0	0	0	346	0	229
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:	0	796	347	446	643	0	0	0	0	364	0	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	796	347	446	643	0	0	0	0	364	0	241
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:	0	796	347	446	643	0	0	0	0	364	0	241
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.94	0.91	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4914	1800	1700	4914	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.19	0.26	0.13	0.00	0.00	0.00	0.00	0.21	0.00	0.13
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.27	0.27	0.37	0.64	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.60	0.71	0.71	0.20	0.00	0.00	0.00	0.00	0.71	0.00	0.45
Delay/Veh:	0.0	32.5	37.9	30.9	7.5	0.0	0.0	0.0	0.0	35.8	0.0	28.8
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:	0.0	32.5	37.9	30.9	7.5	0.0	0.0	0.0	0.0	35.8	0.0	28.8
LOS by Move:	A	C	D	C	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	8	10	14	3	0	0	0	0	12	0	6

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #37 La Cadena Dr & I-215 Southbound Ramps

Average Delay (sec/veh): 36.2 Worst Case Level Of Service: F[76.9]

Street Name:	La Cadena Dr						I-215 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	282	0	652	0	0	0	0	221	0	0	828	0
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:	282	0	652	0	0	0	0	221	0	0	828	0
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:	297	0	686	0	0	0	0	233	0	0	872	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	297	0	686	0	0	0	0	233	0	0	872	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1104	xxxx	233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	236	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	236	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.26	xxxx	0.85	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	15.1	xxxx	10.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	188.7	xxxx	28.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	D	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	76.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

City of Colton General Plan - Circulation Element
Year 2030 No Project
PM Peak Hour

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

Intersection #38 La Cadena Dr & I-215 Northbound Ramps

Average Delay (sec/veh): 53.4 Worst Case Level Of Service: F[284.6]

Street Name:	La Cadena Dr						I-215 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 1 0 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	120	0	339	135	569	0	0	578	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	120	0	339	135	569	0	0	578	741
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:	0	0	0	126	0	357	142	599	0	0	608	780
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	126	0	357	142	599	0	0	608	780
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1882	xxxx	998	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	79	xxxx	298	499	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	60	xxxx	298	499	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.10	xxxx	1.20	0.28	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	12.2	xxxx	15.8	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	656.1	xxxx	153.1	15.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			284.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

APPENDIX E
Future (Year 2030) with General Plan Development
Intersection Level of Service Worksheets

City of Colton General Plan - Circulation Element
Year 2030 General Plan
AM Peak Hour

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

Intersection #1 Mount Vernon Ave & La Cadena Dr/Citrus St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	8	Average Delay (sec/veh):	31.0
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Mount Vernon Ave						La Cadena Dr/Citrus St					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	0 1	1	0 1
Volume Module:												
Base Vol:	61	492	52	309	476	413	465	228	1	42	302	102
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:	61	492	52	309	476	413	465	228	1	42	302	102
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:	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 Volume:	61	492	52	309	476	413	465	228	1	42	302	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	492	52	309	476	413	465	228	1	42	302	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:	61	492	52	309	476	413	465	228	1	42	302	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95	1.00
Lanes:	1.00	1.81	0.19	1.00	1.07	0.93	2.00	0.99	0.01	0.26	1.74	1.00
Final Sat.:	1800	3265	345	1800	1933	1677	3420	1797	8	438	3148	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.17	0.25	0.25	0.14	0.13	0.13	0.10	0.10	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.25	0.25	0.28	0.47	0.47	0.23	0.23	0.23	0.16	0.16	0.16
Volume/Cap:	0.52	0.60	0.60	0.60	0.52	0.52	0.60	0.56	0.56	0.60	0.60	0.34
Delay/Veh:	49.6	34.3	34.3	32.9	18.9	18.9	35.6	34.9	34.9	40.9	40.9	38.0
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:	49.6	34.3	34.3	32.9	18.9	18.9	35.6	34.9	34.9	40.9	40.9	38.0
LOS by Move:	D	C	C	C	B	B	D	C	C	D	D	D
HCM2kAvgQ:	3	8	8	9	10	10	7	6	6	6	6	3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
Year 2030 General Plan
AM Peak Hour

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

Intersection #2 Wildrose Ave & San Bernardino Ave

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Wildrose Ave						San Bernardino Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 1	0	1 0	1	0	0 1 0
Volume Module:												
Base Vol:	104	14	46	79	57	92	43	732	172	144	709	63
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	1.00 1.00	1.00	1.00
Initial Bse:	104	14	46	79	57	92	43	732	172	144	709	63
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	1.00 1.00	1.00	1.00
PHF 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	1.00 1.00	1.00	1.00
PHF Volume:	104	14	46	79	57	92	43	732	172	144	709	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	104	14	46	79	57	92	43	732	172	144	709	63
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2007	1964	452	1488	2019	741	772	xxxx	xxxxx	904	xxxx	xxxxx
Potent Cap.:	45	64	612	104	59	420	852	xxxx	xxxxx	761	xxxx	xxxxx
Move Cap.:	0	49	612	62	45	420	852	xxxx	xxxxx	761	xxxx	xxxxx
Volume/Cap:	xxxx 0.29		0.08	1.28 1.26		0.22	0.05	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	82	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	22.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	907	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			906.6			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

City of Colton General Plan - Circulation Element
Year 2030 General Plan
AM Peak Hour

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

Intersection #3 Pepper Ave & San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	6	Average Delay (sec/veh):	21.2
Optimal Cycle:	33	Level Of Service:	C

Street Name:	Pepper Ave						San Bernardino Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	72	1078	33	226	977	185	139	258	133	34	224	176
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:	72	1078	33	226	977	185	139	258	133	34	224	176
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:	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 Volume:	72	1078	33	226	977	185	139	258	133	34	224	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1078	33	226	977	185	139	258	133	34	224	176
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:	72	1078	33	226	977	185	139	258	133	34	224	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.12	0.88
Final Sat.:	3400	3610	1900	1800	3035	575	1800	1900	1900	1800	2022	1588
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.02	0.13	0.32	0.32	0.08	0.14	0.07	0.02	0.11	0.11
Crit Moves:		****		****				****				
Green/Cycle:	0.04	0.50	0.50	0.21	0.67	0.67	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.48	0.60	0.03	0.60	0.48	0.48	0.34	0.60	0.31	0.08	0.49	0.49
Delay/Veh:	49.1	18.3	12.7	38.2	8.3	8.3	32.8	36.7	32.5	30.5	34.0	34.0
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:	49.1	18.3	12.7	38.2	8.3	8.3	32.8	36.7	32.5	30.5	34.0	34.0
LOS by Move:	D	B	B	D	A	A	C	D	C	C	C	C
HCM2kAvgQ:	2	13	1	7	9	9	4	8	4	1	5	5

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Meridian ave & San Bernardino Ave / Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0	Average Delay (sec/veh):	17.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Meridian Ave						San Bernardino Ave / Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	160	162	26	40	321	122	90	292	136	58	214	37
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:	160	162	26	40	321	122	90	292	136	58	214	37
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:	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 Volume:	160	162	26	40	321	122	90	292	136	58	214	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	162	26	40	321	122	90	292	136	58	214	37
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:	160	162	26	40	321	122	90	292	136	58	214	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	1.45	0.55	1.00	1.36	0.64	0.56	2.08	0.36
Final Sat.:	401	371	59	378	600	235	384	569	275	206	784	139
Capacity Analysis Module:												
Vol/Sat:	0.40	0.44	0.44	0.11	0.54	0.52	0.23	0.51	0.50	0.28	0.27	0.27
Crit Moves:		****			****			****		****		
Delay/Veh:	16.5	16.3	16.3	12.7	19.8	18.8	14.2	19.0	17.8	15.3	14.7	14.3
Delay 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
AdjDel/Veh:	16.5	16.3	16.3	12.7	19.8	18.8	14.2	19.0	17.8	15.3	14.7	14.3
LOS by Move:	C	C	C	B	C	C	B	C	C	C	B	B
ApproachDel:	16.4			19.0			17.9			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.4			19.0			17.9			14.8		
LOS by Appr:	C			C			C			B		
AllWayAvgQ:	0.6	0.7	0.7	0.1	1.0	0.9	0.3	0.9	0.9	0.3	0.3	0.3

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Rancho Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	4	Average Delay (sec/veh):	12.8
Optimal Cycle:	20	Level Of Service:	B

Street Name:	Rancho Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	146	870	103	63	909	127	96	97	233	95	114	38
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	870	103	63	909	127	96	97	233	95	114	38
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:	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 Volume:	146	870	103	63	909	127	96	97	233	95	114	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	870	103	63	909	127	96	97	233	95	114	38
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:	146	870	103	63	909	127	96	97	233	95	114	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.95	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.75	0.25	0.51	0.49	1.00	0.40	0.45	0.15
Final Sat.:	1800	3228	382	1800	3167	443	874	883	1805	715	859	286
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.04	0.29	0.29	0.11	0.11	0.13	0.13	0.13	0.13
Crit Moves:					****						****	
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.12	0.41	0.41	0.05	0.44	0.44	0.36	0.36	0.43	0.44	0.44	0.44
Delay/Veh:	6.5	8.2	8.2	6.1	8.4	8.4	27.4	27.4	28.1	28.5	28.5	28.5
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:	6.5	8.2	8.2	6.1	8.4	8.4	27.4	27.4	28.1	28.5	28.5	28.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	7	7	1	8	8	5	5	6	6	6	6

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pennsylvania Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	18.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Pennsylvania Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Volume Module:												
Base Vol:	98	254	8	96	261	18	41	135	84	18	120	129
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:	98	254	8	96	261	18	41	135	84	18	120	129
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:	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 Volume:	98	254	8	96	261	18	41	135	84	18	120	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	254	8	96	261	18	41	135	84	18	120	129
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	254	8	96	261	18	41	135	84	18	120	129
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.25	0.70	0.05	0.16	0.52	0.32	0.07	0.45	0.48
Final Sat.:	145	377	12	138	376	26	78	256	159	34	226	243
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.67	0.69	0.69	0.69	0.53	0.53	0.53	0.53	0.53	0.53
Crit Moves:	****			****			****			****		
Delay/Veh:	19.9	19.9	19.9	20.7	20.7	20.7	15.3	15.3	15.3	15.2	15.2	15.2
Delay 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
AdjDel/Veh:	19.9	19.9	19.9	20.7	20.7	20.7	15.3	15.3	15.3	15.2	15.2	15.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:	19.9			20.7			15.3			15.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.9			20.7			15.3			15.2		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	1.6	1.6	1.6	1.7	1.7	1.7	0.8	0.8	0.8	0.8	0.8	0.8

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

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

Intersection #7 La Cadena Dr & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	4	Average Delay (sec/veh):	12.7
Optimal Cycle:	21	Level Of Service:	B

Street Name:	La Cadena Dr						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	478	75	9	569	181	132	96	38	37	77	17
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:	24	478	75	9	569	181	132	96	38	37	77	17
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:	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 Volume:	24	478	75	9	569	181	132	96	38	37	77	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	478	75	9	569	181	132	96	38	37	77	17
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:	24	478	75	9	569	181	132	96	38	37	77	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.51	0.35	0.14	0.29	0.58	0.13
Final Sat.:	1800	1900	1900	1800	1900	1900	918	667	264	528	1100	243
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.04	0.01	0.30	0.10	0.14	0.14	0.14	0.07	0.07	0.07
Crit Moves:					****			****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.02	0.39	0.06	0.01	0.46	0.15	0.46	0.46	0.46	0.22	0.22	0.22
Delay/Veh:	6.3	8.5	6.5	6.2	9.1	6.9	28.3	28.3	28.3	25.7	25.7	25.7
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:	6.3	8.5	6.5	6.2	9.1	6.9	28.3	28.3	28.3	25.7	25.7	25.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	7	1	0	9	2	7	7	7	3	3	3

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

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

Intersection #8 Mount Vernon Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	4	Average Delay (sec/veh):	8.2
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Mount Vernon Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	92	748	0	0	703	23	35	0	148	0	0	0
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	748	0	0	703	23	35	0	148	0	0	0
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:	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 Volume:	92	748	0	0	703	23	35	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	748	0	0	703	23	35	0	148	0	0	0
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:	92	748	0	0	703	23	35	0	148	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	3610	0	0	3496	114	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.00	0.20	0.20	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.70	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.07	0.30	0.00	0.00	0.29	0.29	0.07	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	4.8	5.8	0.0	0.0	5.8	5.8	27.8	0.0	29.8	0.0	0.0	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:	4.8	5.8	0.0	0.0	5.8	5.8	27.8	0.0	29.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	4	0	0	4	4	1	0	4	0	0	0

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

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

Intersection #9 Mount Vernon Ave & Colton Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	6	Average Delay (sec/veh):	24.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Mount Vernon Ave						Colton Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	26	742	350	62	706	98	96	877	19	490	822	23
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:	26	742	350	62	706	98	96	877	19	490	822	23
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:	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 Volume:	26	742	350	62	706	98	96	877	19	490	822	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	742	350	62	706	98	96	877	19	490	822	23
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:	26	742	350	62	706	98	96	877	19	490	822	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3610	1900	1800	3170	440	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.18	0.03	0.22	0.22	0.05	0.46	0.01	0.27	0.43	0.01
Crit Moves:		****		****				****				
Green/Cycle:	0.02	0.28	0.28	0.05	0.30	0.30	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.74	0.75	0.67	0.75	0.74	0.74	0.09	0.75	0.02	0.44	0.70	0.02
Delay/Veh:	106.0	36.2	35.5	77.6	34.0	34.0	7.7	16.2	7.4	10.3	14.7	7.4
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:	106.0	36.2	35.5	77.6	34.0	34.0	7.7	16.2	7.4	10.3	14.7	7.4
LOS by Move:	F	D	D	E	C	C	A	B	A	B	B	A
HCM2kAvgQ:	2	12	10	2	12	12	1	20	0	8	17	0

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

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

Intersection #10 Colton Ave & F St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Colton Ave						F St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	61	583	208	52	346	199	200	576	8	85	498	0
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:	61	583	208	52	346	199	200	576	8	85	498	0
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:	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 Volume:	61	583	208	52	346	199	200	576	8	85	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	583	208	52	346	199	200	576	8	85	498	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	545	xxxx	xxxxx	791	xxxx	xxxxx	1608	1463	446	1651	1458	xxxxx
Potent Cap.:	1034	xxxx	xxxxx	838	xxxx	xxxxx	85	130	617	80	131	xxxxx
Move Cap.:	1034	xxxx	xxxxx	838	xxxx	xxxxx	0	114	617	0	115	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	5.05	0.01	xxxx	4.34	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	0	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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

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

Intersection #11 Mount Vernon Ave & F St / Fairway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	4	Average Delay (sec/veh):	15.2
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Mount Vernon Ave						F St / Fairway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	56	1054	279	266	1237	35	29	259	42	342	166	283
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:	56	1054	279	266	1237	35	29	259	42	342	166	283
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:	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 Volume:	56	1054	279	266	1237	35	29	259	42	342	166	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1054	279	266	1237	35	29	259	42	342	166	283
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:	56	1054	279	266	1237	35	29	259	42	342	166	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.94	0.06	1.00	0.86	0.14	1.00	1.00	1.00
Final Sat.:	1800	2854	756	1800	3511	99	1800	1635	265	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.15	0.35	0.35	0.02	0.16	0.16	0.19	0.09	0.15
Crit Moves:		****								****		
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.05	0.58	0.58	0.23	0.56	0.56	0.05	0.49	0.49	0.58	0.27	0.46
Delay/Veh:	6.9	11.0	11.0	8.0	10.7	10.7	23.1	27.6	27.6	29.5	25.1	27.2
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:	6.9	11.0	11.0	8.0	10.7	10.7	23.1	27.6	27.6	29.5	25.1	27.2
LOS by Move:	A	B	B	A	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	13	13	4	12	12	1	8	8	9	4	7

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

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Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	17	200	28	112	4	28	14	1	15	140	522	130
Ideal Flow (vphpl)	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0			4.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Frt		1.00	0.88		1.00	1.00	0.85			0.89		
Flt Protected		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (prot)		1583	1552		1583	1765	1500			1571		
Flt Permitted		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (perm)		1583	1552		1583	1765	1500			1571		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	211	29	118	4	29	15	1	16	147	549	137
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	6	0	0
Lane Group Flow (vph)	0	229	52	0	4	29	16	0	0	843	0	0
Turn Type	Split	Split			Split		Perm		Split			
Protected Phases	4	4	4		8	8			2	2		
Permitted Phases							8					
Actuated Green, G (s)		15.7	15.7		4.2	4.2	4.2			19.1		
Effective Green, g (s)		17.2	17.2		5.7	5.7	5.7			20.6		
Actuated g/C Ratio		0.20	0.20		0.07	0.07	0.07			0.24		
Clearance Time (s)		5.5	5.5		5.5	5.5	5.5			5.5		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0			3.0		
Lane Grp Cap (vph)		311	305		103	115	98			370		
v/s Ratio Prot		c0.14	0.03		0.00	c0.02				c0.54		
v/s Ratio Perm							0.01					
v/c Ratio		0.74	0.17		0.04	0.25	0.16			2.28		
Uniform Delay, d1		33.0	29.2		38.3	38.9	38.6			33.5		
Progression Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Incremental Delay, d2		8.8	0.3		0.2	1.2	0.8			583.7		
Delay (s)		41.8	29.5		38.5	40.0	39.4			617.1		
Level of Service		D	C		D	D	D			F		
Approach Delay (s)			37.0			39.7				617.1		
Approach LOS			D			D				F		

Intersection Summary			
HCM Average Control Delay	335.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	87.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	104.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

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

Intersection #13 Pepper Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	8	Average Delay (sec/veh):	28.9
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Pepper Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	201	876	77	128	803	304	257	491	322	132	423	68
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:	201	876	77	128	803	304	257	491	322	132	423	68
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:	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 Volume:	201	876	77	128	803	304	257	491	322	132	423	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	876	77	128	803	304	257	491	322	132	423	68
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:	201	876	77	128	803	304	257	491	322	132	423	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.72	0.28
Final Sat.:	1800	5187	1900	3400	3610	1900	3400	3610	1900	3400	3110	500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.04	0.04	0.22	0.16	0.08	0.14	0.17	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.46	0.46	0.10	0.38	0.38	0.13	0.29	0.29	0.07	0.23	0.23
Volume/Cap:	0.59	0.37	0.09	0.37	0.59	0.43	0.59	0.47	0.58	0.58	0.59	0.59
Delay/Veh:	39.9	17.6	15.2	42.5	25.8	23.7	43.4	29.5	31.9	49.2	35.5	35.5
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:	39.9	17.6	15.2	42.5	25.8	23.7	43.4	29.5	31.9	49.2	35.5	35.5
LOS by Move:	D	B	B	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	7	6	1	2	11	7	5	7	9	3	8	8

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

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

Intersection #14 Hermosa Ave & Valley Blvd

Average Delay (sec/veh): 48.7 Worst Case Level Of Service: F[241.2]

Street Name:	Hermosa Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	227	0	126	156	580	0	0	493	199
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	227	0	126	156	580	0	0	493	199
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:	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 Volume:	0	0	0	227	0	126	156	580	0	0	493	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	227	0	126	156	580	0	0	493	199
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1095	1385	247	692	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	211	145	760	912	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	184	120	760	912	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.24	0.00	0.17	0.17	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	252	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	241	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			241.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #15 Rancho Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.208
Loss Time (sec):	8	Average Delay (sec/veh):	90.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Rancho Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	540	949	539	96	1304	50	42	334	475	311	294	159
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:	540	949	539	96	1304	50	42	334	475	311	294	159
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:	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 Volume:	540	949	539	96	1304	50	42	334	475	311	294	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	949	539	96	1304	50	42	334	475	311	294	159
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:	540	949	539	96	1304	50	42	334	475	311	294	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Lanes:	1.00	1.28	0.72	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2302	1308	1800	3477	133	1800	1805	1805	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.30	0.41	0.41	0.05	0.38	0.38	0.02	0.19	0.26	0.17	0.15	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.49	0.49	0.06	0.31	0.31	0.05	0.22	0.22	0.14	0.31	0.31
Volume/Cap:	1.21	0.83	0.83	0.83	1.21	1.21	0.49	0.85	1.21	1.21	0.49	0.27
Delay/Veh:	150.4	25.2	25.2	84.1	136	136.5	50.9	44.8	146.2	166.9	28.5	25.9
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:	150.4	25.2	25.2	84.1	136	136.5	50.9	44.8	146.2	166.9	28.5	25.9
LOS by Move:	F	C	C	F	F	F	D	D	F	F	C	C
HCM2kAvgQ:	30	21	21	4	38	38	1	11	27	20	8	4

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

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

Intersection #16 La Cadena Dr & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	6	Average Delay (sec/veh):	39.1
Optimal Cycle:	112	Level Of Service:	D

Street Name:	La Cadena Dr						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	149	724	149	139	1052	30	124	587	260	606	539	145
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:	149	724	149	139	1052	30	124	587	260	606	539	145
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:	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 Volume:	149	724	149	139	1052	30	124	587	260	606	539	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	724	149	139	1052	30	124	587	260	606	539	145
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:	149	724	149	139	1052	30	124	587	260	606	539	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.66	0.34	1.00	1.94	0.06	1.00	1.39	0.61	1.00	1.58	0.42
Final Sat.:	1800	2994	616	1800	3510	100	1800	2502	1108	1800	2845	765
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.08	0.30	0.30	0.07	0.23	0.23	0.34	0.19	0.19
Crit Moves:					****			****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.16	0.25	0.25	0.36	0.45	0.45
Volume/Cap:	0.26	0.75	0.75	0.24	0.93	0.93	0.42	0.93	0.93	0.93	0.42	0.42
Delay/Veh:	25.2	32.9	32.9	25.0	45.1	45.1	38.5	51.5	51.5	49.9	18.7	18.7
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:	25.2	32.9	32.9	25.0	45.1	45.1	38.5	51.5	51.5	49.9	18.7	18.7
LOS by Move:	C	C	C	C	D	D	D	D	D	D	B	B
HCM2kAvgQ:	3	13	13	3	21	21	4	18	18	23	7	7

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 10th St & Valley Blvd

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: D[33.8]

Street Name:	10th St						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	4	0	359	260	705	0	0	989	3
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	4	0	359	260	705	0	0	989	3
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:	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 Volume:	0	0	0	4	0	359	260	705	0	0	989	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	359	260	705	0	0	989	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1863	2216	496	992	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	66	44	525	705	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	47	28	525	705	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.68	0.37	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	472	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	6.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	33.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			33.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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

Intersection #18 Mount Vernon Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	6	Average Delay (sec/veh):	47.6
Optimal Cycle:	150	Level Of Service:	D

Street Name:	Mount Vernon Ave						Valley Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	348	924	46	0	1046	87	263	57	128	376	54	182
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:	348	924	46	0	1046	87	263	57	128	376	54	182
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:	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 Volume:	348	924	46	0	1046	87	263	57	128	376	54	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	924	46	0	1046	87	263	57	128	376	54	182
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:	348	924	46	0	1046	87	263	57	128	376	54	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.90	0.95	0.95
Lanes:	0.55	1.38	0.07	1.00	1.85	0.15	1.00	0.31	0.69	1.00	0.23	0.77
Final Sat.:	939	2494	124	1800	3333	277	1800	585	1315	1710	413	1392
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.00	0.31	0.31	0.15	0.10	0.10	0.22	0.13	0.13
Crit Moves:		****			****						****	
Green/Cycle:	0.39	0.39	0.39	0.00	0.33	0.33	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.96	0.96	0.96	0.00	0.96	0.96	0.64	0.43	0.43	0.96	0.57	0.57
Delay/Veh:	46.1	46.1	46.1	0.0	50.9	50.9	38.2	33.6	33.6	64.5	35.0	35.0
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:	46.1	46.1	46.1	0.0	50.9	50.9	38.2	33.6	33.6	64.5	35.0	35.0
LOS by Move:	D	D	D	A	D	D	D	C	C	E	C	C
HCM2kAvgQ:	27	27	27	0	24	24	8	5	5	18	7	7

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

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

Intersection #19 Rancho Ave & I-10 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.246
Loss Time (sec):	6	Average Delay (sec/veh):	111.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Rancho Ave						I-10 Westbound Ramps					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	522	1047	0	0	1227	669	0	0	0	273	2	677
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:	522	1047	0	0	1227	669	0	0	0	273	2	677
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:	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 Volume:	522	1047	0	0	1227	669	0	0	0	273	2	677
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	1047	0	0	1227	669	0	0	0	273	2	677
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:	522	1047	0	0	1227	669	0	0	0	273	2	677
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.29	0.71	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3610	0	0	2336	1274	0	0	0	1788	13	1900
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.15	0.15	0.36
Crit Moves:	****				****							****
Green/Cycle:	0.23	0.65	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	1.25	0.44	0.00	0.00	1.25	1.25	0.00	0.00	0.00	0.53	0.53	1.25
Delay/Veh:	167.8	8.6	0.0	0.0	145	145.5	0.0	0.0	0.0	31.2	31.2	161.3
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:	167.8	8.6	0.0	0.0	145	145.5	0.0	0.0	0.0	31.2	31.2	161.3
LOS by Move:	F	A	A	A	F	F	A	A	A	C	C	F
HCM2kAvgQ:	29	8	0	0	53	53	0	0	0	8	8	40

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

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

Intersection #20 La Cadena Dr & I-10 Westbound On Ramp

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: F[115.8]

Street Name:	La Cadena Dr						I-10 Westbound On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0		1 0	0 0		1 1 0	0 0		0 0 0	0 0		1! 0 0
Volume Module:												
Base Vol:	233	982	5	0	1353	542	0	0	0	7	0	37
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:	233	982	5	0	1353	542	0	0	0	7	0	37
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:	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 Volume:	233	982	5	0	1353	542	0	0	0	7	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	233	982	5	0	1353	542	0	0	0	7	0	37
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1895	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2127	3346	494
Potent Cap.:	319	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	44	8	527
Move Cap.:	319	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	1	527
Volume/Cap:	0.73	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.55	0.00	0.07
Level Of Service Module:												
2Way95thQ:	5.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	41.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	71	xxxxx
SharedQueue:	5.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx
Shrd ConDel:	41.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	116	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			115.8		
ApproachLOS:	*			*			*			F		

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

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

Intersection #21 9th St & I-10 Westbound Off Ramp

Average Delay (sec/veh): 9.0 Worst Case Level Of Service: C[18.9]

Street Name:	9th St						I-10 Westbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 0	0	0	1 0 0	1	0
Volume Module:												
Base Vol:	0	222	0	0	441	0	0	0	0	31	0	580
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	1.00	1.00
Initial Bse:	0	222	0	0	441	0	0	0	0	31	0	580
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	1.00	1.00
PHF 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	1.00	1.00
PHF Volume:	0	222	0	0	441	0	0	0	0	31	0	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	222	0	0	441	0	0	0	0	31	0	580
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2
FollowUpTim:	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		663	663	222
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		429	384	823
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		429	384	823
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.07	0.00	0.71
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.2	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		14.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	823
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	6.0
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	19.1
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	C
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.9		
ApproachLOS:	*			*			*			C		

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

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

Intersection #22 Rancho Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.361
Loss Time (sec):	6	Average Delay (sec/veh):	154.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Rancho Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1084	356	745	756	0	648	0	886	0	0	0
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	1084	356	745	756	0	648	0	886	0	0	0
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:	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 Volume:	0	1084	356	745	756	0	648	0	886	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1084	356	745	756	0	648	0	886	0	0	0
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:	0	1084	356	745	756	0	648	0	886	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.51	0.49	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2718	892	1800	3610	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.41	0.21	0.00	0.36	0.00	0.47	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.30	0.60	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	1.36	1.36	1.36	0.35	0.00	1.05	0.00	1.36	0.00	0.00	0.00
Delay/Veh:	0.0	204	203.9	208.7	10.4	0.0	83.1	0.0	205.0	0.0	0.0	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	204	203.9	208.7	10.4	0.0	83.1	0.0	205.0	0.0	0.0	0.0
LOS by Move:	A	F	F	F	B	A	F	A	F	A	A	A
HCM2kAvgQ:	0	48	48	48	6	0	31	0	57	0	0	0

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

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

Intersection #23 9th St & I-10 Eastbound off Ramp

Average Delay (sec/veh): 186.0 Worst Case Level Of Service: F[857.7]

Street Name:	9th St						I-10 Eastbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	23	22	668	27	0	183	3	10	0	0	0
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	23	22	668	27	0	183	3	10	0	0	0
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:	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 Volume:	0	23	22	668	27	0	183	3	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	23	22	668	27	0	183	3	10	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	45	xxxx	xxxxx	1397	1408	27	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx	157	140	1054	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx	72	46	1054	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.42	xxxx	xxxx	2.55	0.07	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	75	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	19.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	858	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			857.7			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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

Intersection #24 Mount Vernon Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.522
Loss Time (sec):	8	Average Delay (sec/veh):	201.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Mount Vernon Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 1	1 0	0	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	10	1046	697	694	820	37	4	42	3	1116	3	543
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:	10	1046	697	694	820	37	4	42	3	1116	3	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	1046	697	694	820	37	4	42	3	1116	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1046	697	694	820	37	4	42	3	1116	3	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	1046	697	694	820	37	4	42	3	1116	3	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.02	1.98	1.00	1.00	0.96	0.04	0.09	0.85	0.06	0.99	0.01	1.00
Final Sat.:	34	3574	1900	1800	1818	82	154	1621	116	1795	5	1900
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.37	0.39	0.45	0.45	0.03	0.03	0.03	0.62	0.62	0.00
Crit Moves:			****	****					****	****		
Green/Cycle:	0.24	0.24	0.24	0.25	0.49	0.49	0.02	0.02	0.02	0.41	0.41	0.00
Volume/Cap:	1.21	1.21	1.52	1.52	0.91	0.91	1.52	1.52	1.52	1.52	1.52	0.00
Delay/Veh:	144.8	145	283.6	283.1	36.2	36.2	394.7	395	394.7	271.2	271	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:	144.8	145	283.6	283.1	36.2	36.2	394.7	395	394.7	271.2	271	0.0
LOS by Move:	F	F	F	F	D	D	F	F	F	F	F	A
HCM2kAvgQ:	30	30	51	54	28	28	5	5	5	86	86	0

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

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

Intersection #25 Pepper Ave & Slover Ave

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: C[16.4]

Street Name:	Pepper Ave						Slover Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	1 0	0 1	0	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	1	0	94	1	253	267	12	0	0	19	71
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	1.00
Initial Bse:	0	1	0	94	1	253	267	12	0	0	19	71
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	1.00
PHF 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	1.00
PHF Volume:	0	1	0	94	1	253	267	12	0	0	19	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1	0	94	1	253	267	12	0	0	19	71
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	636	xxxxx	601	601	55	90	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	398	xxxxx	415	417	1018	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	316	xxxxx	348	331	1018	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.00	xxxx	0.27	0.00	0.25	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	C	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	348	xxxx	1010	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.1	xxxx	1.0	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	19.2	xxxx	9.8	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	A	A	*	*	*	*	*
ApproachDel:	16.4			12.3			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

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

Intersection #26 Rancho Ave & N St

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: F[51.7]

Street Name:	Rancho Ave								N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 1 1 0				1 0 1 0 0				0 0 0 0 0				1 0 0 0 1			
Volume Module:																
Base Vol:	0	1297	6		131	1333	0		0	0	0		8	0	78	
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	1297	6		131	1333	0		0	0	0		8	0	78	
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:	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 Volume:	0	1297	6		131	1333	0		0	0	0		8	0	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	1297	6		131	1333	0		0	0	0		8	0	78	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxx	xxxxx			6.4	xxxx	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxx	xxxxx			3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1303	xxxx	xxxxx		xxxx	xxxx	xxxxx		2895	xxxx	652	
Potent Cap.:	xxxx	xxxx	xxxxx		538	xxxx	xxxxx		xxxx	xxxx	xxxxx		18	xxxx	472	
Move Cap.:	xxxx	xxxx	xxxxx		538	xxxx	xxxxx		xxxx	xxxx	xxxxx		15	xxxx	472	
Volume/Cap:	xxxx	xxxx	xxxx		0.24	xxxx	xxxx		xxxx	xxxx	xxxx		0.55	xxxx	0.17	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.9	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.4	xxxx	0.6	
Control Del:	xxxxx	xxxx	xxxxx		13.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		418.3	xxxx	14.1	
LOS by Move:	*	*	*		B	*	*		*	*	*		F	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				51.7			
ApproachLOS:	*				*				*				F			

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

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

Intersection #27 La Cadena Dr & N St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	4	Average Delay (sec/veh):	6.2
Optimal Cycle:	18	Level Of Service:	A

Street Name:	La Cadena Dr							N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	18	854	38		47	1052	64		59	38	49		40	13	43	
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:	18	854	38		47	1052	64		59	38	49		40	13	43	
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:	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 Volume:	18	854	38		47	1052	64		59	38	49		40	13	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	854	38		47	1052	64		59	38	49		40	13	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:	18	854	38		47	1052	64		59	38	49		40	13	43	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		0.95	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.62	0.38	1.00		0.76	0.24	1.00	
Final Sat.:	1800	3610	1900		1800	3610	1900		1118	720	1900		1376	447	1900	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.02		0.03	0.29	0.03		0.05	0.05	0.03		0.03	0.03	0.02	
Crit Moves:						****				****						
Green/Cycle:	0.81	0.81	0.81		0.81	0.81	0.81		0.15	0.15	0.15		0.15	0.15	0.15	
Volume/Cap:	0.01	0.29	0.02		0.03	0.36	0.04		0.36	0.36	0.18		0.20	0.20	0.15	
Delay/Veh:	1.8	2.4	1.8		1.8	2.5	1.8		39.2	39.2	37.6		37.8	37.8	37.5	
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:	1.8	2.4	1.8		1.8	2.5	1.8		39.2	39.2	37.6		37.8	37.8	37.5	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	3	0		0	5	0		3	3	1		1	1	1	

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

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

Intersection #28 Mount Vernon Ave & M St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.272
Loss Time (sec):	6	Average Delay (sec/veh):	100.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Mount Vernon Ave						M St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	186	1526	0	0	1760	145	222	0	316	0	0	0
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:	186	1526	0	0	1760	145	222	0	316	0	0	0
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:	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 Volume:	186	1526	0	0	1760	145	222	0	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1526	0	0	1760	145	222	0	316	0	0	0
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:	186	1526	0	0	1760	145	222	0	316	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	1900	0	0	1900	1900	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.80	0.00	0.00	0.93	0.08	0.12	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.81	0.00	0.00	0.73	0.73	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	1.27	0.99	0.00	0.00	1.27	0.10	0.94	0.00	1.27	0.00	0.00	0.00
Delay/Veh:	211.1	30.3	0.0	0.0	142	4.0	86.2	0.0	193.6	0.0	0.0	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:	211.1	30.3	0.0	0.0	142	4.0	86.2	0.0	193.6	0.0	0.0	0.0
LOS by Move:	F	C	A	A	F	A	F	A	F	A	A	A
HCM2kAvgQ:	14	54	0	0	100	1	9	0	19	0	0	0

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Rancho Ave & Agua Mansa Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.519
Loss Time (sec):	0	Average Delay (sec/veh):	176.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Rancho Ave						Agua Mansa Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	217	824	40	72	1046	179	222	83	358	62	119	65
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:	217	824	40	72	1046	179	222	83	358	62	119	65
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:	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 Volume:	217	824	40	72	1046	179	222	83	358	62	119	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	824	40	72	1046	179	222	83	358	62	119	65
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:	217	824	40	72	1046	179	222	83	358	62	119	65
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.71	0.29	0.33	0.13	0.54	0.25	0.49	0.26
Final Sat.:	388	785	38	378	689	119	151	56	243	101	193	106
Capacity Analysis Module:												
Vol/Sat:	0.56	1.05	1.05	0.19	1.52	1.50	1.47	1.47	1.47	0.62	0.62	0.62
Crit Moves:		****			****			****			****	
Delay/Veh:	23.1	87.8	86.4	14.4	269	259.8	245.9	246	245.9	25.4	25.4	25.4
Delay 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
AdjDel/Veh:	23.1	87.8	86.4	14.4	269	259.8	245.9	246	245.9	25.4	25.4	25.4
LOS by Move:	C	F	F	B	F	F	F	F	F	D	D	D
ApproachDel:		74.7			253.6			245.9			25.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		74.7			253.6			245.9			25.4	
LOS by Appr:		F			F			F			D	
AllWayAvgQ:	1.2	8.8	8.6	0.2	29.3	28.2	29.4	29.4	29.4	1.5	1.5	1.5

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

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

Intersection #30 Mount Vernon Ave & Washington St (west)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.052
Loss Time (sec):	8	Average Delay (sec/veh):	67.2
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Mount Vernon Ave						Washington St (west)					
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			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	493	506	761	884	647	361	263	857	553	772	723	866
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:	493	506	761	884	647	361	263	857	553	772	723	866
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	493	506	0	884	647	0	263	857	553	772	723	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	506	0	884	647	0	263	857	553	772	723	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	493	506	0	884	647	0	263	857	553	772	723	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00
Lanes:	1.52	1.48	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2601	2670	1900	3400	3610	1900	3400	3610	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.26	0.18	0.00	0.08	0.24	0.29	0.23	0.20	0.00
Crit Moves:	****			****					****	****		
Green/Cycle:	0.18	0.18	0.00	0.25	0.25	0.00	0.28	0.28	0.28	0.22	0.22	0.00
Volume/Cap:	1.05	1.05	0.00	1.05	0.73	0.00	0.28	0.86	1.05	1.05	0.93	0.00
Delay/Veh:	84.8	84.8	0.0	83.2	37.5	0.0	28.5	41.8	89.7	86.9	55.6	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:	84.8	84.8	0.0	83.2	37.5	0.0	28.5	41.8	89.7	86.9	55.6	0.0
LOS by Move:	F	F	A	F	D	A	C	D	F	F	E	A
HCM2kAvgQ:	18	18	0	21	10	0	3	14	23	16	12	0

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

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

Intersection #31 Mount Vernon Ave & Washington St (east)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.384
Loss Time (sec):	6	Average Delay (sec/veh):	121.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Mount Vernon Ave						Washington St (east)					
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			Permitted			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	3 0 0
Volume Module:												
Base Vol:	727	0	1533	0	0	0	0	1554	956	215	1634	0
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:	727	0	1533	0	0	0	0	1554	956	215	1634	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	727	0	1533	0	0	0	0	1554	0	215	1634	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	727	0	1533	0	0	0	0	1554	0	215	1634	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	727	0	1533	0	0	0	0	1554	0	215	1634	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.89	0.91	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	3400	0	1900	0	0	0	0	3610	1900	3400	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.81	0.00	0.00	0.00	0.00	0.43	0.00	0.06	0.32	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.58	0.00	0.63	0.00	0.00	0.00	0.00	0.31	0.00	0.05	0.36	0.00
Volume/Cap:	0.37	0.00	1.28	0.00	0.00	0.00	0.00	1.38	0.00	1.38	0.88	0.00
Delay/Veh:	11.2	0.0	152.4	0.0	0.0	0.0	0.0	213	0.0	255.1	35.6	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:	11.2	0.0	152.4	0.0	0.0	0.0	0.0	213	0.0	255.1	35.6	0.0
LOS by Move:	B	A	F	A	A	A	A	F	A	F	D	A
HCM2kAvgQ:	7	0	89	0	0	0	0	52	0	8	19	0

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

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

Intersection #32 Barton Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.406
Loss Time (sec):	8	Average Delay (sec/veh):	136.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Barton Rd						Washington St					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	20	249	899	100	374	478	379	1403	86	985	2000	184
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:	20	249	899	100	374	478	379	1403	86	985	2000	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	20	249	899	100	374	478	379	1403	0	985	2000	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	249	899	100	374	478	379	1403	0	985	2000	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	20	249	899	100	374	478	379	1403	0	985	2000	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.91	0.91	0.95	0.91	1.00	0.89	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	3610	1900	1800	3458	1729	1800	5187	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.47	0.06	0.11	0.28	0.21	0.27	0.00	0.29	0.55	0.10
Crit Moves:			****	****			****				****	
Green/Cycle:	0.01	0.34	0.34	0.04	0.36	0.36	0.15	0.26	0.00	0.28	0.39	0.39
Volume/Cap:	0.76	0.20	1.41	1.41	0.30	0.76	1.41	1.03	0.00	1.03	1.41	0.25
Delay/Veh:	129.3	23.7	225.0	295.3	22.9	31.4	245.9	69.3	0.0	73.0	217	20.5
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:	129.3	23.7	225.0	295.3	22.9	31.4	245.9	69.3	0.0	73.0	217	20.5
LOS by Move:	F	C	F	F	C	C	F	E	A	E	F	C
HCM2kAvgQ:	2	3	61	9	5	16	28	23	0	22	69	4

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

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

Intersection #33 Reche Canyon Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	6	Average Delay (sec/veh):	45.4
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Reche Canyon Rd						Washington St					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 0
Volume Module:												
Base Vol:	731	0	765	0	0	0	0	1610	500	0	2303	0
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:	731	0	765	0	0	0	0	1610	500	0	2303	0
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:	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 Volume:	731	0	765	0	0	0	0	1610	500	0	2303	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	731	0	765	0	0	0	0	1610	500	0	2303	0
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:	731	0	765	0	0	0	0	1610	500	0	2303	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	0.91	1.00	0.95	0.91	1.00
Lanes:	2.42	0.00	1.58	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	4107	0	3010	0	0	0	0	5187	1900	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.25	0.00	0.00	0.00	0.00	0.31	0.26	0.00	0.44	0.00
Crit Moves:			****								****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.70	0.00
Volume/Cap:	0.75	0.00	1.07	0.00	0.00	0.00	0.00	1.07	0.91	0.00	0.63	0.00
Delay/Veh:	37.1	0.0	84.4	0.0	0.0	0.0	0.0	81.1	53.4	0.0	8.3	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:	37.1	0.0	84.4	0.0	0.0	0.0	0.0	81.1	53.4	0.0	8.3	0.0
LOS by Move:	D	A	F	A	A	A	A	F	D	A	A	A
HCM2kAvgQ:	10	0	21	0	0	0	0	26	17	0	13	0

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

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

Intersection #34 Hunts Ln & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.270
Loss Time (sec):	6	Average Delay (sec/veh):	118.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hunts Ln						Washington St					
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			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	2	0 0	1! 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	296	167	670	288	227	392	367	1560	123	1022	1465	334
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:	296	167	670	288	227	392	367	1560	123	1022	1465	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	296	167	670	288	227	392	367	1560	123	1022	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	167	670	288	227	392	367	1560	123	1022	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	296	167	670	288	227	392	367	1560	123	1022	1465	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	1.00	0.89	0.91	0.91	0.89	0.91	1.00
Lanes:	1.00	2.00	2.00	0.42	0.31	1.27	2.00	2.78	0.22	2.00	3.00	1.00
Final Sat.:	1800	3610	3600	753	593	2412	3400	4808	379	3400	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.19	0.38	0.38	0.16	0.11	0.32	0.32	0.30	0.28	0.00
Crit Moves:			****		****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.30	0.30	0.30	0.14	0.26	0.26	0.24	0.36	0.00
Volume/Cap:	1.12	0.32	1.27	1.27	1.27	0.54	0.79	1.27	1.27	1.27	0.79	0.00
Delay/Veh:	135.0	38.5	178.5	167.3	167	29.5	50.9	165	164.8	169.4	31.3	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:	135.0	38.5	178.5	167.3	167	29.5	50.9	165	164.8	169.4	31.3	0.0
LOS by Move:	F	D	F	F	F	C	D	F	F	F	C	A
HCM2kAvgQ:	17	3	23	42	42	8	6	34	34	35	17	0

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

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

Intersection #35 La Cadena Dr & Tropicana Rd / Washingtion St (future)

Average Delay (sec/veh): 422.7 Worst Case Level Of Service: F[5211.8]

Street Name:	La Cadena Dr						Tropicana Rd / Washingtion St (fu					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	1	0	1 0 2	1	0	0 0 1!	0	0	1 0 0	1	0
Volume Module:												
Base Vol:	1 1611	325		130 1891	8		2	0		1 169	0	180
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:	1 1611	325		130 1891	8		2	0		1 169	0	180
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:	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 Volume:	1 1611	325		130 1891	8		2	0		1 169	0	180
Reduct Vol:	0 0	0		0 0	0		0	0		0 0	0	0
FinalVolume:	1 1611	325		130 1891	8		2	0		1 169	0	180
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1899 xxxx xxxxx			1936 xxxx xxxxx			2694	4093	634	2666	3935	700
Potent Cap.:	318 xxxx xxxxx			308 xxxx xxxxx			11	3	427	11	3	387
Move Cap.:	318 xxxx xxxxx			308 xxxx xxxxx			4	1	427	7	2	387
Volume/Cap:	0.00 xxxx xxxx			0.42 xxxx xxxx			0.53	0.00	0.00	22.71	0.00	0.47
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx			2.0 xxxx xxxxx			xxxx	xxxx	xxxxx	23.0	xxxx	xxxxx
Control Del:	16.4 xxxx xxxxx			25.0 xxxx xxxxx			xxxxx	xxxx	xxxxx	10739	xxxx	xxxxx
LOS by Move:	C	*	*	C	*	*	*	*	*	F	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	6	xxxxx	xxxx	xxxx	387
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.9	xxxxx	xxxxx	xxxx	2.4
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	938	xxxxx	xxxxx	xxxx	22.2
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	C
ApproachDel:	xxxxxx			xxxxxx			938.5			5211.8		
ApproachLOS:	*			*			F			F		

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

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

Intersection #36 La Cadena Dr & Barton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	6	Average Delay (sec/veh):	35.4
Optimal Cycle:	125	Level Of Service:	D

Street Name:	La Cadena Dr						Barton Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	922	674	459	1110	0	0	0	0	462	0	522
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	922	674	459	1110	0	0	0	0	462	0	522
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:	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 Volume:	0	922	674	459	1110	0	0	0	0	462	0	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	922	674	459	1110	0	0	0	0	462	0	522
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:	0	922	674	459	1110	0	0	0	0	462	0	522
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5187	1900	1800	5187	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.35	0.26	0.21	0.00	0.00	0.00	0.00	0.26	0.00	0.27
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.38	0.38	0.27	0.65	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.47	0.94	0.94	0.33	0.00	0.00	0.00	0.00	0.88	0.00	0.94
Delay/Veh:	0.0	23.8	50.5	62.3	7.9	0.0	0.0	0.0	0.0	49.3	0.0	59.0
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	23.8	50.5	62.3	7.9	0.0	0.0	0.0	0.0	49.3	0.0	59.0
LOS by Move:	A	C	D	E	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	8	23	19	6	0	0	0	0	18	0	20

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

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

Intersection #37 La Cadena Dr & I-215 Southbound Ramps

Average Delay (sec/veh): 65.0 Worst Case Level Of Service: F[149.3]

Street Name:	La Cadena Dr						I-215 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 1		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	156	0	866	0	0	0	0	376	0	0	951	0
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:	156	0	866	0	0	0	0	376	0	0	951	0
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:	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 Volume:	156	0	866	0	0	0	0	376	0	0	951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	156	0	866	0	0	0	0	376	0	0	951	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1327	xxxx	376	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	173	xxxx	675	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	173	xxxx	675	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.90	xxxx	1.28	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	6.7	xxxx	33.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	98.2	xxxx	158.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	149.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #38 La Cadena Dr & I-215 Northbound Ramps

Average Delay (sec/veh): 811.5 Worst Case Level Of Service: F[3286.4]

Street Name:	La Cadena Dr						I-215 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 1 0 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	431	0	399	106	1058	0	0	884	485
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	431	0	399	106	1058	0	0	884	485
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:	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 Volume:	0	0	0	431	0	399	106	1058	0	0	884	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	431	0	399	106	1058	0	0	884	485
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2397	xxxx	1127	1369	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	37	xxxx	251	508	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	31	xxxx	251	508	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	13.87	xxxx	1.59	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	53.0	xxxx	24.5	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	6035	xxxx	317.9	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			3286.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #1 Mount Vernon Ave & La Cadena Dr/Citrus St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	8	Average Delay (sec/veh):	33.7
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Mount Vernon Ave						La Cadena Dr/Citrus St					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	0 1	1	0 1
Volume Module:												
Base Vol:	37	623	147	403	425	280	308	274	15	68	338	221
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:	37	623	147	403	425	280	308	274	15	68	338	221
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:	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 Volume:	37	623	147	403	425	280	308	274	15	68	338	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	623	147	403	425	280	308	274	15	68	338	221
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:	37	623	147	403	425	280	308	274	15	68	338	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95	1.00
Lanes:	1.00	1.62	0.38	1.00	1.21	0.79	1.59	1.34	0.07	0.35	1.65	1.00
Final Sat.:	1800	2921	689	1800	2176	1434	2716	2416	132	599	2978	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.22	0.20	0.20	0.11	0.11	0.11	0.11	0.11	0.12
Crit Moves:		****		****				****				****
Green/Cycle:	0.06	0.29	0.29	0.31	0.55	0.55	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.36	0.72	0.72	0.72	0.36	0.36	0.72	0.72	0.72	0.71	0.71	0.72
Delay/Veh:	47.5	34.2	34.2	35.5	12.9	12.9	43.4	43.4	43.4	43.8	43.8	48.3
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:	47.5	34.2	34.2	35.5	12.9	12.9	43.4	43.4	43.4	43.8	43.8	48.3
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	12	12	13	6	6	7	7	7	8	8	8

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Wildrose Ave & San Bernardino Ave

Average Delay (sec/veh): 98.6 Worst Case Level Of Service: F[721.2]

Street Name:	Wildrose Ave						San Bernardino Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 1	0	1 0	1	0	0 1 0
Volume Module:												
Base Vol:	90	32	113	37	26	52	89	615	76	57	625	59
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	1.00 1.00	1.00	1.00
Initial Bse:	90	32	113	37	26	52	89	615	76	57	625	59
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	1.00 1.00	1.00	1.00
PHF 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	1.00 1.00	1.00	1.00
PHF Volume:	90	32	113	37	26	52	89	615	76	57	625	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	32	113	37	26	52	89	615	76	57	625	59
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1639 1629		346	1270 1638		655	684	xxxx	xxxxx	691	xxxx	xxxxx
Potent Cap.:	81	103	702	146	102	470	919	xxxx	xxxxx	913	xxxx	xxxxx
Move Cap.:	49	86	702	77	85	470	919	xxxx	xxxxx	913	xxxx	xxxxx
Volume/Cap:	1.85 0.37	0.16		0.48 0.31	0.11		0.10	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.3	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		9.3	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx 99	xxxxx		xxxx 128	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx 21.2	xxxxx		xxxxx 5.8	xxxxx		0.3	xxxx	xxxxx	xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx 721	xxxxx		xxxxx 118	xxxxx		9.3	xxxx	xxxxx	xxxxx xxxx	xxxxx	
Shared LOS:	*	F	*	*	F	*	A	*	*	*	*	*
ApproachDel:	721.2			118.5			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Pepper Ave & San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	6	Average Delay (sec/veh):	20.6
Optimal Cycle:	26	Level Of Service:	C

Street Name:	Pepper Ave						San Bernardino Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	101	888	44	168	835	158	135	220	101	29	234	138
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:	101	888	44	168	835	158	135	220	101	29	234	138
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:	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 Volume:	101	888	44	168	835	158	135	220	101	29	234	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	888	44	168	835	158	135	220	101	29	234	138
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:	101	888	44	168	835	158	135	220	101	29	234	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.26	0.74
Final Sat.:	3400	3610	1900	1800	3036	574	1800	1900	1900	1800	2271	1339
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.02	0.09	0.28	0.28	0.08	0.12	0.05	0.02	0.10	0.10
Crit Moves:		****		****				****				
Green/Cycle:	0.07	0.51	0.51	0.19	0.63	0.63	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.43	0.48	0.05	0.48	0.43	0.43	0.31	0.48	0.22	0.07	0.43	0.43
Delay/Veh:	46.0	16.2	12.4	37.0	9.4	9.4	31.7	33.5	30.8	29.5	32.6	32.6
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:	46.0	16.2	12.4	37.0	9.4	9.4	31.7	33.5	30.8	29.5	32.6	32.6
LOS by Move:	D	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	9	1	5	8	8	4	6	3	1	5	5

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Meridian ave & San Bernardino Ave / Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	0	Average Delay (sec/veh):	19.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Meridian Ave						San Bernardino Ave / Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0	0 1	1 1	0
Volume Module:												
Base Vol:	176	370	19	39	157	75	99	243	130	18	215	50
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:	176	370	19	39	157	75	99	243	130	18	215	50
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:	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 Volume:	176	370	19	39	157	75	99	243	130	18	215	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	370	19	39	157	75	99	243	130	18	215	50
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:	176	370	19	39	157	75	99	243	130	18	215	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	1.35	0.65	1.00	1.30	0.70	0.19	2.28	0.53
Final Sat.:	440	455	23	365	532	264	393	553	309	73	886	213
Capacity Analysis Module:												
Vol/Sat:	0.40	0.81	0.81	0.11	0.29	0.28	0.25	0.44	0.42	0.25	0.24	0.23
Crit Moves:			****		****			****		****		
Delay/Veh:	15.6	33.9	33.9	13.0	14.6	14.0	14.2	16.7	15.7	14.2	14.0	13.4
Delay 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
AdjDel/Veh:	15.6	33.9	33.9	13.0	14.6	14.0	14.2	16.7	15.7	14.2	14.0	13.4
LOS by Move:	C	D	D	B	B	B	B	C	C	B	B	B
ApproachDel:	28.2			14.2			15.9			13.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	28.2			14.2			15.9			13.9		
LOS by Appr:	D			B			C			B		
AllWayAvgQ:	0.6	3.2	3.2	0.1	0.4	0.3	0.3	0.7	0.6	0.3	0.3	0.3

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Rancho Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	4	Average Delay (sec/veh):	12.5
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Rancho Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	140	743	55	29	792	75	68	122	166	73	108	35
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:	140	743	55	29	792	75	68	122	166	73	108	35
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:	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 Volume:	140	743	55	29	792	75	68	122	166	73	108	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	743	55	29	792	75	68	122	166	73	108	35
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:	140	743	55	29	792	75	68	122	166	73	108	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.95	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.83	0.17	0.40	0.68	0.92	0.35	0.49	0.16
Final Sat.:	1800	3361	249	1800	3298	312	682	1224	1666	630	932	302
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.02	0.24	0.24	0.10	0.10	0.10	0.12	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.12	0.34	0.34	0.02	0.37	0.37	0.32	0.32	0.32	0.37	0.37	0.37
Delay/Veh:	6.8	8.1	8.1	6.3	8.3	8.3	26.4	26.4	26.4	27.1	27.1	27.1
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:	6.8	8.1	8.1	6.3	8.3	8.3	26.4	26.4	26.4	27.1	27.1	27.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	6	6	0	6	6	4	4	4	5	5	5

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pennsylvania Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Pennsylvania Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Volume Module:												
Base Vol:	39	276	8	24	173	24	29	141	27	17	132	30
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:	39	276	8	24	173	24	29	141	27	17	132	30
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:	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 Volume:	39	276	8	24	173	24	29	141	27	17	132	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	276	8	24	173	24	29	141	27	17	132	30
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:	39	276	8	24	173	24	29	141	27	17	132	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.86	0.02	0.11	0.78	0.11	0.15	0.71	0.14	0.09	0.74	0.17
Final Sat.:	79	557	16	68	492	68	88	428	82	56	437	99
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.35	0.35	0.35	0.33	0.33	0.33	0.30	0.30	0.30
Crit Moves:		****			****			****			****	
Delay/Veh:	12.9	12.9	12.9	11.0	11.0	11.0	10.9	10.9	10.9	10.6	10.6	10.6
Delay 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
AdjDel/Veh:	12.9	12.9	12.9	11.0	11.0	11.0	10.9	10.9	10.9	10.6	10.6	10.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.9			11.0			10.9			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.9			11.0			10.9			10.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.8	0.8	0.8	0.5	0.5	0.5	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #7 La Cadena Dr & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	4	Average Delay (sec/veh):	12.1
Optimal Cycle:	19	Level Of Service:	B

Street Name:	La Cadena Dr						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	33	418	32	18	496	123	85	106	30	20	75	19
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:	33	418	32	18	496	123	85	106	30	20	75	19
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:	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 Volume:	33	418	32	18	496	123	85	106	30	20	75	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	418	32	18	496	123	85	106	30	20	75	19
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:	33	418	32	18	496	123	85	106	30	20	75	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.40	0.47	0.13	0.18	0.65	0.17
Final Sat.:	1800	1900	1900	1800	1900	1900	715	892	253	330	1238	314
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.02	0.01	0.26	0.06	0.12	0.12	0.12	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.03	0.33	0.03	0.02	0.40	0.10	0.40	0.40	0.40	0.20	0.20	0.20
Delay/Veh:	5.9	7.6	5.9	5.9	8.0	6.2	28.2	28.2	28.2	26.2	26.2	26.2
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:	5.9	7.6	5.9	5.9	8.0	6.2	28.2	28.2	28.2	26.2	26.2	26.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	0	7	1	6	6	6	3	3	3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Mount Vernon Ave & Olive St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.312
Loss Time (sec):	4	Average Delay (sec/veh):	7.1
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Mount Vernon Ave						Olive St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	77	871	0	0	599	36	100	0	110	0	0	0
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:	77	871	0	0	599	36	100	0	110	0	0	0
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:	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 Volume:	77	871	0	0	599	36	100	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	871	0	0	599	36	100	0	110	0	0	0
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:	77	871	0	0	599	36	100	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	3610	0	0	3405	205	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.18	0.18	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.77	0.77	0.00	0.00	0.77	0.77	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.06	0.31	0.00	0.00	0.23	0.23	0.30	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	2.7	3.4	0.0	0.0	3.1	3.1	35.6	0.0	35.7	0.0	0.0	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:	2.7	3.4	0.0	0.0	3.1	3.1	35.6	0.0	35.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	4	0	0	3	3	3	0	3	0	0	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Mount Vernon Ave & Colton Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	6	Average Delay (sec/veh):	23.1
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Mount Vernon Ave						Colton Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	34	932	317	64	590	84	114	707	41	381	670	91
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:	34	932	317	64	590	84	114	707	41	381	670	91
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:	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 Volume:	34	932	317	64	590	84	114	707	41	381	670	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	932	317	64	590	84	114	707	41	381	670	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:	34	932	317	64	590	84	114	707	41	381	670	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3610	1900	1800	3160	450	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.17	0.04	0.19	0.19	0.06	0.37	0.02	0.21	0.35	0.05
Crit Moves:		****		****				****				
Green/Cycle:	0.04	0.36	0.36	0.05	0.38	0.38	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.50	0.71	0.46	0.71	0.50	0.50	0.12	0.71	0.04	0.40	0.67	0.09
Delay/Veh:	52.7	29.0	24.7	69.5	24.2	24.2	12.1	20.3	11.5	14.6	19.2	11.9
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:	52.7	29.0	24.7	69.5	24.2	24.2	12.1	20.3	11.5	14.6	19.2	11.9
LOS by Move:	D	C	C	E	C	C	B	C	B	B	B	B
HCM2kAvgQ:	2	14	8	2	8	8	2	17	1	7	15	1

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Colton Ave & F St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Colton Ave						F St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	17	443	65	7	322	85	206	274	0	44	529	3
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:	17	443	65	7	322	85	206	274	0	44	529	3
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:	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 Volume:	17	443	65	7	322	85	206	274	0	44	529	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	443	65	7	322	85	206	274	0	44	529	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	407	xxxx	xxxxx	508	xxxx	xxxxx	1154	921	xxxxx	1025	931	476
Potent Cap.:	1163	xxxx	xxxxx	1067	xxxx	xxxxx	176	273	xxxxx	215	269	593
Move Cap.:	1163	xxxx	xxxxx	1067	xxxx	xxxxx	0	267	xxxxx	0	263	593
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	1.03	xxxx	xxxx	2.01	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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

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

Intersection #11 Mount Vernon Ave & F St / Fairway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	4	Average Delay (sec/veh):	15.7
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Mount Vernon Ave						F St / Fairway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	75	906	227	276	1074	20	31	167	34	243	228	387
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:	75	906	227	276	1074	20	31	167	34	243	228	387
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:	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 Volume:	75	906	227	276	1074	20	31	167	34	243	228	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	906	227	276	1074	20	31	167	34	243	228	387
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:	75	906	227	276	1074	20	31	167	34	243	228	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.96	0.04	1.00	0.83	0.17	1.00	1.00	1.00
Final Sat.:	1800	2887	723	1800	3544	66	1800	1579	321	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.15	0.30	0.30	0.02	0.11	0.11	0.14	0.12	0.20
Crit Moves:		****										****
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.07	0.54	0.54	0.26	0.52	0.52	0.05	0.28	0.28	0.36	0.32	0.54
Delay/Veh:	9.1	13.0	13.0	10.4	12.8	12.8	19.7	21.9	21.9	22.7	22.3	25.1
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:	9.1	13.0	13.0	10.4	12.8	12.8	19.7	21.9	21.9	22.7	22.3	25.1
LOS by Move:	A	B	B	B	B	B	B	C	C	C	C	C
HCM2kAvgQ:	1	11	11	4	10	10	1	4	4	5	5	9

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	18	200	8	70	11	14	0	4	30	117	396	123
Ideal Flow (vphpl)	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0			4.0		
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Frt		1.00	0.86		1.00	1.00	0.85			0.89		
Flt Protected		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (prot)		1583	1526		1583	1765	1500			1576		
Flt Permitted		0.95	1.00		0.95	1.00	1.00			1.00		
Satd. Flow (perm)		1583	1526		1583	1765	1500			1576		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	19	211	8	74	12	15	0	4	32	123	417	129
RTOR Reduction (vph)	0	0	59	0	0	0	0	0	0	7	0	0
Lane Group Flow (vph)	0	230	23	0	12	15	4	0	0	694	0	0
Turn Type	Split	Split			Split		Perm		Split			
Protected Phases	4	4	4		8	8			2	2		
Permitted Phases							8					
Actuated Green, G (s)		15.8	15.8		3.6	3.6	3.6			19.1		
Effective Green, g (s)		17.3	17.3		5.1	5.1	5.1			20.6		
Actuated g/C Ratio		0.20	0.20		0.06	0.06	0.06			0.24		
Clearance Time (s)		5.5	5.5		5.5	5.5	5.5			5.5		
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0			3.0		
Lane Grp Cap (vph)		315	304		93	104	88			374		
v/s Ratio Prot		c0.15	0.01		0.01	c0.01				c0.44		
v/s Ratio Perm							0.00					
v/c Ratio		0.73	0.07		0.13	0.14	0.05			1.86		
Uniform Delay, d1		32.6	28.3		38.8	38.8	38.6			33.2		
Progression Factor		1.00	1.00		1.00	1.00	1.00			1.00		
Incremental Delay, d2		8.4	0.1		0.6	0.6	0.2			395.4		
Delay (s)		41.0	28.4		39.4	39.5	38.8			428.5		
Level of Service		D	C		D	D	D			F		
Approach Delay (s)			37.7			39.4				428.5		
Approach LOS			D			D				F		

Intersection Summary			
HCM Average Control Delay	234.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	86.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	96.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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

Intersection #13 Pepper Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	8	Average Delay (sec/veh):	27.4
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Pepper Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	223	725	99	65	703	263	208	455	211	101	336	68
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:	223	725	99	65	703	263	208	455	211	101	336	68
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:	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 Volume:	223	725	99	65	703	263	208	455	211	101	336	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	725	99	65	703	263	208	455	211	101	336	68
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:	223	725	99	65	703	263	208	455	211	101	336	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.66	0.34
Final Sat.:	1800	5187	1900	3400	3610	1900	3400	3610	1900	3400	3002	608
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.05	0.02	0.19	0.14	0.06	0.13	0.11	0.03	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.52	0.52	0.07	0.36	0.36	0.11	0.26	0.26	0.06	0.21	0.21
Volume/Cap:	0.53	0.27	0.10	0.27	0.53	0.38	0.53	0.48	0.42	0.48	0.53	0.53
Delay/Veh:	35.0	13.2	12.0	44.5	25.5	23.8	43.2	31.5	31.2	47.1	35.9	35.9
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:	35.0	13.2	12.0	44.5	25.5	23.8	43.2	31.5	31.2	47.1	35.9	35.9
LOS by Move:	D	B	B	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	7	4	1	1	9	6	4	7	6	2	6	6

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Hermosa Ave & Valley Blvd

Average Delay (sec/veh): 100.4 Worst Case Level Of Service: F[564.2]

Street Name:	Hermosa Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	263	0	38	214	507	0	0	609	82
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	263	0	38	214	507	0	0	609	82
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:	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 Volume:	0	0	0	263	0	38	214	507	0	0	609	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	263	0	38	214	507	0	0	609	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1291	1544	305	691	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	158	116	697	913	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	129	89	697	913	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.03	0.00	0.05	0.23	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	144	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	24.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	564	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			564.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Rancho Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	8	Average Delay (sec/veh):	33.8
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Rancho Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	364	861	270	159	808	37	43	379	329	121	337	107
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:	364	861	270	159	808	37	43	379	329	121	337	107
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:	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 Volume:	364	861	270	159	808	37	43	379	329	121	337	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	861	270	159	808	37	43	379	329	121	337	107
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:	364	861	270	159	808	37	43	379	329	121	337	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.91	0.09	1.00	1.07	0.93	1.00	1.00	1.00
Final Sat.:	1800	2748	862	1800	3452	158	1800	1932	1678	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.31	0.09	0.23	0.23	0.02	0.20	0.20	0.07	0.18	0.06
Crit Moves:	****				****			****			****	
Green/Cycle:	0.27	0.45	0.45	0.13	0.31	0.31	0.04	0.26	0.26	0.09	0.31	0.31
Volume/Cap:	0.76	0.70	0.70	0.70	0.76	0.76	0.58	0.76	0.76	0.76	0.58	0.18
Delay/Veh:	40.8	23.6	23.6	51.2	34.4	34.4	58.3	38.0	38.0	63.6	30.8	25.7
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:	40.8	23.6	23.6	51.2	34.4	34.4	58.3	38.0	38.0	63.6	30.8	25.7
LOS by Move:	D	C	C	D	C	C	E	D	D	E	C	C
HCM2kAvgQ:	11	15	15	5	13	13	1	11	11	6	9	2

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

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

Intersection #16 La Cadena Dr & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	6	Average Delay (sec/veh):	32.1
Optimal Cycle:	53	Level Of Service:	C

Street Name:	La Cadena Dr						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	180	593	160	134	842	42	171	435	204	553	458	63
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:	180	593	160	134	842	42	171	435	204	553	458	63
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:	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 Volume:	180	593	160	134	842	42	171	435	204	553	458	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	593	160	134	842	42	171	435	204	553	458	63
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:	180	593	160	134	842	42	171	435	204	553	458	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.58	0.42	1.00	1.90	0.10	1.00	1.36	0.64	1.00	1.76	0.24
Final Sat.:	1800	2843	767	1800	3438	172	1800	2458	1152	1800	3173	437
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.07	0.24	0.24	0.10	0.18	0.18	0.31	0.14	0.14
Crit Moves:					****			****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.25	0.23	0.23	0.40	0.38	0.38
Volume/Cap:	0.32	0.66	0.66	0.24	0.78	0.78	0.38	0.78	0.78	0.78	0.38	0.38
Delay/Veh:	26.3	31.0	31.0	25.5	34.4	34.4	31.8	40.9	40.9	31.7	22.9	22.9
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:	26.3	31.0	31.0	25.5	34.4	34.4	31.8	40.9	40.9	31.7	22.9	22.9
LOS by Move:	C	C	C	C	C	C	C	D	D	C	C	C
HCM2kAvgQ:	4	11	11	3	15	15	5	12	12	17	6	6

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 10th St & Valley Blvd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[19.6]

Street Name:	10th St						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0 2	0 0		0 0 1	1 0	
Volume Module:												
Base Vol:	0	0	0	11	0	225	139	349	0	0	898	13
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	11	0	225	139	349	0	0	898	13
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:	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 Volume:	0	0	0	11	0	225	139	349	0	0	898	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	11	0	225	139	349	0	0	898	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1357	1532	456	911	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	143	118	557	756	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	123	96	557	756	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.40	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	478	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	19.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Mount Vernon Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	6	Average Delay (sec/veh):	37.4
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Mount Vernon Ave						Valley Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	468	831	63	11	882	70	203	118	119	291	112	108
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:	468	831	63	11	882	70	203	118	119	291	112	108
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:	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 Volume:	468	831	63	11	882	70	203	118	119	291	112	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	831	63	11	882	70	203	118	119	291	112	108
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:	468	831	63	11	882	70	203	118	119	291	112	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.90	0.95	0.95
Lanes:	0.71	1.20	0.09	1.00	1.85	0.15	1.00	0.50	0.50	1.00	0.51	0.49
Final Sat.:	1217	2161	164	1800	3345	265	1800	946	954	1710	919	886
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.01	0.26	0.26	0.11	0.12	0.12	0.17	0.12	0.12
Crit Moves:			****		****					****		
Green/Cycle:	0.44	0.44	0.44	0.30	0.30	0.30	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.87	0.87	0.87	0.02	0.87	0.87	0.58	0.64	0.64	0.87	0.62	0.62
Delay/Veh:	30.9	30.9	30.9	24.5	40.8	40.8	38.8	40.7	40.7	52.3	38.4	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:	30.9	30.9	30.9	24.5	40.8	40.8	38.8	40.7	40.7	52.3	38.4	38.4
LOS by Move:	C	C	C	C	D	D	D	D	D	D	D	D
HCM2kAvgQ:	23	23	23	0	18	18	6	7	7	13	7	7

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

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

Intersection #19 Rancho Ave & I-10 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.095
Loss Time (sec):	6	Average Delay (sec/veh):	68.7
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Rancho Ave						I-10 Westbound Ramps					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	664	920	0	0	898	330	0	0	0	352	0	608
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:	664	920	0	0	898	330	0	0	0	352	0	608
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:	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 Volume:	664	920	0	0	898	330	0	0	0	352	0	608
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	664	920	0	0	898	330	0	0	0	352	0	608
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:	664	920	0	0	898	330	0	0	0	352	0	608
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.46	0.54	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3610	0	0	2640	970	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.37	0.25	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.20	0.00	0.32
Crit Moves:	****				****							****
Green/Cycle:	0.34	0.65	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	1.09	0.39	0.00	0.00	1.09	1.09	0.00	0.00	0.00	0.67	0.00	1.09
Delay/Veh:	98.2	8.4	0.0	0.0	91.1	91.1	0.0	0.0	0.0	34.4	0.0	102.0
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:	98.2	8.4	0.0	0.0	91.1	91.1	0.0	0.0	0.0	34.4	0.0	102.0
LOS by Move:	F	A	A	A	F	F	A	A	A	C	A	F
HCM2kAvgQ:	28	6	0	0	27	27	0	0	0	11	0	29

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

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

Intersection #20 La Cadena Dr & I-10 Westbound On Ramp

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: E[45.0]

Street Name:	La Cadena Dr						I-10 Westbound On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	208	797	0	0	1118	438	0	0	0	15	0	52
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	1.00	
Initial Bse:	208	797	0	0	1118	438	0	0	0	15	0	52
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	1.00	
PHF 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	1.00	
PHF Volume:	208	797	0	0	1118	438	0	0	0	15	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	208	797	0	0	1118	438	0	0	0	15	0	52
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	6.5	6.9
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1556 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1772	2769	399
Potent Cap.:	431 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		76	20	607
Move Cap.:	431 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		43	9	607
Volume/Cap:	0.48 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.35	0.00	0.09
Level Of Service Module:												
2Way95thQ:	2.6 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
Control Del:	20.9 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*		*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	155	xxxxx
SharedQueue:	2.6 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	1.9	xxxxx
Shrd ConDel:	20.9 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	45.0	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*		*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				45.0	
ApproachLOS:	*			*			*				E	

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

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

Intersection #21 9th St & I-10 Westbound Off Ramp

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: C[23.4]

Street Name:	9th St						I-10 Westbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 1	0 0		0 0 0	0 0		1 0 0	1 0	
Volume Module:												
Base Vol:	0	278	0	0	334	0	0	0	0	31	0	593
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	278	0	0	334	0	0	0	0	31	0	593
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:	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 Volume:	0	278	0	0	334	0	0	0	0	31	0	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	278	0	0	334	0	0	0	0	31	0	593
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	612	612	278
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	460	411	766
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	460	411	766
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.77
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	766
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	7.6
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	23.9
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	C
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.4		
ApproachLOS:	*			*			*			C		

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

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

Intersection #22 Rancho Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.039
Loss Time (sec):	6	Average Delay (sec/veh):	62.3
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Rancho Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	809	391	524	726	0	634	2	643	0	0	0
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	809	391	524	726	0	634	2	643	0	0	0
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:	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 Volume:	0	809	391	524	726	0	634	2	643	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	809	391	524	726	0	634	2	643	0	0	0
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:	0	809	391	524	726	0	634	2	643	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900 1900		1900	1900 1900		1900
Adjustment:	0.95 0.95		0.95	0.95 0.95		1.00	0.95 1.00		1.00	0.95 1.00		1.00
Lanes:	0.00 1.35		0.65	1.00 2.00		0.00	0.99 0.01		1.00	0.00 0.00		0.00
Final Sat.:	0 2434		1176	1800 3610		0	1795	6	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.33		0.33	0.29 0.20		0.00	0.35 0.35		0.34	0.00 0.00		0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.00 0.32		0.32	0.28 0.60		0.00	0.34 0.34		0.34	0.00 0.00		0.00
Volume/Cap:	0.00 1.04		1.04	1.04 0.34		0.00	1.04 1.04		1.00	0.00 0.00		0.00
Delay/Veh:	0.0 71.2		71.2	86.6 10.1		0.0	79.9 79.9		67.1	0.0 0.0		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 71.2		71.2	86.6 10.1		0.0	79.9 79.9		67.1	0.0 0.0		0.0
LOS by Move:	A	E	E	F	B	A	E	E	E	A	A	A
HCM2kAvgQ:	0	26	26	19	5	0	30	30	27	0	0	0

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

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

Intersection #23 9th St & I-10 Eastbound off Ramp

Average Delay (sec/veh): 182.6 Worst Case Level Of Service: F[572.0]

Street Name:	9th St						I-10 Eastbound Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	15	6	565	16	0	262	6	2	0	0	0
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	15	6	565	16	0	262	6	2	0	0	0
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:	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 Volume:	0	15	6	565	16	0	262	6	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	6	565	16	0	262	6	2	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	21	xxxx	xxxxx	1164	1167	16	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx	217	195	1069	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx	129	95	1069	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	2.03	0.06	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	129	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	22.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	572	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			572.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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

Intersection #24 Mount Vernon Ave & I-10 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.244
Loss Time (sec):	8	Average Delay (sec/veh):	106.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Mount Vernon Ave						I-10 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 1	1 0	0	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	6	809	642	534	726	33	15	15	7	882	0	502
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:	6	809	642	534	726	33	15	15	7	882	0	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	809	642	534	726	33	15	15	7	882	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	809	642	534	726	33	15	15	7	882	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	809	642	534	726	33	15	15	7	882	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.02	1.98	1.00	1.00	0.96	0.04	0.42	0.40	0.18	1.00	0.00	1.00
Final Sat.:	27	3582	1900	1800	1817	83	753	753	352	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.34	0.30	0.40	0.40	0.02	0.02	0.02	0.49	0.00	0.00
Crit Moves:			****	****					****	****		
Green/Cycle:	0.27	0.27	0.27	0.24	0.51	0.51	0.02	0.02	0.02	0.39	0.00	0.00
Volume/Cap:	0.83	0.83	1.24	1.24	0.78	0.78	1.24	1.24	1.24	1.24	0.00	0.00
Delay/Veh:	40.4	40.4	161.8	166.2	24.2	24.2	296.2	296	296.2	151.8	0.0	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:	40.4	40.4	161.8	166.2	24.2	24.2	296.2	296	296.2	151.8	0.0	0.0
LOS by Move:	D	D	F	F	C	C	F	F	F	F	A	A
HCM2kAvgQ:	13	13	36	33	20	20	4	4	4	53	0	0

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

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

Intersection #25 Pepper Ave & Slover Ave

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: B[14.3]

Street Name:	Pepper Ave						Slover Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	1 0	0 0	1! 0	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	6	0	76	1	222	214	12	2	0	5	68
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	1.00	1.00
Initial Bse:	0	6	0	76	1	222	214	12	2	0	5	68
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	1.00	1.00
PHF 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	1.00	1.00
PHF Volume:	0	6	0	76	1	222	214	12	2	0	5	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	6	0	76	1	222	214	12	2	0	5	68
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	514	xxxxx	483	481	39	73	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	467	xxxxx	497	487	1038	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	393	xxxxx	432	411	1038	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.02	xxxx	0.18	0.00	0.21	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	432	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	0.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	15.1	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	A	*	*	*	*	*	*
ApproachDel:	14.3			10.9			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 Rancho Ave & N St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: D[27.1]

Street Name:	Rancho Ave								N St							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 1	1	0		1 0	1	0	0	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	0 1082		36		103 1112		0		0	0		0	9	0		84
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	1.00	1.00		1.00
Initial Bse:	0 1082		36		103 1112		0		0	0		0	9	0		84
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	1.00	1.00		1.00
PHF 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	1.00	1.00		1.00
PHF Volume:	0 1082		36		103 1112		0		0	0		0	9	0		84
Reduct Vol:	0 0		0		0 0		0		0	0		0	0	0		0
FinalVolume:	0 1082		36		103 1112		0		0	0		0	9	0		84
Critical Gap Module:																
Critical Gp:	xxxxx xxxx xxxxx				4.1 xxxx xxxxx				xxxx xxxxx				6.4 xxxx			6.2
FollowUpTim:	xxxxx xxxx xxxxx				2.2 xxxx xxxxx				xxxx xxxxx				3.5 xxxx			3.3
Capacity Module:																
Cnflict Vol:	xxxx xxxx xxxxx				1118 xxxx xxxxx				xxxx xxxx xxxxx				2418 xxxx			559
Potent Cap.:	xxxx xxxx xxxxx				632 xxxx xxxxx				xxxx xxxx xxxxx				36 xxxx			532
Move Cap.:	xxxx xxxx xxxxx				632 xxxx xxxxx				xxxx xxxx xxxxx				32 xxxx			532
Volume/Cap:	xxxx xxxx xxxx				0.16 xxxx xxxx				xxxx xxxx xxxx				0.28 xxxx			0.16
Level Of Service Module:																
2Way95thQ:	xxxx xxxx xxxxx				0.6 xxxx xxxxx				xxxx xxxx xxxxx				0.9 xxxx			0.6
Control Del:	xxxxx xxxx xxxxx				11.8 xxxx xxxxx				xxxxx xxxx xxxxx				158.2 xxxx			13.0
LOS by Move:	* *	*			B *	*			* *	*			F *	*		B
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx				xxxx xxxx xxxxx			
SharedQueue:	xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx			
Shrd ConDel:	xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx				xxxxx xxxx xxxxx			
Shared LOS:	* *	*			* *	*			* *	*			* *	*		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				27.1			
ApproachLOS:	*				*				*				D			

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 La Cadena Dr & N St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	4	Average Delay (sec/veh):	10.1
Optimal Cycle:	18	Level Of Service:	B

Street Name:	La Cadena Dr						N St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	19	713	27	54	871	61	151	32	52	49	39	17
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:	19	713	27	54	871	61	151	32	52	49	39	17
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:	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 Volume:	19	713	27	54	871	61	151	32	52	49	39	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	713	27	54	871	61	151	32	52	49	39	17
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:	19	713	27	54	871	61	151	32	52	49	39	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.57	0.43	1.00
Final Sat.:	1800	3610	1900	1800	3610	1900	1499	318	1900	1026	817	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.01	0.03	0.24	0.03	0.10	0.10	0.03	0.05	0.05	0.01
Crit Moves:					****			****				
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.02	0.29	0.02	0.04	0.36	0.05	0.36	0.36	0.10	0.17	0.17	0.03
Delay/Veh:	5.3	6.6	5.3	5.4	7.0	5.4	29.0	29.0	26.5	27.2	27.2	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:	5.3	6.6	5.3	5.4	7.0	5.4	29.0	29.0	26.5	27.2	27.2	26.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	1	6	1	5	5	1	2	2	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Mount Vernon Ave & M St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.066
Loss Time (sec):	6	Average Delay (sec/veh):	46.4
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Mount Vernon Ave						M St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	164	1282	0	0	1457	132	175	0	273	0	0	0
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:	164	1282	0	0	1457	132	175	0	273	0	0	0
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:	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 Volume:	164	1282	0	0	1457	132	175	0	273	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1282	0	0	1457	132	175	0	273	0	0	0
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:	164	1282	0	0	1457	132	175	0	273	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	1900	0	0	1900	1900	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.67	0.00	0.00	0.77	0.07	0.10	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.81	0.00	0.00	0.72	0.72	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	1.07	0.84	0.00	0.00	1.07	0.10	0.72	0.00	1.07	0.00	0.00	0.00
Delay/Veh:	136.8	10.1	0.0	0.0	57.9	4.3	51.6	0.0	117.9	0.0	0.0	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:	136.8	10.1	0.0	0.0	57.9	4.3	51.6	0.0	117.9	0.0	0.0	0.0
LOS by Move:	F	B	A	A	E	A	D	A	F	A	A	A
HCM2kAvgQ:	10	26	0	0	60	1	6	0	12	0	0	0

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Rancho Ave & Agua Mansa Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.565
Loss Time (sec):	0	Average Delay (sec/veh):	137.9
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Rancho Ave						Agua Mansa Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	208	666	24	32	902	133	369	107	238	81	71	53
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:	208	666	24	32	902	133	369	107	238	81	71	53
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:	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 Volume:	208	666	24	32	902	133	369	107	238	81	71	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	666	24	32	902	133	369	107	238	81	71	53
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:	208	666	24	32	902	133	369	107	238	81	71	53
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.74	0.26	0.52	0.15	0.33	0.39	0.35	0.26
Final Sat.:	398	816	29	388	728	109	236	68	152	158	138	103
Capacity Analysis Module:												
Vol/Sat:	0.52	0.82	0.81	0.08	1.24	1.22	1.57	1.57	1.57	0.51	0.51	0.51
Crit Moves:		****			****			****			****	
Delay/Veh:	21.2	39.5	39.1	12.7	153	146.9	285.5	285	285.5	21.1	21.1	21.1
Delay 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
AdjDel/Veh:	21.2	39.5	39.1	12.7	153	146.9	285.5	285	285.5	21.1	21.1	21.1
LOS by Move:	C	E	E	B	F	F	F	F	F	C	C	C
ApproachDel:	35.2			148.1			285.5			21.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	35.2			148.1			285.5			21.1		
LOS by Appr:	E			F			F			C		
AllWayAvgQ:	1.0	3.3	3.3	0.1	16.8	15.9	34.8	34.8	34.8	1.0	1.0	1.0

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

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

Intersection #30 Mount Vernon Ave & Washington St (west)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	8	Average Delay (sec/veh):	41.0
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Mount Vernon Ave						Washington St (west)					
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			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	434	350	683	729	637	211	303	674	416	590	670	708
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:	434	350	683	729	637	211	303	674	416	590	670	708
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	434	350	0	729	637	0	303	674	416	590	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	350	0	729	637	0	303	674	416	590	670	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	434	350	0	729	637	0	303	674	416	590	670	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	1.00
Lanes:	1.70	1.30	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2908	2345	1900	3400	3610	1900	3400	3610	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.21	0.18	0.00	0.09	0.19	0.22	0.17	0.19	0.00
Crit Moves:	****			****					****		****	
Green/Cycle:	0.18	0.18	0.00	0.26	0.26	0.00	0.26	0.26	0.26	0.22	0.22	0.00
Volume/Cap:	0.83	0.83	0.00	0.83	0.69	0.00	0.34	0.71	0.83	0.78	0.83	0.00
Delay/Veh:	46.2	46.2	0.0	42.2	35.7	0.0	30.1	36.0	46.5	41.8	44.7	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:	46.2	46.2	0.0	42.2	35.7	0.0	30.1	36.0	46.5	41.8	44.7	0.0
LOS by Move:	D	D	A	D	D	A	C	D	D	D	D	A
HCM2kAvgQ:	11	11	0	13	9	0	4	10	13	10	11	0

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

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

Intersection #31 Mount Vernon Ave & Washington St (east)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	6	Average Delay (sec/veh):	51.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Mount Vernon Ave						Washington St (east)					
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			Permitted			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	2	0 1	2 0	3	0 0
Volume Module:												
Base Vol:	1968	0	381	0	0	0	0	1297	976	134	760	0
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:	1968	0	381	0	0	0	0	1297	976	134	760	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1968	0	381	0	0	0	0	1297	0	134	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1968	0	381	0	0	0	0	1297	0	134	760	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1968	0	381	0	0	0	0	1297	0	134	760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.89	0.91	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	3400	0	1900	0	0	0	0	3610	1900	3400	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.58	0.00	0.20	0.00	0.00	0.00	0.00	0.36	0.00	0.04	0.15	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.56	0.00	0.59	0.00	0.00	0.00	0.00	0.35	0.00	0.04	0.38	0.00
Volume/Cap:	1.04	0.00	0.34	0.00	0.00	0.00	0.00	1.04	0.00	1.04	0.38	0.00
Delay/Veh:	54.1	0.0	10.5	0.0	0.0	0.0	0.0	69.2	0.0	138.4	22.4	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:	54.1	0.0	10.5	0.0	0.0	0.0	0.0	69.2	0.0	138.4	22.4	0.0
LOS by Move:	D	A	B	A	A	A	A	E	A	F	C	A
HCM2kAvgQ:	45	0	6	0	0	0	0	26	0	3	6	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Barton Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.204
Loss Time (sec):	8	Average Delay (sec/veh):	86.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Barton Rd						Washington St					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	29	238	705	131	325	357	349	1185	18	860	1696	90
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:	29	238	705	131	325	357	349	1185	18	860	1696	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	29	238	705	131	325	357	349	1185	0	860	1696	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	238	705	131	325	357	349	1185	0	860	1696	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	29	238	705	131	325	357	349	1185	0	860	1696	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.91	0.91	0.95	0.91	1.00	0.89	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	3610	1900	1800	3458	1729	1800	5187	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.37	0.07	0.09	0.21	0.19	0.23	0.00	0.25	0.47	0.05
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.31	0.31	0.06	0.34	0.34	0.16	0.26	0.00	0.29	0.39	0.39
Volume/Cap:	0.60	0.21	1.20	1.20	0.27	0.60	1.20	0.87	0.00	0.87	1.20	0.12
Delay/Veh:	68.0	25.7	141.8	198.0	24.0	28.2	161.7	41.9	0.0	42.5	129	19.6
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:	68.0	25.7	141.8	198.0	24.0	28.2	161.7	41.9	0.0	42.5	129	19.6
LOS by Move:	E	C	F	F	C	C	F	D	A	D	F	B
HCM2kAvgQ:	2	3	39	10	4	10	22	16	0	15	47	2

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Reche Canyon Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	6	Average Delay (sec/veh):	70.9
Optimal Cycle:	63	Level Of Service:	E

Street Name:	Reche Canyon Rd						Washington St					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 0
Volume Module:												
Base Vol:	593	0	398	0	0	0	0	1329	921	0	1935	0
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:	593	0	398	0	0	0	0	1329	921	0	1935	0
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:	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 Volume:	593	0	398	0	0	0	0	1329	921	0	1935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	593	0	398	0	0	0	0	1329	921	0	1935	0
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:	593	0	398	0	0	0	0	1329	921	0	1935	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	0.91	1.00	0.95	0.91	1.00
Lanes:	2.53	0.00	1.47	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	4294	0	2800	0	0	0	0	5187	1900	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.26	0.48	0.00	0.37	0.00
Crit Moves:			****								****	
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.77	0.00
Volume/Cap:	0.80	0.00	0.82	0.00	0.00	0.00	0.00	0.82	1.55	0.00	0.49	0.00
Delay/Veh:	43.4	0.0	44.4	0.0	0.0	0.0	0.0	35.3	291.3	0.0	4.4	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:	43.4	0.0	44.4	0.0	0.0	0.0	0.0	35.3	291.3	0.0	4.4	0.0
LOS by Move:	D	A	D	A	A	A	A	D	F	A	A	A
HCM2kAvgQ:	8	0	9	0	0	0	0	15	68	0	8	0

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

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

Intersection #34 Hunts Ln & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.069
Loss Time (sec):	6	Average Delay (sec/veh):	63.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hunts Ln						Washington St					
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			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 2	0	0 1!	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	159	161	631	124	248	706	209	1138	113	691	1347	206
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:	159	161	631	124	248	706	209	1138	113	691	1347	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	159	161	631	124	248	706	209	1138	113	691	1347	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	161	631	124	248	706	209	1138	113	691	1347	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	159	161	631	124	248	706	209	1138	113	691	1347	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	1.00	0.89	0.91	0.91	0.89	0.91	1.00
Lanes:	1.00	2.00	2.00	0.18	0.34	1.48	2.00	2.73	0.27	2.00	3.00	1.00
Final Sat.:	1800	3610	3600	322	644	2816	3400	4718	469	3400	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.18	0.39	0.39	0.25	0.06	0.24	0.24	0.20	0.26	0.00
Crit Moves:			****		****			****		****		
Green/Cycle:	0.16	0.16	0.16	0.36	0.36	0.36	0.08	0.23	0.23	0.19	0.34	0.00
Volume/Cap:	0.54	0.27	1.07	1.07	1.07	0.70	0.77	1.07	1.07	1.07	0.77	0.00
Delay/Veh:	40.3	36.8	98.7	80.7	80.7	28.7	58.0	85.6	85.6	95.8	32.0	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:	40.3	36.8	98.7	80.7	80.7	28.7	58.0	85.6	85.6	95.8	32.0	0.0
LOS by Move:	D	D	F	F	F	C	E	F	F	F	C	A
HCM2kAvgQ:	5	2	17	31	31	13	4	18	18	19	15	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 La Cadena Dr & Tropicana Rd / Washingtion St (future)

Average Delay (sec/veh): 265.8 Worst Case Level Of Service: F[3271.0]

Street Name:	La Cadena Dr						Tropicana Rd / Washingtion St (fu					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	1	0	1 0 2	1	0	0 0 1!	0	0	1 0 0	1	0
Volume Module:												
Base Vol:	2 1376	222		157 1543	3		3	0		1 174	0	117
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:	2 1376	222		157 1543	3		3	0		1 174	0	117
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:	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 Volume:	2 1376	222		157 1543	3		3	0		1 174	0	117
Reduct Vol:	0 0	0		0 0	0		0	0		0 0	0	
FinalVolume:	2 1376	222		157 1543	3		3	0		1 174	0	117
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.5	6.5		7.5	6.5	
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5	4.0		3.5	4.0	
Capacity Module:												
Cnflict Vol:	1546 xxxx xxxxx			1598 xxxx xxxxx			2321	3461		516 2319	3351	
Potent Cap.:	435 xxxx xxxxx			415 xxxx xxxxx			21	7		509 21	8	
Move Cap.:	435 xxxx xxxxx			415 xxxx xxxxx			11	4		509 15	5	
Volume/Cap:	0.00 xxxx xxxx			0.38 xxxx xxxx			0.28	0.00		0.00 12.00	0.00	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx			1.7 xxxx xxxxx			xxxx xxxx xxxxx			22.8 xxxx xxxxx		
Control Del:	13.3 xxxx xxxxx			18.8 xxxx xxxxx			xxxxx xxxx xxxxx			5460 xxxx xxxxx		
LOS by Move:	B	*		C	*		*	*		* F	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	14	xxxxx	xxxx xxxx	470	
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	0.7	xxxxx	xxxxx xxxx	1.0	
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx	333	xxxxx	xxxxx xxxx	15.2	
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	C
ApproachDel:	xxxxxx			xxxxxx			332.6			3271.0		
ApproachLOS:	*			*			F			F		

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

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

Intersection #36 La Cadena Dr & Barton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	6	Average Delay (sec/veh):	33.3
Optimal Cycle:	77	Level Of Service:	C

Street Name:	La Cadena Dr						Barton Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	922	406	538	770	0	0	0	0	540	0	282
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	922	406	538	770	0	0	0	0	540	0	282
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:	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 Volume:	0	922	406	538	770	0	0	0	0	540	0	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	922	406	538	770	0	0	0	0	540	0	282
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:	0	922	406	538	770	0	0	0	0	540	0	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5187	1900	1800	5187	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.21	0.30	0.15	0.00	0.00	0.00	0.00	0.30	0.00	0.15
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.25	0.25	0.35	0.59	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.00	0.72	0.86	0.86	0.25	0.00	0.00	0.00	0.00	0.86	0.00	0.43
Delay/Veh:	0.0	36.5	51.3	42.6	9.8	0.0	0.0	0.0	0.0	42.5	0.0	25.5
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:	0.0	36.5	51.3	42.6	9.8	0.0	0.0	0.0	0.0	42.5	0.0	25.5
LOS by Move:	A	D	D	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	10	13	19	4	0	0	0	0	19	0	7

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

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

Intersection #37 La Cadena Dr & I-215 Southbound Ramps

Average Delay (sec/veh): 302.8 Worst Case Level Of Service: F[706.9]

Street Name:	La Cadena Dr						I-215 Southbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 1 0 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	341	0	771	0	0	0	264	193	0	0	1039	0
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	1.00
Initial Bse:	341	0	771	0	0	0	264	193	0	0	1039	0
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	1.00
PHF 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	1.00
PHF Volume:	341	0	771	0	0	0	264	193	0	0	1039	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	341	0	771	0	0	0	264	193	0	0	1039	0
Critical Gap Module:												
Critical Gp:	6.4 xxxx		6.2	xxxxx xxxx xxxxx			4.1	xxxx xxxxx		xxxxx xxxx xxxxx		
FollowUpTim:	3.5 xxxx		3.3	xxxxx xxxx xxxxx			2.2	xxxx xxxxx		xxxxx xxxx xxxxx		
Capacity Module:												
Cnflict Vol:	1760 xxxx		193	xxxx xxxx xxxxx			1039	xxxx xxxxx		xxxx xxxx xxxxx		
Potent Cap.:	94 xxxx		854	xxxx xxxx xxxxx			677	xxxx xxxxx		xxxx xxxx xxxxx		
Move Cap.:	60 xxxx		854	xxxx xxxx xxxxx			677	xxxx xxxxx		xxxx xxxx xxxxx		
Volume/Cap:	5.65 xxxx		0.90	xxxx xxxx		xxxx	0.39	xxxx	xxxx	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	38.4 xxxx		12.6	xxxx xxxx xxxxx			1.9	xxxx xxxxx		xxxx xxxx xxxxx		
Control Del:	2228 xxxx		34.2	xxxxx xxxx xxxxx			13.7	xxxx xxxxx		xxxxx xxxx xxxxx		
LOS by Move:	F	*	D	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			1.9	xxxx xxxxx		xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			13.7	xxxx xxxxx		xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	706.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

City of Colton General Plan - Circulation Element
Year 2030 General Plan
PM Peak Hour

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

Intersection #38 La Cadena Dr & I-215 Northbound Ramps

Average Delay (sec/veh): 155.2 Worst Case Level Of Service: F[817.1]

Street Name:	La Cadena Dr						I-215 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 1 0 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	201	0	339	135	656	0	0	785	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	201	0	339	135	656	0	0	785	741
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:	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 Volume:	0	0	0	201	0	339	135	656	0	0	785	741
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	201	0	339	135	656	0	0	785	741
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2082	xxxx	1156	1526	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	59	xxxx	242	443	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	xxxx	242	443	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	4.56	xxxx	1.40	0.31	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	22.9	xxxx	18.9	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	1785	xxxx	243.0	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			817.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

APPENDIX E
Future (Year 2030) with General Plan Development – Alternate Intersection Level of Service Worksheets

City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

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

Intersection #3 Pepper Ave & San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	6	Average Delay (sec/veh):	21.1
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Pepper Ave						San Bernardino Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 1	1 0 1		1 0	1 0 1		0 1	1 0 1		1 0
Volume Module:												
Base Vol:	65	1100	36	231	995	181	132	264	133	34	217	166
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:	65	1100	36	231	995	181	132	264	133	34	217	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1100	36	231	995	181	132	264	133	34	217	166
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:	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 Volume:	65	1100	36	231	995	181	132	264	133	34	217	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1100	36	231	995	181	132	264	133	34	217	166
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:	65	1100	36	231	995	181	132	264	133	34	217	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.13	0.87
Final Sat.:	3400	3610	1900	1800	3054	556	1800	1900	1900	1800	2045	1565
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.02	0.13	0.33	0.33	0.07	0.14	0.07	0.02	0.11	0.11
Crit Moves:		****		****				****				
Green/Cycle:	0.04	0.50	0.50	0.21	0.67	0.67	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.48	0.61	0.04	0.61	0.48	0.48	0.32	0.61	0.31	0.08	0.46	0.46
Delay/Veh:	49.8	18.5	12.7	38.6	8.1	8.1	32.6	37.1	32.4	30.4	33.7	33.7
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:	49.8	18.5	12.7	38.6	8.1	8.1	32.6	37.1	32.4	30.4	33.7	33.7
LOS by Move:	D	B	B	D	A	A	C	D	C	C	C	C
HCM2kAvgQ:	2	13	1	8	9	9	4	8	4	1	5	5

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

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City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

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

Intersection #13 Pepper Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	8	Average Delay (sec/veh):	28.9
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Pepper Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	200	887	80	130	810	327	276	489	322	132	414	68
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:	200	887	80	130	810	327	276	489	322	132	414	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	887	80	130	810	327	276	489	322	132	414	68
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:	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 Volume:	200	887	80	130	810	327	276	489	322	132	414	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	887	80	130	810	327	276	489	322	132	414	68
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	887	80	130	810	327	276	489	322	132	414	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.72	0.28
Final Sat.:	1800	5187	1900	3400	3610	1900	3400	3610	1900	3400	3101	509
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.04	0.04	0.22	0.17	0.08	0.14	0.17	0.04	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.46	0.46	0.10	0.38	0.38	0.14	0.29	0.29	0.07	0.22	0.22
Volume/Cap:	0.60	0.37	0.09	0.37	0.60	0.46	0.60	0.46	0.58	0.58	0.60	0.60
Delay/Veh:	40.3	17.8	15.4	42.5	25.9	24.0	42.8	29.3	31.7	49.0	36.1	36.1
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	17.8	15.4	42.5	25.9	24.0	42.8	29.3	31.7	49.0	36.1	36.1
LOS by Move:	D	B	B	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	7	6	1	2	11	8	5	7	9	3	8	8

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

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City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Hermosa Ave & Valley Blvd

Average Delay (sec/veh): 51.5 Worst Case Level Of Service: F[254.4]

Street Name:	Hermosa Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	230	0	126	159	579	0	0	493	202
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	230	0	126	159	579	0	0	493	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	126	159	579	0	0	493	202
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:	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 Volume:	0	0	0	230	0	126	159	579	0	0	493	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	230	0	126	159	579	0	0	493	202
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1101	1390	247	695	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	210	144	760	910	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	181	119	760	910	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.27	0.00	0.17	0.17	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	248	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	20.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	254	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			254.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Pepper Ave & Slover Ave

Average Delay (sec/veh): 58.6 Worst Case Level Of Service: F[170.8]

Street Name:	Pepper Ave								Slover Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	0	1	0	1 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	1	0		94	1	276		658	2	0		0	3	154	
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	1	0		94	1	276		658	2	0		0	3	154	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1	0		94	1	276		658	2	0		0	3	154	
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:	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 Volume:	0	1	0		94	1	276		658	2	0		0	3	154	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	1	0		94	1	276		658	2	0		0	3	154	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	xxxxx		7.1	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	4.0	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	1475	xxxxx		1399	1398	80		157	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	128	xxxxx		119	142	986		1435	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	35	xxxxx		48	39	986		1435	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	0.03	xxxx		1.95	0.03	0.28		0.46	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	0.1	xxxxx		xxxx	xxxx	xxxxx		2.5	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	110	xxxxx		xxxxx	xxxx	xxxxx		9.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	F	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		48	xxxx	907		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		9.6	xxxx	1.3		2.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		637.5	xxxx	10.7		9.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		F	*	B		A	*	*		*	*	*	
ApproachDel:	109.6				170.8				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

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

City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

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

Intersection #32 Barton Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.372
Loss Time (sec):	8	Average Delay (sec/veh):	124.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Barton Rd						Washington St					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	24	253	839	80	387	487	406	1379	108	992	1989	157
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:	24	253	839	80	387	487	406	1379	108	992	1989	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	253	839	80	387	487	406	1379	108	992	1989	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	24	253	839	80	387	487	406	1379	0	992	1989	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	253	839	80	387	487	406	1379	0	992	1989	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	24	253	839	80	387	487	406	1379	0	992	1989	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.91	0.91	0.95	0.91	1.00	0.89	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	3610	1900	1800	3458	1729	1800	5187	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.44	0.04	0.11	0.28	0.23	0.27	0.00	0.29	0.55	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.02	0.32	0.32	0.03	0.34	0.34	0.16	0.27	0.00	0.30	0.40	0.40
Volume/Cap:	0.83	0.22	1.37	1.37	0.33	0.83	1.37	0.99	0.00	0.99	1.37	0.21
Delay/Veh:	147.8	24.8	211.7	293.7	24.7	36.3	229.4	56.9	0.0	59.7	202	19.7
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:	147.8	24.8	211.7	293.7	24.7	36.3	229.4	56.9	0.0	59.7	202	19.7
LOS by Move:	F	C	F	F	C	D	F	E	A	E	F	B
HCM2kAvgQ:	2	3	55	7	5	18	29	21	0	21	67	3

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

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City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

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

Intersection #33 Reche Canyon Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	6	Average Delay (sec/veh):	45.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Reche Canyon Rd						Washington St					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 0
Volume Module:												
Base Vol:	831	0	765	0	0	0	0	1556	549	0	2251	0
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:	831	0	765	0	0	0	0	1556	549	0	2251	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	831	0	765	0	0	0	0	1556	549	0	2251	0
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:	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 Volume:	831	0	765	0	0	0	0	1556	549	0	2251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	831	0	765	0	0	0	0	1556	549	0	2251	0
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:	831	0	765	0	0	0	0	1556	549	0	2251	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	0.91	1.00	0.95	0.91	1.00
Lanes:	2.45	0.00	1.55	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	4160	0	2950	0	0	0	0	5187	1900	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.29	0.00	0.43	0.00
Crit Moves:			****								****	
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.28	0.28	0.00	0.69	0.00
Volume/Cap:	0.81	0.00	1.06	0.00	0.00	0.00	0.00	1.06	1.02	0.00	0.62	0.00
Delay/Veh:	38.3	0.0	77.5	0.0	0.0	0.0	0.0	75.8	79.1	0.0	8.6	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:	38.3	0.0	77.5	0.0	0.0	0.0	0.0	75.8	79.1	0.0	8.6	0.0
LOS by Move:	D	A	E	A	A	A	A	E	E	A	A	A
HCM2kAvgQ:	12	0	21	0	0	0	0	24	22	0	13	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Hunts Ln & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	6	Average Delay (sec/veh):	42.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hunts Ln						Washington St					
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			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	2	0 0	1! 0	1	2 0	3 0	0	2 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	695	0	213	367	1552	0	0	2002	543
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	695	0	213	367	1552	0	0	2002	543
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	695	0	213	367	1552	0	0	2002	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	695	0	213	367	1552	0	0	2002	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	695	0	213	367	1552	0	0	2002	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	695	0	213	367	1552	0	0	2002	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	1.00	0.89	0.91	1.00	0.89	0.91	1.00
Lanes:	1.00	2.00	2.00	0.87	0.00	1.13	2.00	3.00	0.00	2.00	3.00	1.00
Final Sat.:	1800	3610	3600	1572	0	2141	3400	5187	0	3400	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.44	0.00	0.10	0.11	0.30	0.00	0.00	0.39	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.11	0.50	0.00	0.00	0.39	0.00
Volume/Cap:	0.00	0.00	0.00	1.00	0.00	0.22	1.00	0.60	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	56.4	0.0	17.2	90.3	18.5	0.0	0.0	49.6	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:	0.0	0.0	0.0	56.4	0.0	17.2	90.3	18.5	0.0	0.0	49.6	0.0
LOS by Move:	A	A	A	E	A	B	F	B	A	A	D	A
HCM2kAvgQ:	0	0	0	31	0	3	6	11	0	0	30	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 La Cadena Dr & Barton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	6	Average Delay (sec/veh):	34.0
Optimal Cycle:	117	Level Of Service:	C

Street Name:	La Cadena Dr						Barton Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 0	3	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	964	638	463	1124	0	0	0	0	433	0	539
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	964	638	463	1124	0	0	0	0	433	0	539
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	964	638	463	1124	0	0	0	0	433	0	539
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:	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 Volume:	0	964	638	463	1124	0	0	0	0	433	0	539
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	964	638	463	1124	0	0	0	0	433	0	539
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:	0	964	638	463	1124	0	0	0	0	433	0	539
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5187	1900	1800	5187	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.34	0.26	0.22	0.00	0.00	0.00	0.00	0.24	0.00	0.28
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.36	0.36	0.28	0.64	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.52	0.93	0.93	0.34	0.00	0.00	0.00	0.00	0.79	0.00	0.93
Delay/Veh:	0.0	25.4	50.5	60.0	8.5	0.0	0.0	0.0	0.0	39.5	0.0	56.0
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	25.4	50.5	60.0	8.5	0.0	0.0	0.0	0.0	39.5	0.0	56.0
LOS by Move:	A	C	D	E	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	8	22	19	6	0	0	0	0	15	0	21

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 La Cadena Dr & I-215 Southbound Ramps

Average Delay (sec/veh): 70.9 Worst Case Level Of Service: F[163.7]

Street Name:	La Cadena Dr							I-215 Southbound Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 0	0	0	1	0 0
Volume Module:																
Base Vol:	152	0	880	0	0	0	0		386	0	0		966	0		
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:	152	0	880	0	0	0	0		386	0	0		966	0		
Added Vol:	0	0	0	0	0	0	0		0	0	0		0	0		
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0		
Initial Fut:	152	0	880	0	0	0	0		386	0	0		966	0		
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:	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 Volume:	152	0	880	0	0	0	0		386	0	0		966	0		
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0		
FinalVolume:	152	0	880	0	0	0	0		386	0	0		966	0		
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx		
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1352	xxxx	386	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx		
Potent Cap.:	167	xxxx	666	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx		
Move Cap.:	167	xxxx	666	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx		
Volume/Cap:	0.91	xxxx	1.32	xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	6.7	xxxx	35.9	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx		
Control Del:	102.3	xxxx	174.3	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx		
LOS by Move:	F	*	F	*	*	*	*		*	*	*		*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR - RT		LT -	LTR -	RT	LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*		*	*	*		*	*	*	
ApproachDel:	163.7			xxxxxx			xxxxxx				xxxxxx					
ApproachLOS:	F			*			*				*					

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

City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #38 La Cadena Dr & I-215 Northbound Ramps

Average Delay (sec/veh): 822.4 Worst Case Level Of Service: F[3348.3]

Street Name:	La Cadena Dr						I-215 Northbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 1 0 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	429	0	401	106	1076	0	0	884	485
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	429	0	401	106	1076	0	0	884	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	429	0	401	106	1076	0	0	884	485
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:	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 Volume:	0	0	0	429	0	401	106	1076	0	0	884	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	429	0	401	106	1076	0	0	884	485
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2415	xxxx	1127	1369	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	36	xxxx	251	508	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	30	xxxx	251	508	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	14.17	xxxx	1.60	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	52.9	xxxx	24.8	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	6178	xxxx	321.2	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			3348.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Pepper Ave & San Bernardino Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	6	Average Delay (sec/veh):	20.6
Optimal Cycle:	27	Level Of Service:	C

Street Name:	Pepper Ave						San Bernardino Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	101	906	48	170	851	154	130	225	101	29	234	130
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:	101	906	48	170	851	154	130	225	101	29	234	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	906	48	170	851	154	130	225	101	29	234	130
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:	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 Volume:	101	906	48	170	851	154	130	225	101	29	234	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	906	48	170	851	154	130	225	101	29	234	130
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:	101	906	48	170	851	154	130	225	101	29	234	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.29	0.71
Final Sat.:	3400	3610	1900	1800	3057	553	1800	1900	1900	1800	2321	1289
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.03	0.09	0.28	0.28	0.07	0.12	0.05	0.02	0.10	0.10
Crit Moves:		****		****				****				
Green/Cycle:	0.07	0.51	0.51	0.19	0.63	0.63	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.44	0.49	0.05	0.49	0.44	0.44	0.30	0.49	0.22	0.07	0.42	0.42
Delay/Veh:	46.2	16.3	12.4	37.2	9.5	9.5	31.5	33.6	30.7	29.4	32.5	32.5
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:	46.2	16.3	12.4	37.2	9.5	9.5	31.5	33.6	30.7	29.4	32.5	32.5
LOS by Move:	D	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	10	1	5	8	8	4	6	3	1	5	5

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

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City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

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

Intersection #13 Pepper Ave & Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	8	Average Delay (sec/veh):	27.5
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Pepper Ave						Valley 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	223	734	99	66	709	283	223	453	211	101	329	68
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:	223	734	99	66	709	283	223	453	211	101	329	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	734	99	66	709	283	223	453	211	101	329	68
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:	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 Volume:	223	734	99	66	709	283	223	453	211	101	329	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	734	99	66	709	283	223	453	211	101	329	68
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:	223	734	99	66	709	283	223	453	211	101	329	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.66	0.34
Final Sat.:	1800	5187	1900	3400	3610	1900	3400	3610	1900	3400	2992	618
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.05	0.02	0.20	0.15	0.07	0.13	0.11	0.03	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.52	0.52	0.07	0.36	0.36	0.12	0.26	0.26	0.06	0.20	0.20
Volume/Cap:	0.54	0.27	0.10	0.27	0.54	0.41	0.54	0.48	0.42	0.48	0.54	0.54
Delay/Veh:	35.3	13.3	12.1	44.5	25.6	24.1	42.7	31.4	31.1	47.0	36.4	36.4
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:	35.3	13.3	12.1	44.5	25.6	24.1	42.7	31.4	31.1	47.0	36.4	36.4
LOS by Move:	D	B	B	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	7	5	1	1	9	7	4	6	6	2	6	6

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

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City of Colton General Plan - Circulation Element
Year 2030 General Plan Alternative

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Hermosa Ave & Valley Blvd

Average Delay (sec/veh): 102.8 Worst Case Level Of Service: F[579.2]

Street Name:	Hermosa Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	264	0	37	217	507	0	0	609	84
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	264	0	37	217	507	0	0	609	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	264	0	37	217	507	0	0	609	84
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:	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 Volume:	0	0	0	264	0	37	217	507	0	0	609	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	264	0	37	217	507	0	0	609	84
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1297	1550	305	693	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	156	115	697	912	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	128	88	697	912	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.07	0.00	0.05	0.24	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	142	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	24.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	579	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			579.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Pepper Ave & Slover Ave

Average Delay (sec/veh): 18.0 Worst Case Level Of Service: F[51.8]

Street Name:	Pepper Ave								Slover Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	0	1	0	1 0	0	0	1!	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	6	0		78	1	230		548	2	2		0	2	129	
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	6	0		78	1	230		548	2	2		0	2	129	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	6	0		78	1	230		548	2	2		0	2	129	
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:	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 Volume:	0	6	0		78	1	230		548	2	2		0	2	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	6	0		78	1	230		548	2	2		0	2	129	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	xxxxx		7.1	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	4.0	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	1230	xxxxx		1169	1167	67		131	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	179	xxxxx		172	195	1003		1467	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	83	xxxxx		94	90	1003		1467	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	0.07	xxxx		0.83	0.01	0.23		0.37	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	0.2	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	51.8	xxxxx		xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	F	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		94	xxxx	961		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		4.6	xxxx	0.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		133.2	xxxx	9.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		F	*	A		*	*	*		*	*	*	
ApproachDel:	51.8				41.3				xxxxxx				xxxxxx			
ApproachLOS:	F				E				*				*			

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

City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Barton Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.183
Loss Time (sec):	8	Average Delay (sec/veh):	81.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Barton Rd						Washington St					
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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	3 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	35	236	654	131	342	366	370	1172	24	873	1682	74
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:	35	236	654	131	342	366	370	1172	24	873	1682	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	236	654	131	342	366	370	1172	24	873	1682	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	35	236	654	131	342	366	370	1172	0	873	1682	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	236	654	131	342	366	370	1172	0	873	1682	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	35	236	654	131	342	366	370	1172	0	873	1682	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.91	0.91	0.95	0.91	1.00	0.89	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	3610	1900	1800	3458	1729	1800	5187	1900	3400	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.34	0.07	0.10	0.21	0.21	0.23	0.00	0.26	0.47	0.04
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.29	0.29	0.06	0.32	0.32	0.17	0.27	0.00	0.30	0.39	0.39
Volume/Cap:	0.66	0.22	1.18	1.18	0.31	0.66	1.18	0.85	0.00	0.85	1.18	0.10
Delay/Veh:	73.9	27.0	135.2	189.9	25.5	30.6	151.5	40.1	0.0	39.7	120	19.2
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:	73.9	27.0	135.2	189.9	25.5	30.6	151.5	40.1	0.0	39.7	120	19.2
LOS by Move:	E	C	F	F	C	C	F	D	A	D	F	B
HCM2kAvgQ:	2	3	36	10	4	11	23	15	0	15	45	1

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Reche Canyon Rd & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	6	Average Delay (sec/veh):	75.1
Optimal Cycle:	62	Level Of Service:	E

Street Name:	Reche Canyon Rd						Washington St					
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			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1!	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 0
Volume Module:												
Base Vol:	675	0	398	0	0	0	0	1285	921	0	1893	0
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:	675	0	398	0	0	0	0	1285	921	0	1893	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	675	0	398	0	0	0	0	1285	921	0	1893	0
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:	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 Volume:	675	0	398	0	0	0	0	1285	921	0	1893	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	675	0	398	0	0	0	0	1285	921	0	1893	0
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:	675	0	398	0	0	0	0	1285	921	0	1893	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	0.91	1.00	0.95	0.91	1.00
Lanes:	2.56	0.00	1.44	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00
Final Sat.:	4349	0	2739	0	0	0	0	5187	1900	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.15	0.00	0.00	0.00	0.00	0.25	0.48	0.00	0.36	0.00
Crit Moves:	****										****	
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.75	0.00
Volume/Cap:	0.82	0.00	0.76	0.00	0.00	0.00	0.00	0.82	1.60	0.00	0.49	0.00
Delay/Veh:	42.9	0.0	40.9	0.0	0.0	0.0	0.0	35.7	312.2	0.0	5.0	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:	42.9	0.0	40.9	0.0	0.0	0.0	0.0	35.7	312.2	0.0	5.0	0.0
LOS by Move:	D	A	D	A	A	A	A	D	F	A	A	A
HCM2kAvgQ:	9	0	8	0	0	0	0	14	70	0	8	0

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

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City of Colton General Plan - Circulation Element
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Hunts Ln & Washington St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	6	Average Delay (sec/veh):	30.2
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Hunts Ln						Washington St					
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			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	2	0 0	1! 0	1	2 0	3 0	0	2 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	502	0	706	209	1370	0	0	1591	492
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	502	0	706	209	1370	0	0	1591	492
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	502	0	706	209	1370	0	0	1591	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	502	0	706	209	1370	0	0	1591	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	502	0	706	209	1370	0	0	1591	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	502	0	706	209	1370	0	0	1591	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	1.00	0.89	0.91	1.00	0.89	0.91	1.00
Lanes:	1.00	2.00	2.00	0.60	0.00	1.40	2.00	3.00	0.00	2.00	3.00	1.00
Final Sat.:	1800	3610	3600	1080	0	2660	3400	5187	0	3400	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.27	0.06	0.26	0.00	0.00	0.31	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.52	0.00	0.52	0.07	0.42	0.00	0.00	0.35	0.00
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.51	0.89	0.64	0.00	0.00	0.89	0.00
Delay/Veh:	0.0	0.0	0.0	28.5	0.0	15.6	76.6	23.8	0.0	0.0	36.6	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:	0.0	0.0	0.0	28.5	0.0	15.6	76.6	23.8	0.0	0.0	36.6	0.0
LOS by Move:	A	A	A	C	A	B	E	C	A	A	D	A
HCM2kAvgQ:	0	0	0	26	0	10	4	12	0	0	20	0

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

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

Intersection #36 La Cadena Dr & Barton Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	6	Average Delay (sec/veh):	32.3
Optimal Cycle:	67	Level Of Service:	C

Street Name:	La Cadena Dr						Barton Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	0	957	377	540	783	0	0	0	0	515	0	296
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	957	377	540	783	0	0	0	0	515	0	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	957	377	540	783	0	0	0	0	515	0	296
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:	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 Volume:	0	957	377	540	783	0	0	0	0	515	0	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	957	377	540	783	0	0	0	0	515	0	296
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:	0	957	377	540	783	0	0	0	0	515	0	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.95	0.91	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5187	1900	1800	5187	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.20	0.30	0.15	0.00	0.00	0.00	0.00	0.29	0.00	0.16
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.24	0.24	0.36	0.60	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.78	0.83	0.83	0.25	0.00	0.00	0.00	0.00	0.83	0.00	0.45
Delay/Veh:	0.0	38.8	48.9	38.5	9.6	0.0	0.0	0.0	0.0	39.8	0.0	26.1
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	38.8	48.9	38.5	9.6	0.0	0.0	0.0	0.0	39.8	0.0	26.1
LOS by Move:	A	D	D	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	11	12	18	4	0	0	0	0	18	0	7

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 La Cadena Dr & I-215 Southbound Ramps

Average Delay (sec/veh): 87.1 Worst Case Level Of Service: F[190.2]

Street Name:	La Cadena Dr							I-215 Southbound Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1 0	0	0	1	0	0	0	0 0	0	0	1	0 0	0	0	1	0 0
Volume Module:																
Base Vol:	338	0	784		0	0	0		0	271	0		0	1056	0	
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:	338	0	784		0	0	0		0	271	0		0	1056	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	338	0	784		0	0	0		0	271	0		0	1056	0	
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:	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 Volume:	338	0	784		0	0	0		0	271	0		0	1056	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	338	0	784		0	0	0		0	271	0		0	1056	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1327	xxxx	271		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	173	xxxx	773		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	173	xxxx	773		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	1.95	xxxx	1.01		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	25.6	xxxx	17.9		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	493.9	xxxx	59.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	F	*	F		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	190.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	F				*				*				*			

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #38 La Cadena Dr & I-215 Northbound Ramps

Average Delay (sec/veh): 154.5 Worst Case Level Of Service: F[819.0]

Street Name:	La Cadena Dr								I-215 Northbound Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	0	1	0	0 0	1	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		199	0	339		135	667	0		0	785	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		199	0	339		135	667	0		0	785	741	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		199	0	339		135	667	0		0	785	741	
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:	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 Volume:	0	0	0		199	0	339		135	667	0		0	785	741	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		199	0	339		135	667	0		0	785	741	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		2093	xxxx	1156		1526	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		58	xxxx	242		443	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		43	xxxx	242		443	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		4.58	xxxx	1.40		0.31	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		22.7	xxxx	18.9		1.3	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		1800	xxxx	243.0		16.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	F		C	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		1.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		16.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		C	*	*		*	*	*	
ApproachDel:	xxxxxx				819.0				xxxxxx				xxxxxx			
ApproachLOS:	*				F				*				*			

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

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