Appendix H:
Traffic and Transportation Analysis

URBAN CROSSROADS

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March 18, 2013

Mr. Mike Houlihan
MICHAEL BRANDMAN ASSOCIATES
200 Commerce, Suite 200
Irvine, CA 92602

Subject: **Beaumont Avenue Recharge Facility and Pipeline Project Traffic Impact Analysis**

Dear Mr. Houlihan:

INTRODUCTION

Urban Crossroads, Inc. is pleased to submit this letter report evaluating the potential short-term and long-term traffic impacts to roadway segments and intersections in the project study area with the construction of the Beaumont Avenue Recharge and Pipeline Project. Exhibit A illustrates the project location within a 5-mile radius. The project's recharge facility is located at the southwest corner of Beaumont Avenue and Brookside Avenue, the pipeline will be constructed from the recharge basin to Orchard Street along Beaumont Avenue and then west of Beaumont Avenue along Orchard Street to its terminus immediately west of Mountain View Channel. Regional access to the site would be from the I-10 Freeway via the Cherry Valley Boulevard and /or Beaumont Avenue. Traffic generation during operation of the recharge basin is expected to be nominal. Therefore, the primary focus of the traffic analysis is the potential impacts during construction of the project, particularly the pipeline construction aspect of the project. Construction will begin in 2014 and is expected to occur only during the summer months when school is not in session.

Beaumont Avenue is a secondary roadway where the majority of the pipeline construction is proposed to occur. No full closures of Beaumont Avenue or any of the other (less impacted) roadways are anticipated at any time during the course of construction. The analysis focuses on the roadway segments and key intersections that are potentially impacted by the proposed pipeline construction project.

Discrete roadway segments that are long enough (more than 600 feet between key intersections) to require analysis separate from the accompanying analysis of key (signalized) intersections are:

Roadway Segment Location
Orchard Street, west of Beaumont Avenue
Beaumont Avenue, between Orchard Street and Vineland Street
Beaumont Avenue, between Vineland Street and Cherry Valley Boulevard
Beaumont Avenue, between Cherry Valley Boulevard and Brookside Avenue
Brookside Avenue, west of Beaumont Avenue

Exhibit B illustrates the study area intersections that have been evaluated in this letter report. The intersection analysis locations have been selected based upon review of the proposed construction program. The study area includes the following four (4) intersections:

ID	Intersection Location	Jurisdiction
1	Beaumont Avenue / Orchard Street	Riverside County
2	Beaumont Avenue / Vineland Street	Riverside County
3	Beaumont Avenue / Cherry Valley Boulevard	Riverside County, Beaumont
4	Beaumont Avenue / Brookside Avenue	Beaumont

The purpose of this report is to evaluate the potential incremental (direct) and cumulative project impacts for use in the environmental document for the proposed project.

The traffic evaluation focuses on:

- Qualitatively discussing the potential impacts related to construction traffic;
- Summarizing / Interpreting existing traffic volume trends in the study area;
- Evaluating existing hourly roadway segment volume to capacity (V/C) ratios;
- Calculating the existing AM and PM peak hour intersection delay and level of service;
- Calculating the construction year (2014) AM and PM peak hour intersection levels of service with the anticipated project construction lane closures;
- Determining if construction time restrictions are necessary to avoid / mitigate potential traffic impacts related to construction activities.
- Pedestrian safety during construction.

- Emergency vehicle access adequacy during construction.
- Transit access / impacts during construction

PROJECT DESCRIPTION

The proposed project includes the construction and operation of a recharge facility, pipeline, and a service connection facility (See Exhibit C). The recharge facility is located on an approximately 44-acre site and is proposed to include a series of five tiered basins. Access roads will be located along the perimeter of the facility, as well as between each of the five basins.

The proposed pipeline will extend from the recharge facility to the service connection facility. The pipeline is planned to be located on the west side of the Beaumont Avenue centerline and the south side of the Orchard Street centerline. Pipeline construction will include trenching for the majority of the pipeline, with jacking and boring occurring at the Noble Creek crossing along Beaumont Avenue and the Mountain View Channel crossing along Orchard Street.

The service connection facility is proposed to divert raw, imported SWP water flows from the existing 36-inch East Branch Extension/Noble Creek pipeline located at the intersection of Orchard Street and Mountain View Avenue. A pipe outlet, not to exceed 24-inch diameter, will be extended from the service connection to the proposed 24-inch pipeline along Orchard Street.

Based on information provided by the applicant, the construction will begin in 2014 and is expected to occur only during summer months when school is not in session. The project has been designed and engineered such that grading and excavation activities associated with the recharge facility site and service connection site would not require the export of soil. The excavation activities associated with construction of the pipeline will result in small quantities of surplus soils. The surplus soils are expected to be transported to and deposited at up to three locations: the recharge facility site, the service connection site, and/or the offsite triangular parcel located south of Brookside Avenue, north of Noble Creek, and east of the Mountain View Channel.

The traffic generation during operation of the recharge basin is expected to be nominal. Therefore, the primary focus of the traffic analysis is on the potential impacts during the construction of the project, specifically the pipeline construction aspect of the project.

The analysis in this report assesses conditions along the pipeline route assuming two separate scenarios. The first scenario assumes that during open trench work, one (1) lane of traffic (in each direction) will be available for use by motorists traveling along Beaumont Avenue, Orchard Street, and Brookside Avenue. The second scenario evaluates conditions if the construction necessitates narrowing the road to a single travel lane with the traffic in each direction being controlled by flag persons.

Residential streets surrounding the construction zones will not be available for use by through traffic. However, all residential streets will provide local and emergency access at all times. During construction of the proposed project, analysis has been prepared under the assumption that approaches at the key study intersections (where pipeline activities are anticipated to occur) with 2 or more lanes will be reduced to a single shared lane for all movements and will operate with all-way-stop control.

PROJECT TRIP GENERATION

Based on the information presented above ("Project Description"), the proposed project consists of two (2) types of trips (discussed below):

1. Truck trips related to the export of material - The quantity of trips anticipated by the proposed project generated by trucks during the pipeline construction of the project. Table 1 summarizes the truck trip generation for the proposed project. The pipeline construction aspect of the project is anticipated to generate 26 daily truck trips. One truck trip is equal to 3 passenger car equivalents (PCEs). Therefore the 26 daily truck trips equates to 78 daily PCEs.

   Export activities are expected to be evenly distributed over a 6 hour work day. Therefore, during any given hour, the pipeline construction aspect of the project is expected to generate 4 [inbound + outbound] truck trips. This equates to 12 [inbound + outbound] truck PCE trips.

2. Trips related to general construction traffic - Construction workers, supervisors, and miscellaneous activities (such as inspectors, supply / equipment deliveries, food service, etc.). Table 2 summarizes the "general construction traffic" trip generation for the proposed project. Construction workers (including supervisors) have been assumed to arrive and depart during the same 1 hour period in the morning and afternoon. Additionally, the daily traffic quantities have been increased by 25% to account for traffic associated with miscellaneous activities (such as inspectors, supply / equipment deliveries, food service, etc.). As shown on Table 2, the project is anticipated to generate a total of 29 peak hour "general construction" trips.

   Since the project is anticipated to contribute less than 50 peak hour trips in total (Truck PCE and general construction traffic), explicit analysis will not be performed to evaluate the potential impacts (if any) of trips related to general construction traffic.

ANALYSIS METHODOLOGIES

Traffic operations analysis has been performed to evaluate peak hour traffic operations along roadway segments and at key intersections within the study area. Intersections are the element of the highway system where the greatest conflicting demand for roadway space occurs and therefore control the overall quality of traffic flow within the system.

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The *Highway Capacity Manual* (HCM) (Transportation Research Board 2000) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

Since construction activities are anticipated during the summer months only, the intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in August 2012 when school was not in session. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The City of Beaumont and County of Riverside require signalized intersection operations analysis based on the methodology described in Chapter 16 of the *Highway Capacity Manual* (HCM) (Transportation Research Board 2000). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described below.

Signalized Intersection LOS Thresholds

Level of Service	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up

Source: HCM 2000, Chapter 16

For unsignalized intersections, the City of Beaumont and County of Riverside require that the operations of unsignalized intersections be evaluated using the methodology described in Chapter 17 of the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle.

Unsignalized Intersection LOS Thresholds

Level of Service	Description	Average Control Per Vehicle (Seconds)
A	Little or no delays.	0 to 10.00
B	Short traffic delays.	10.01 to 15.00
C	Average traffic delays.	15.01 to 25.00
D	Long traffic delays.	25.01 to 35.00
E	Very long traffic delays.	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded.	> 50.00

Source: HCM 2000, Chapter 17

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane.

For both the intersection and roadway segment analysis, a saturation flow rate of 1,900 vehicles per hour of green (vphg) per lane (for all types of lanes) were utilized to evaluate the delay for each study intersection under "Existing Lanes" conditions. 1,900 vphg is the Riverside County default capacity and is also cited specifically in the Riverside County Traffic Impact Analysis Preparation Guide (April 2008). The HCM analysis has been performed using the software package Traffix (Version 8.0 R1, 2008).

To account for reduced roadway capacities related to construction activity, a saturation flow rate of 1,500 vphg has been used to evaluate each study intersection's delay for each proposed "Construction Configuration". The reduced flow rate of 1,500 vphg represents an approximately 20% reduction (from 1,900 vphg) and is a result of lower vehicle speeds within a construction zone area. This is consistent with research performed by the Iowa Department of Transportation (DOT) suggesting capacity reductions in the range of around 15 – 25%. Flow rates of 1,400 vphg to 1,600 vphg were identified in the Iowa research effort. The construction zone capacity research

document prepared by the Iowa DOT is attached to this letter report as Attachment "A". The reduced capacity is applied to each roadway lane / intersection approach lane where the lane configuration is affected by construction activities. The reduced capacity was also used to evaluate the potential construction impacts to roadway segments.

The LOS thresholds in terms of roadway segment V/C ratio and corresponding Level of Service (LOS) are as follows:

Level of Service	Critical Volume To Capacity Ratio (V/C)
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	>1.00

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

Based on review of the level of service (LOS) standards obtained for the City of Beaumont General Plan and the County of Riverside General Plan, LOS “D” is generally the limit of acceptable LOS.

EXISTING TRAFFIC CONDITIONS

Exhibit D illustrates the existing number of through lanes in the study area and intersection controls for the study area.

Beaumont Avenue is currently a two (2) lane undivided facility (1 lane in each direction) through the study area. The posted speed limit along Beaumont Avenue varies between 35-40 miles per hour (mph). Left turn lanes are provided at the intersections of Cherry Valley Boulevard and Brookside Avenue along Beaumont Avenue. Freeway access is provided to the I-10 Freeway south of Beaumont Avenue and also via Cherry Valley Boulevard and Oak Valley Parkway.

Orchard Street is currently a two (2) lane undivided local roadway. Orchard Street provides access primarily to residential areas to the east and west. Vineland Street is also currently a two (2) lane undivided local roadway and provides access primarily to residential areas.

Cherry Valley Boulevard is a three (3) lane divided roadway west of Beaumont Avenue and becomes a two (2) lane undivided east of Beaumont Avenue. Cherry Valley Boulevard directly connects to the I-10 Freeway to the west of the study area.

Brookside Avenue is a two (2) lane divided roadway west of Beaumont Avenue and becomes a two (2) lane undivided east of Beaumont Avenue.

Existing average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-E. Existing ADT volumes are based upon traffic data collected for Urban Crossroads, Inc. (see Appendix "B") or estimated based on peak hour data. The estimated ADT volumes have been calculated by Urban Crossroads, Inc. using the following formula for each intersection leg:

(AM Peak Hour (Approach + Exit Volume) + PM Peak Hour (Approach + Exit Volume)) /(5.70% + 8.50%) = Daily Leg Volume.

In the above formula, the constants of 5.70% and 8.50% are estimated AM and PM Peak Hour to ADT ratios based on the data collected for this study that result in a peak hour to ADT factor of 7.0420 (see Appendix "C" for ADT worksheets). The highest daily traffic volume in the study area is 8,200 vehicles per day (VPD) and occurs on Beaumont Avenue, south of Brookside Avenue. Beaumont Avenue currently carries between 3,900 and 8,200 VPD. Orchard Street, adjacent to the service connection site carries approximately 1,300 VPD. Brookside Avenue adjacent to the Recharge Facility site and staging area carries approximately 2,400 VPD.

Peak hour roadway segment analysis has been performed for Existing Conditions and is summarized on Table 3. The peak hour roadway segment traffic volumes have been derived from the peak hour intersection turning movement traffic count data and are shown on Exhibit F and Exhibit G for the AM and PM peak hours, respectively. Based on the directional peak hour traffic volumes and number of available travel lanes, all roadway segments currently experience acceptable traffic operations (LOS "A" for all segments analyzed).

Existing intersection level of service calculations are based upon the existing intersection geometric data and AM / PM peak hour turning movement counts previously presented. The results of the existing conditions peak hour intersection operations analysis are summarized on Table 4, along with the existing intersection geometrics and traffic control devices at each analysis location. HCM calculation worksheets for existing conditions are provided in Attachment "D". All of the study area intersections are currently operating at acceptable LOS during both the AM and PM peak hours.

The following City of Beaumont Transit Routes currently operates within the study area:

- Route 2 and Route 17 runs along Beaumont Avenue and Cherry Valley Boulevard.
- Routes 3, 9, and 25 runs along Beaumont Avenue, Cherry Valley Boulevard, and Vineland Street.
- Route 7 and Route 11 runs along Beaumont Avenue, Brookside Avenue, and Cherry Valley Boulevard.

2014 WITH CONTRUCTION CONDITIONS

This section of the report discusses the anticipated study area conditions with known cumulative projects. Data related to known cumulative projects is included as Attachment "E" to this report. The proposed project construction impacts are anticipated to occur in summer, 2014. Most cumulative projects that could contribute traffic to the study area are either relatively small (less than 10 dwelling units) or larger projects located distant from the study area that would only be expected to be partially occupied and would only contribute traffic within the study area on a limited basis. Therefore, an aggressive ambient background growth factor of 10% (5% per year for two years) has been applied to existing volumes to conservatively account for the cumulative projects that may contribute trips to the study area at the time that construction will occur (summer, 2014).

The ADT volumes which can be expected for construction year (2014) conditions are shown on Exhibit H. Similar to Existing conditions, the highest study area daily traffic volumes occur on Beaumont Avenue south of Brookside Avenue (9,000 VPD). Exhibits I and J show the AM and PM peak hour intersection turning movement volumes for Opening Year (2014). These peak hour volumes have been used as the basis for the Opening Year (2014) with construction conditions operations analysis.

Analysis has initially been performed assuming one travel lane in each direction while contruciton occurs along the impacted roadway segments. Table 5 summarizes the peak hour roadway segment analysis for Opening Year (2014) with Construction conditions under these conditions. The peak hour roadway segment traffic volumes have been derived from the peak hour intersection turning movement traffic count data shown on Exhibit I and Exhibit J for the AM and

PM peak hours, respectively. Based on the directional peak hour traffic volumes and number of available travel lanes, all of the roadway segments will experience acceptable peak hour operations during the summer months, even with the reduced capacity due to construction (LOS "A" for all segments analyzed).

For 2014 With Construction conditions, it has been assumed that the approach lanes at the study intersections (where pipeline activities are anticipated to occur) with 2 or more lanes will be reduced to a single shared lane and all study intersections will operate with an all-way-stop control.

Table 6 summarizes the levels of services associated with the proposed construction plans for Opening Year (2014) with Construction conditions during the AM and PM peak hours. The intersection operations analysis worksheets for "Opening Year (2014) With Construction" conditions intersection operations analysis are included in this letter report as Attachment "F". The analysis results indicate that all of the study area intersections are anticipated to operate at acceptable LOS during both the AM and PM peak hours with the assumed lane configurations.

Analysis for the roadway segments has also been conducted assuming that it may be necessary to reduce the available roadway to a single travel lane serving both directions of traffic. The estimated directional capacity under these conditions has been estimated to be 450 vehicles per hour. Table 7 shows the segment capacity calculation under these conditions. The percentage of time related to each direction of travel reflects the anticipated travel time and the time required to allow the vehicles to travel through the construction area. The clearance interval is the time required to allow the vehicles to clear the construction area and is slightly less than the directional traffic travel time (reflecting the additional time required for the queue of vehicles to traverse the construction area). The start up lost time is the time required for the initial vehicles in the queue to enter the construction area per the direction of the flag person controlling vehicle movement at each end of the construction area.

Based on the calculation shown on Table 7, the capacity for each segment that includes a lane closure to a single lane serving both directions has been reduced from 1,500 vehicles per lane per hour to 450 vehicles per lane per hour to reflect the effects of construction activities on roadway capacity with single travel lane for both directions.

Table 8 summarizes the peak hour roadway segment analysis for Opening Year (2014) with Construction conditions with single travel lane for both directions. Based on the directional peak hour traffic volumes and number of available travel lanes, all of the roadway segments will experience acceptable peak hour operations during the summer months, even with the reduced capacity due to construction.

Several additional issues / potential impacts have also been considered. These issues include potential impact of construction workers traveling to and from the project site, as well as the potential impact of the project on emergency access, bus routes, pedestrian access and bicycle circulation.

During construction of the proposed project, there would be a temporary increase in truck trips and construction worker vehicles in the project area. Construction-related traffic would utilize the existing regional and local road network. Construction-related traffic is anticipated to access the project area primarily via the I-10 Freeway and adjacent arterials (e.g., Cherry Valley Boulevard and Brookside Avenue).

The traffic related to construction will consist primarily of passenger cars (or light duty pickup trucks), with occasional movement of heavy equipment to and from the project site. Construction traffic generally occurs prior to the typical peak hour of adjacent street traffic. In general, all traffic should utilize the arterial roadway system to access the construction site(s), and heavy trucks should utilize designated truck routes.

Based on the amount of construction equipment, number of construction workers, and anticipated hours of arrival and departure, the construction traffic related to the project is not anticipated to result in a significant impact. Even considering the peak of construction traffic activity, less than 50 peak hour trips are anticipated as a result of construction (or typical operating conditions) activity.

During construction, the number of travel lanes within the project area will be reduced. However, access to all adjacent properties will be maintained throughout the construction process. Construction will also be limited to those hours when acceptable traffic operations can be maintained. Unlike typical motorists, emergency vehicles would be able to make left or u-turns

even at locations / intersections under construction. Therefore, the impact of the project, including the construction phase, is expected to be less than significant.

Other potential impacts that have been considered include potential impacts to transit service, bicyclists, and pedestrians. No roadway closures are planned during project construction. Therefore, bus service within the project area will not be interrupted during the project construction phase. Construction activities are not expected to affect the existing bus stops located along Cherry Valley Boulevard (west of Beaumont Avenue) and Beaumont Avenue (south of Cougar Way).

Based on the lack of impact to overall transit service, as well as the temporary nature of impacts to a limited number of the overall bus stops within the project area and the availability of alternate bus stops within reasonable walking distance, the impact of the project on transit service and patrons during construction is expected to be less than significant.

During construction, sidewalks in the immediate vicinity of the construction activities may be closed on a temporary basis. Sidewalks are currently available on both sides of the various streets where construction will be occurring, so pedestrians will have facilities (sidewalks) available for their use at all times.

Another issue related to potential pedestrian impacts is the availability of crosswalks at the various major intersections that will be affected by construction. Since all intersections will operate with an all-way-stop control, pedestrians will still have access to all corners of the intersection.

SUMMARY AND CONCLUSIONS

Based upon the analysis presented in previous sections of this report, it is possible to draw the following conclusions:

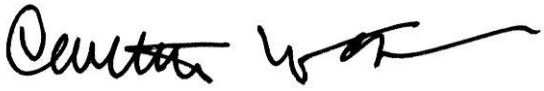
- All roadway segments and intersections analyzed experience acceptable operations under existing and opening year (2014) with construction traffic conditions.

- The proposed lane closures associated with project construction activities can occur during normally allowed construction hours (generally 8:30 AM to 3:30 PM) along the study area roadway segments that do not affect adjacent intersection operations and will result in acceptable operations and no project impact for both existing plus project and cumulative traffic conditions.
- Potential emergency access, transit, bicycle, and pedestrian circulation impacts have also been considered. Circulation opportunities will be maintained for all of these areas, although some additional inconvenience and a slight increase in additional travel time will occur on a temporary basis. Based on the continued overall accessibility, minor increases in travel time / delay, and temporary nature, no significant impact is anticipated.

Urban Crossroads, Inc. is pleased to provide this construction traffic analysis for your use. If you have any questions, please contact us at (949) 660-1994 x 210 (Carleton).

Respectfully submitted,

URBAN CROSSROADS, INC.



Carleton Waters, P. E.
Principal

CW:JC:rd
JN:08301-03 Report

Attachments

EXHIBIT A

VICINITY MAP

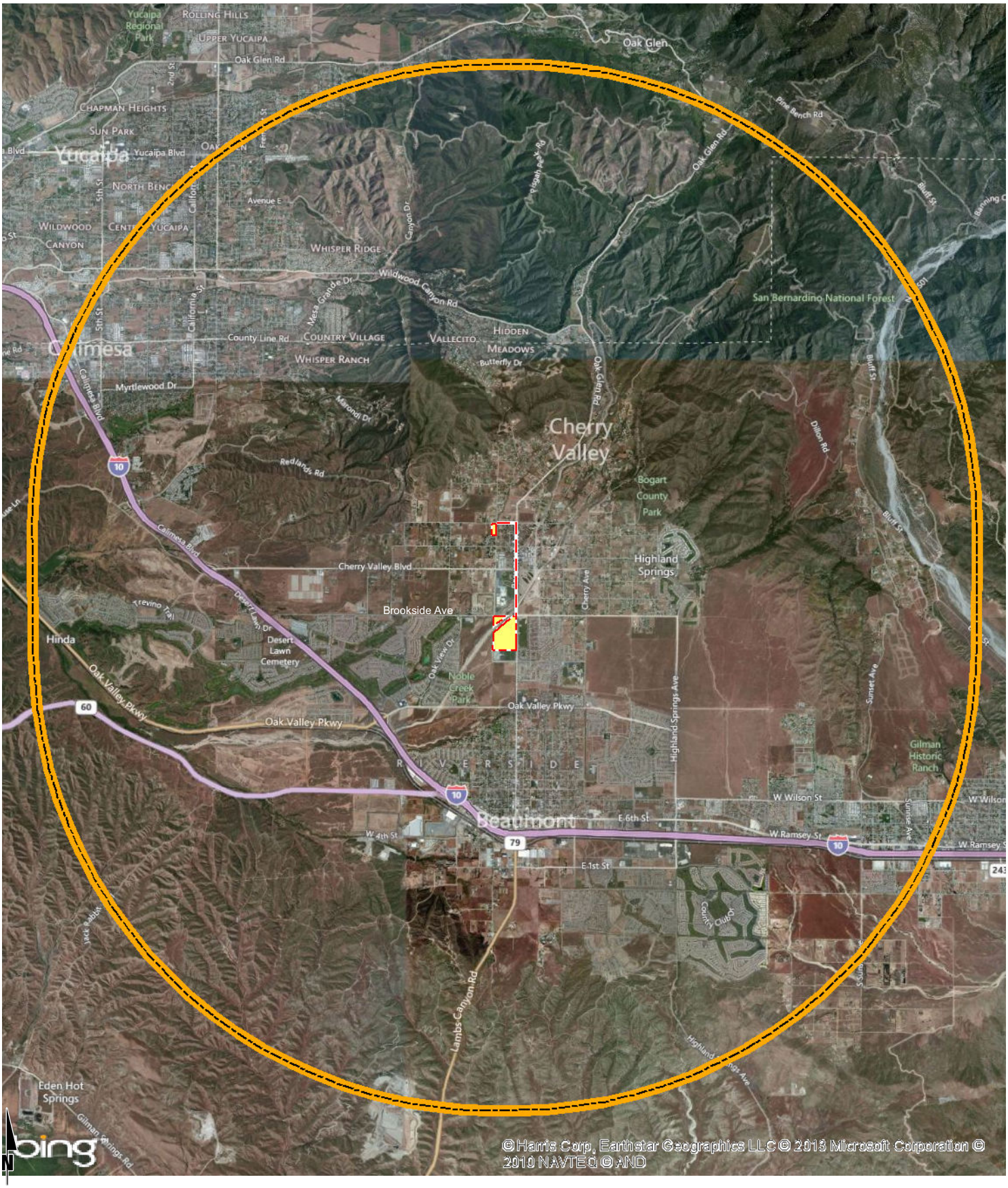
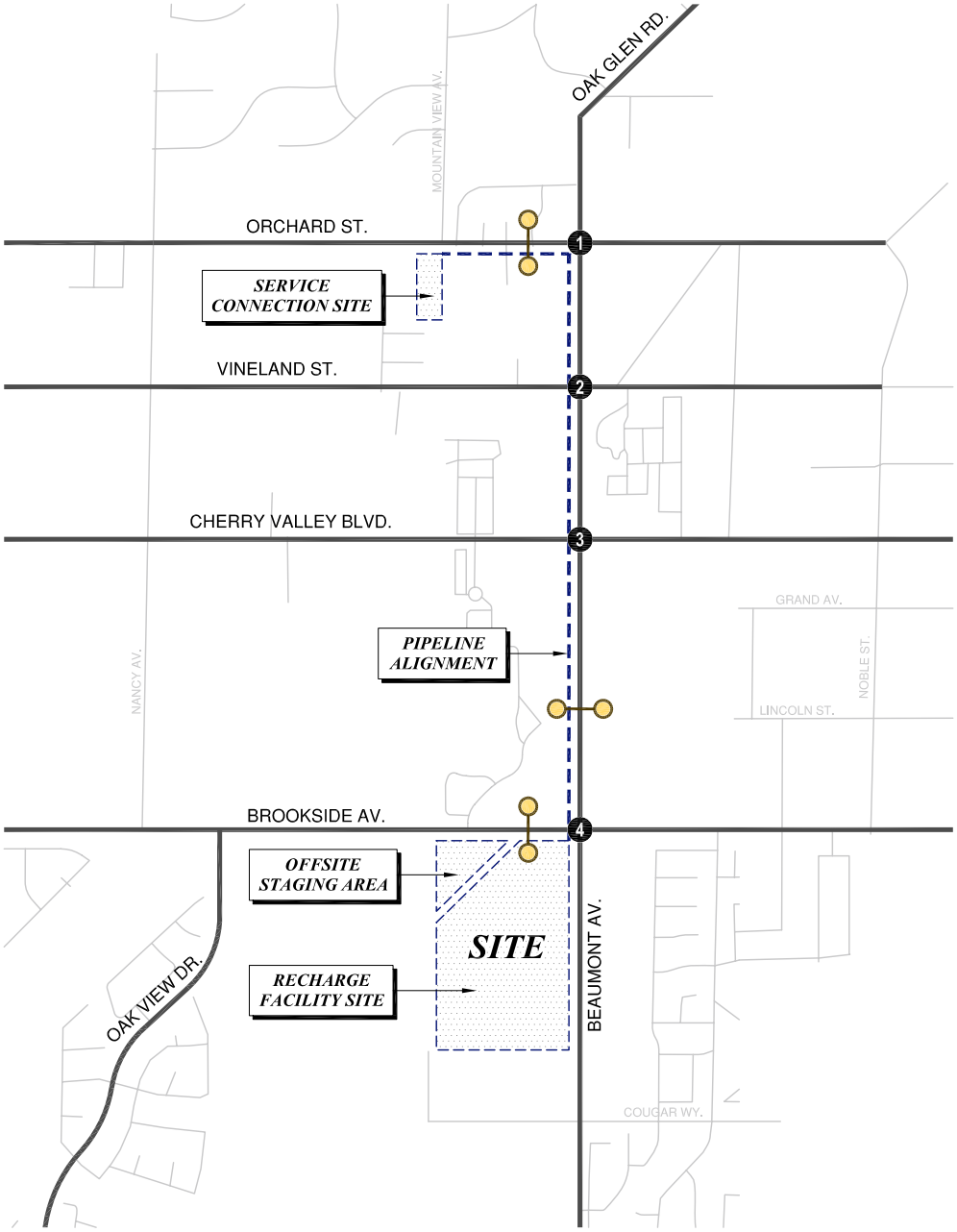


EXHIBIT B

RECOMMENDED STUDY AREA



LEGEND:

4 = INTERSECTION ANALYSIS LOCATION

= ROADWAY SEGMENT ANALYSIS LOCATION

N

EXHIBIT C

PROJECT AND OFFSITE COMPONENTS

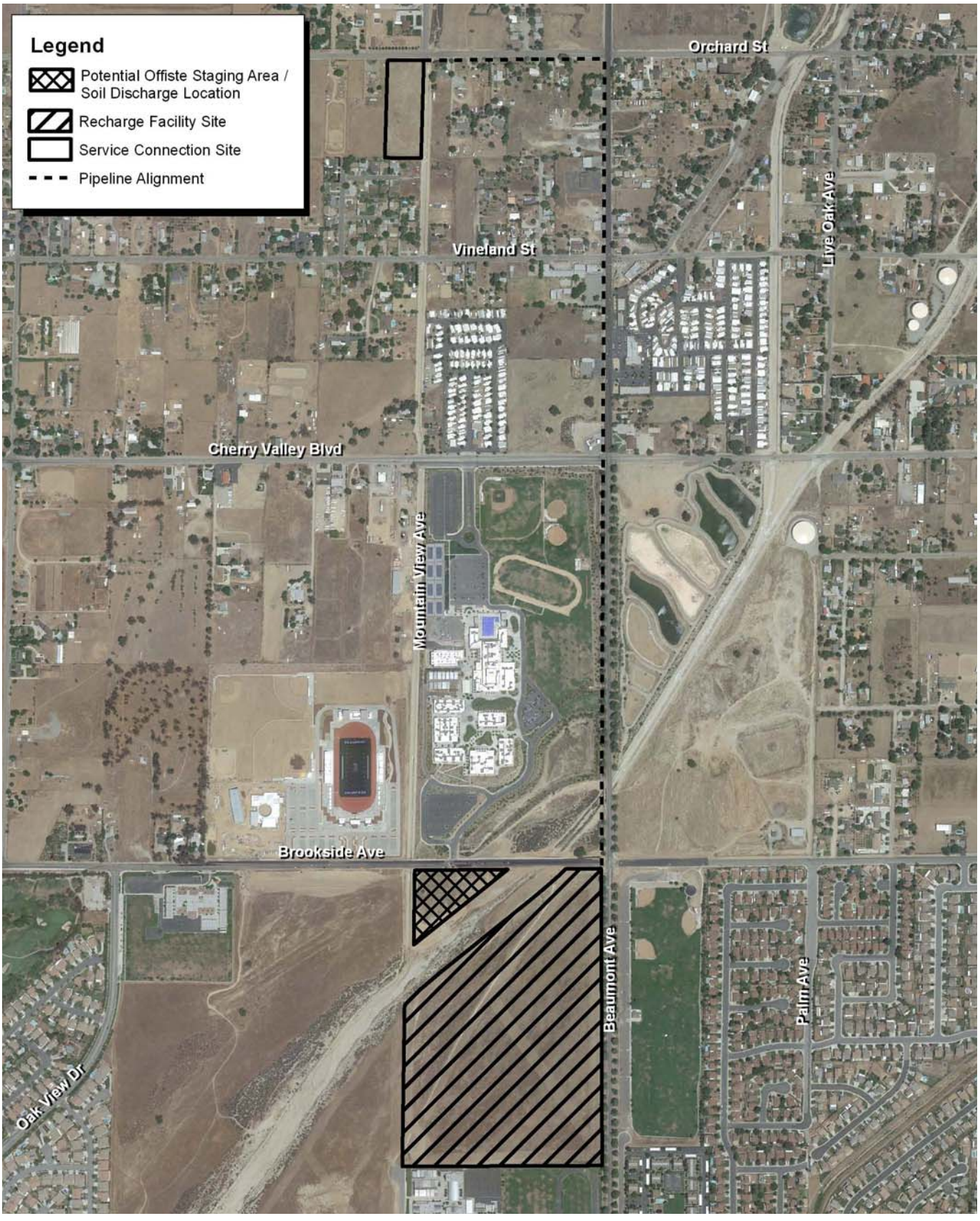
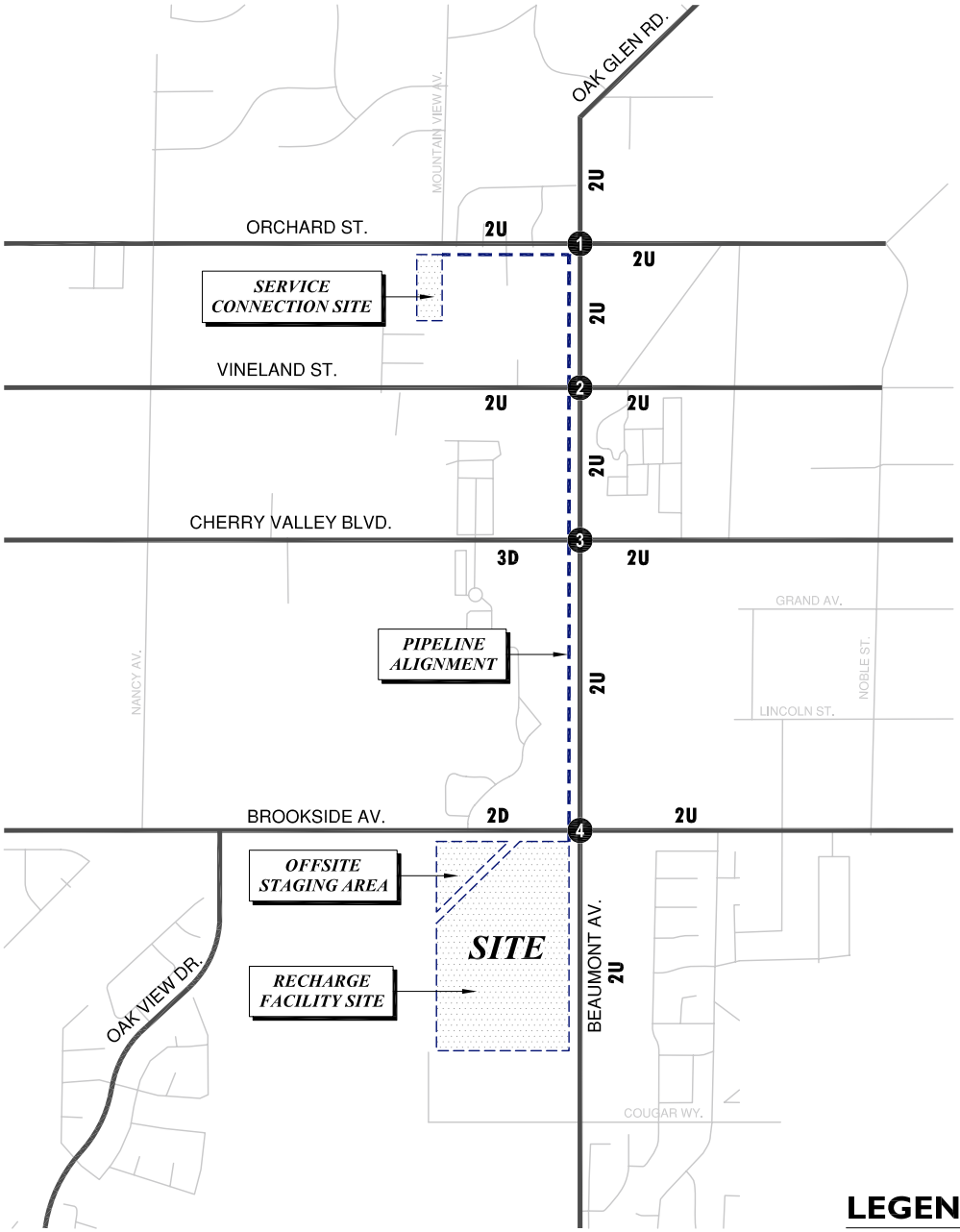
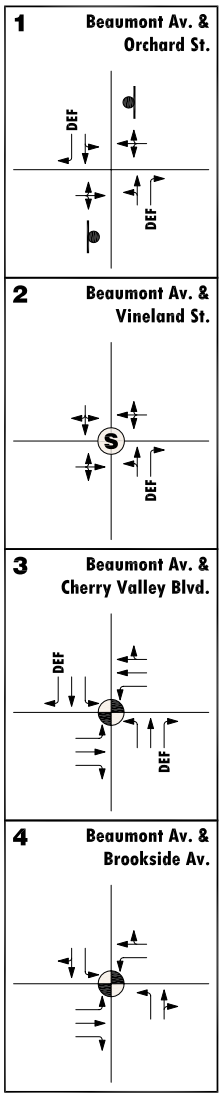


EXHIBIT D

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS





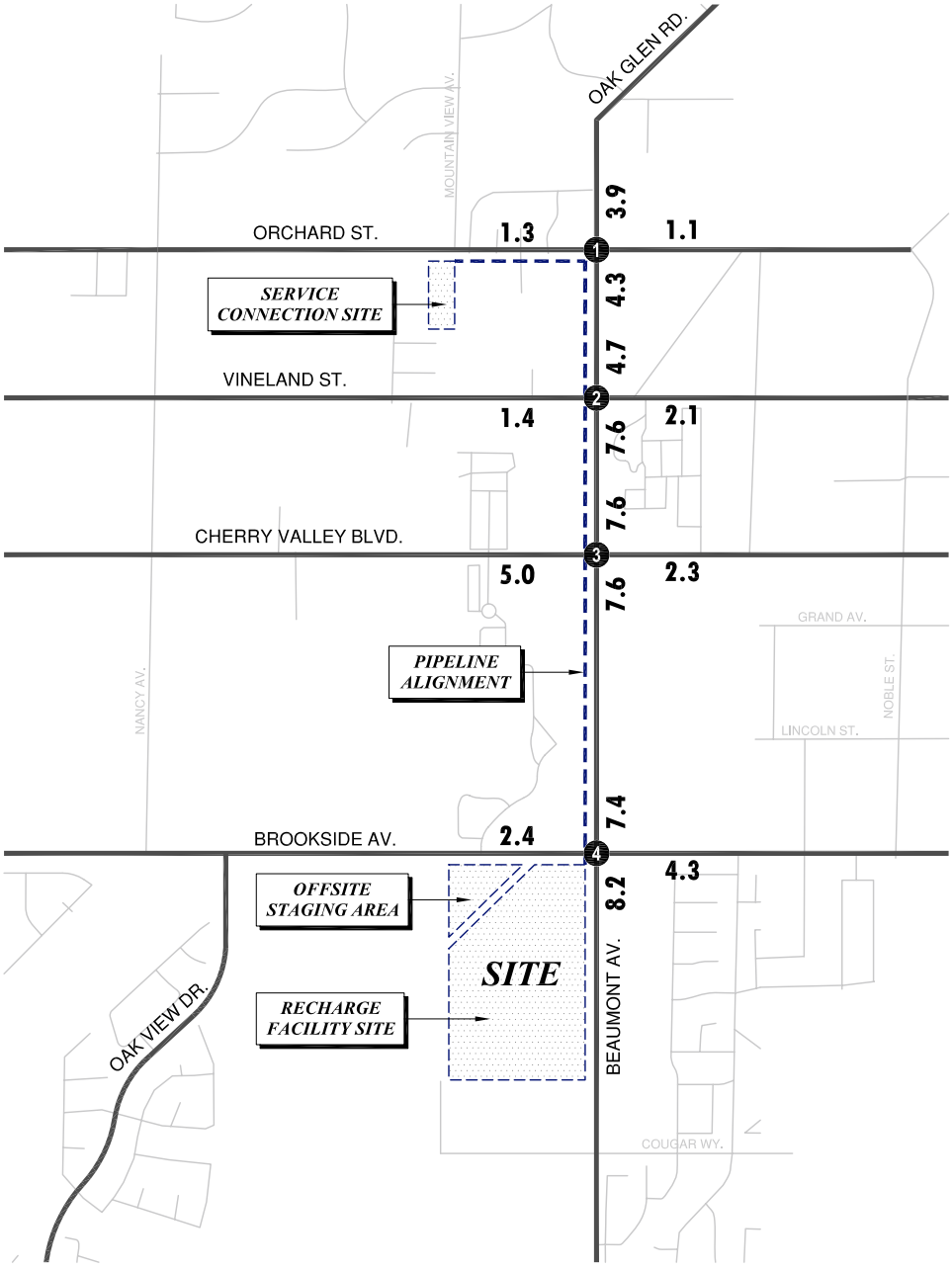
LEGEND:

- 4 = INTERSECTION ID
- = TRAFFIC SIGNAL
- S = ALL WAY STOP
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- DEF = DEFACTO RIGHT TURN LANE

N

EXHIBIT E

EXISTING (2012) AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

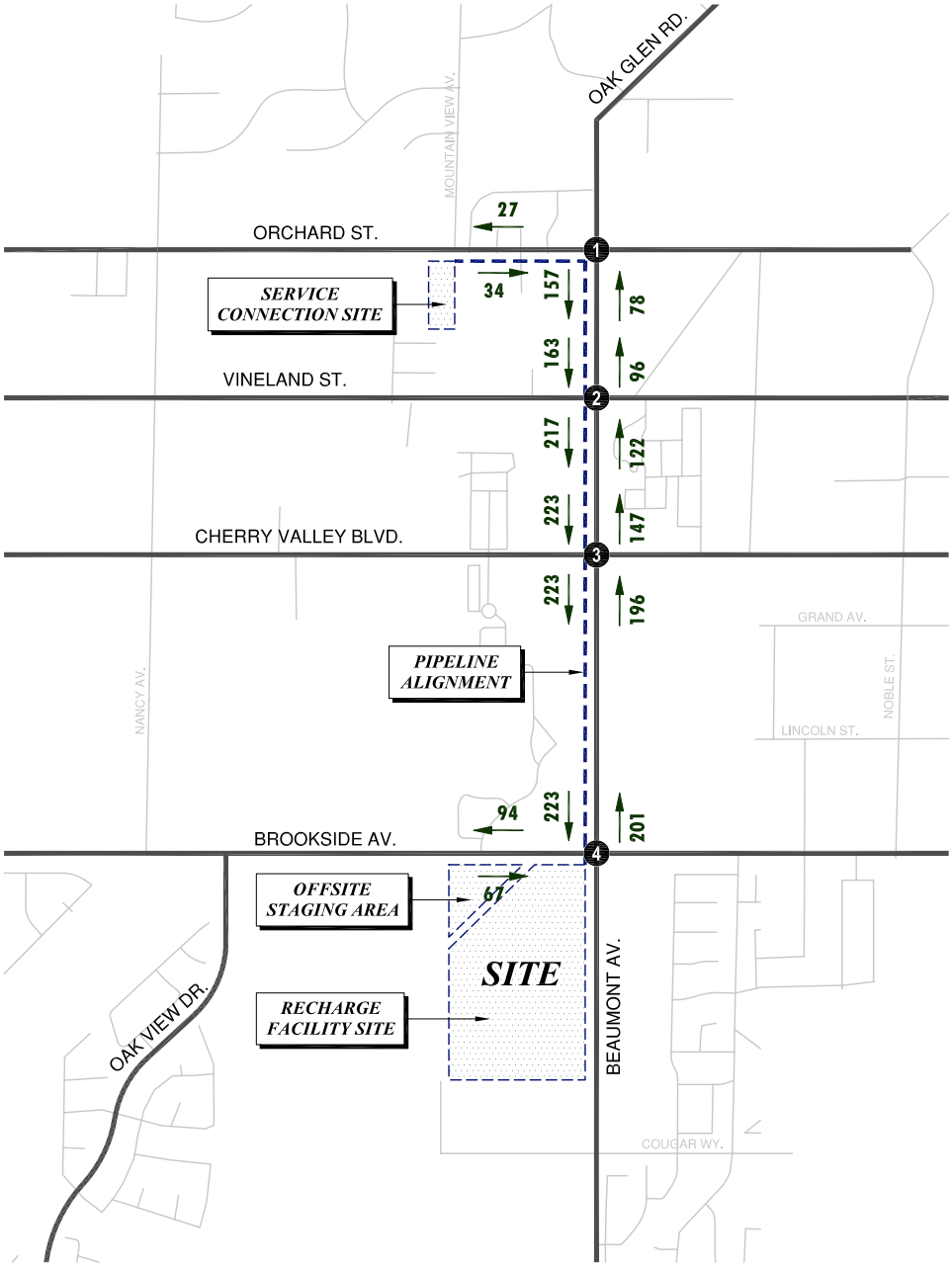
4 = INTERSECTION ID

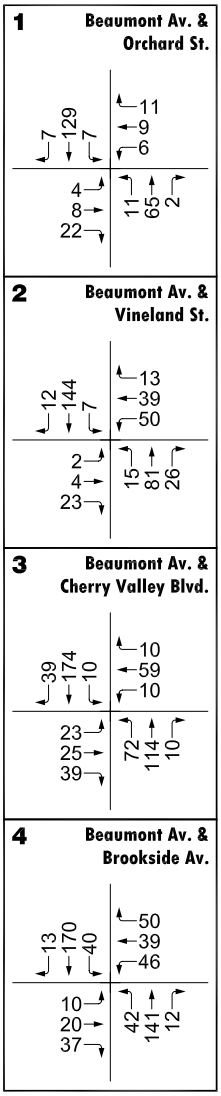
1.0 = VEHICLES PER DAY (1000'S)

N

EXHIBIT F

EXISTING (2012) AM PEAK HOUR INTERSECTION VOLUMES





LEGEND:

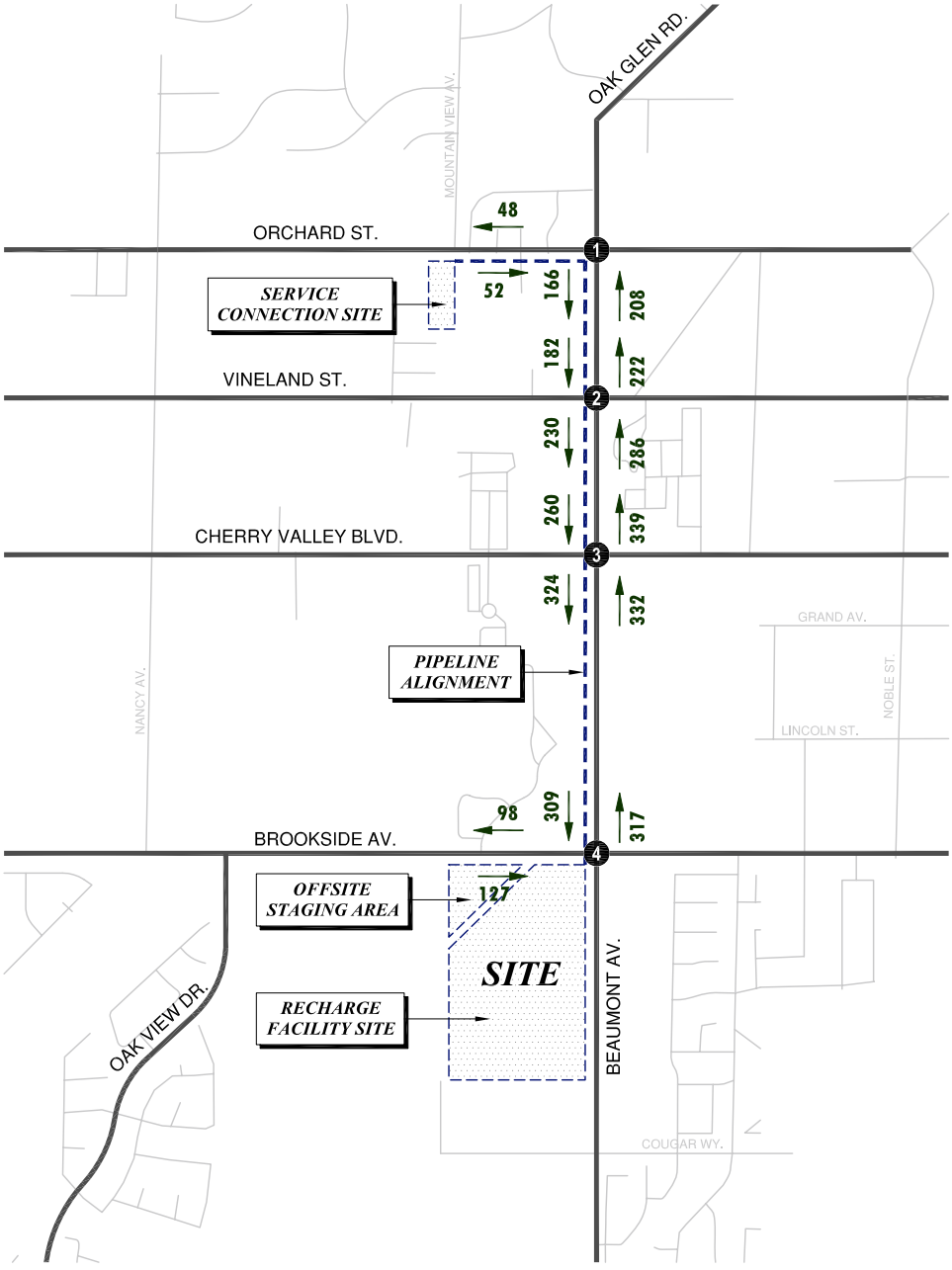
4 = INTERSECTION ID

100 = PEAK HOUR LINK VOLUME

N

EXHIBIT G

EXISTING (2012) PM PEAK HOUR INTERSECTION VOLUMES



LEGEND:

4 = INTERSECTION ID

100 = PEAK HOUR LINK VOLUME

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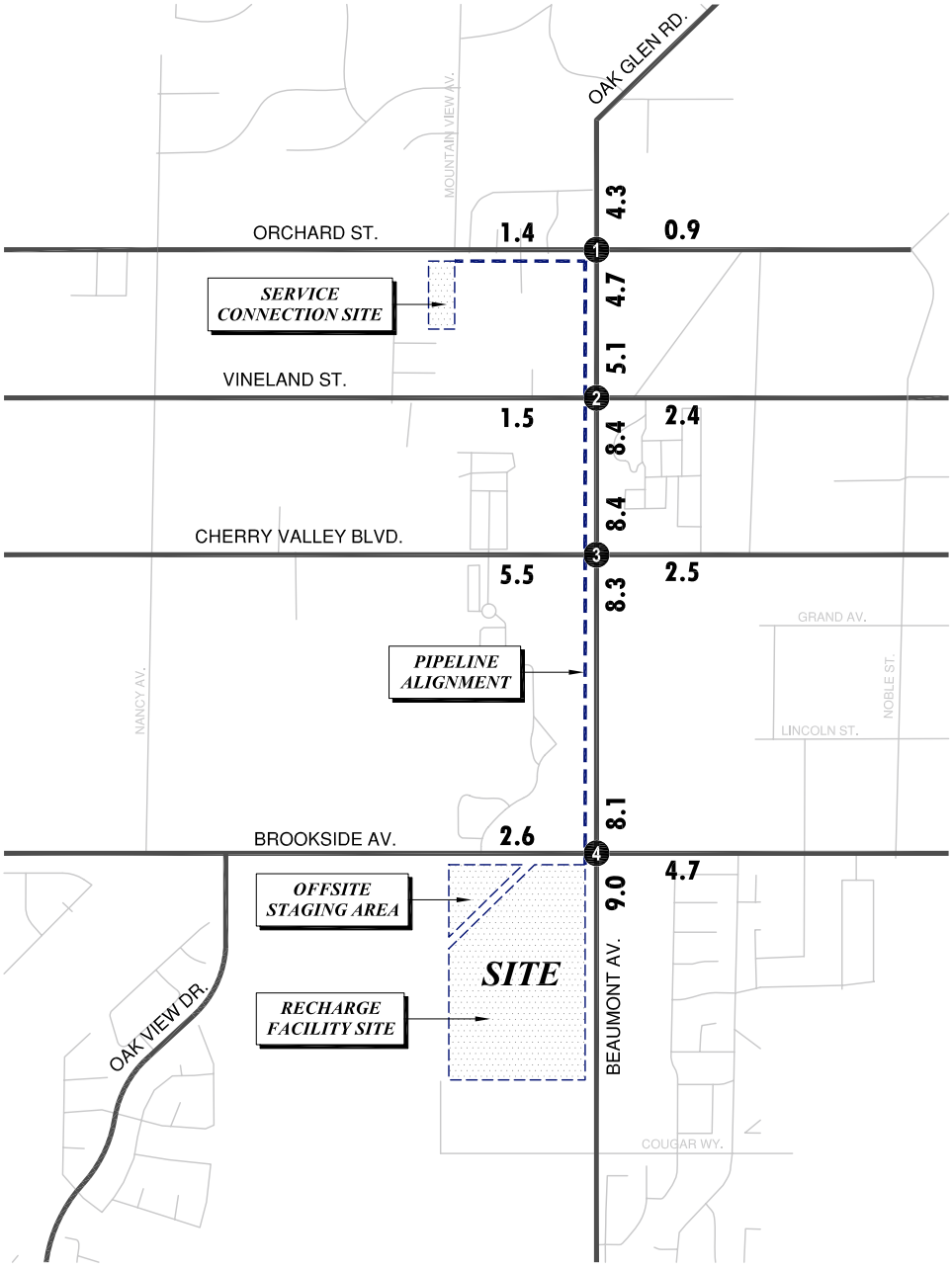
EXHIBIT H

OPENING YEAR (2014) WITH CONSTRUCTION AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

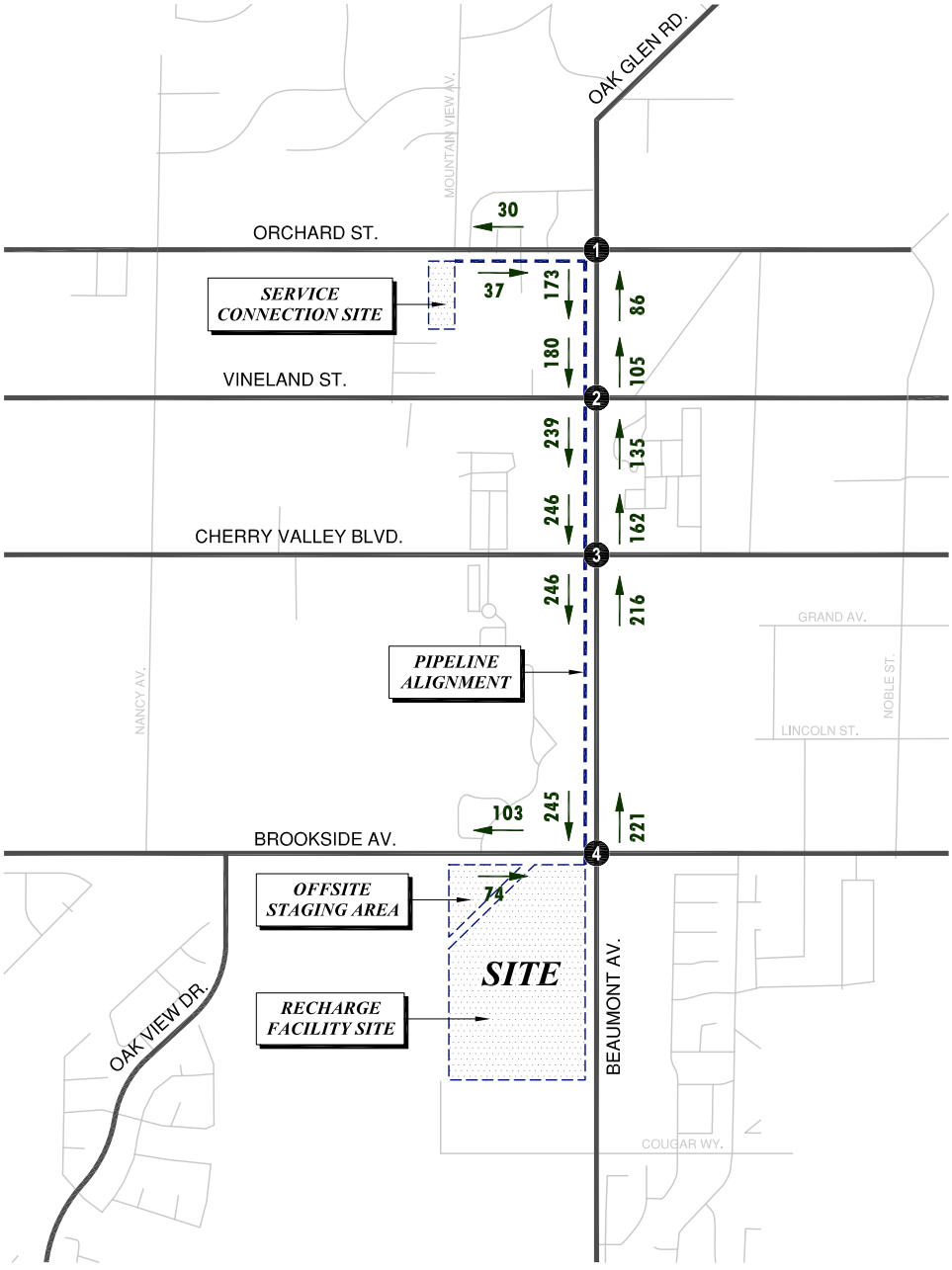
4 = INTERSECTION ID

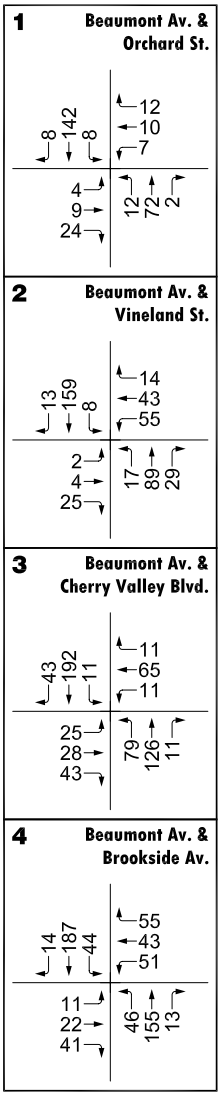
1.0 = VEHICLES PER DAY (1000'S)

N

EXHIBIT I

OPENING YEAR (2014) WITH CONSTRUCTION AM PEAK HOUR INTERSECTION VOLUMES





LEGEND:

4 = INTERSECTION ID

100 = PEAK HOUR LINK VOLUME

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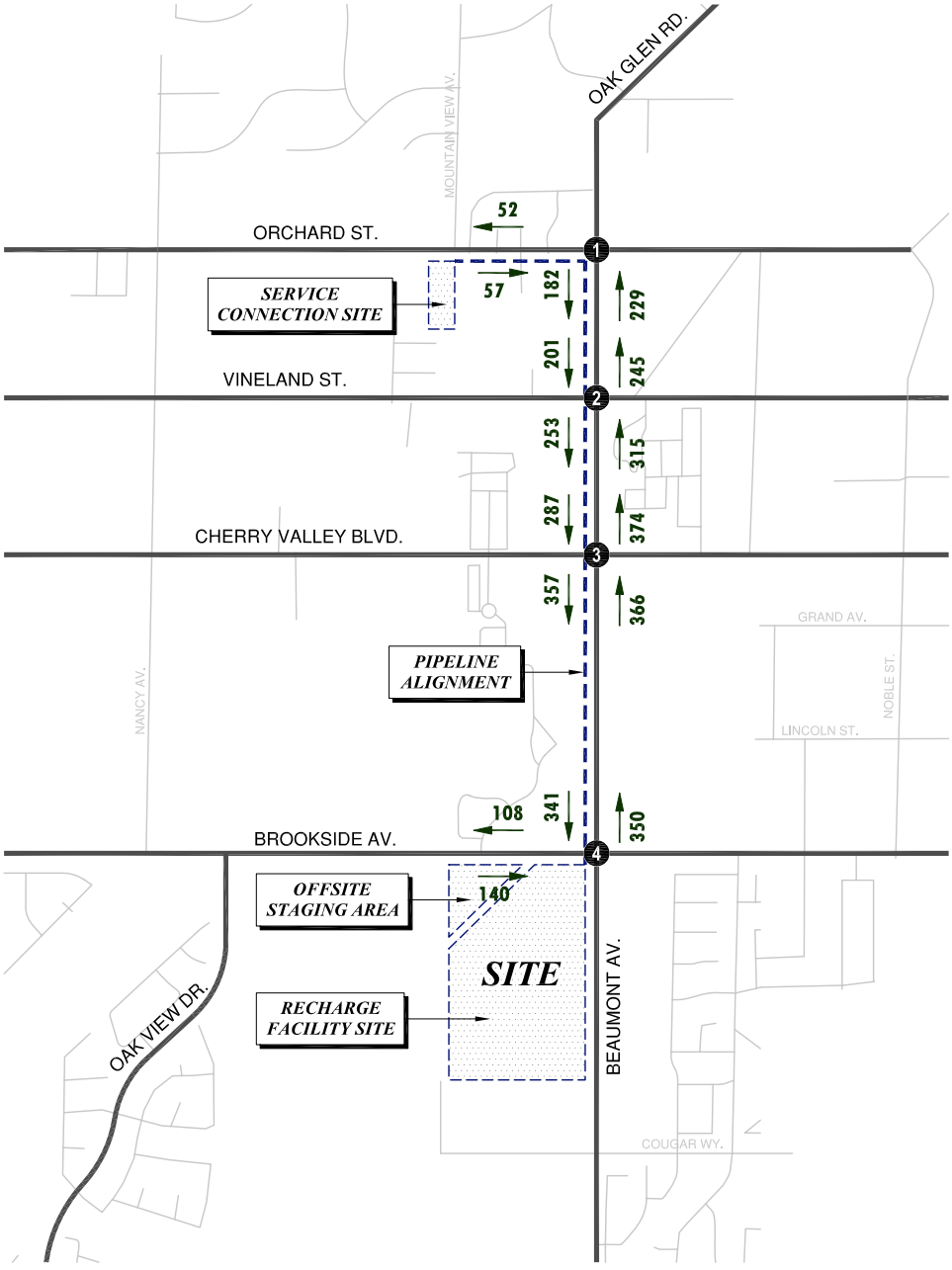
EXHIBIT J

OPENING YEAR (2014) WITH CONSTRUCTION PM PEAK HOUR INTERSECTION VOLUMES



LEGEND:

4 = INTERSECTION ID

100 = PEAK HOUR LINK VOLUME

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Table 1

BEAUMONT AVENUE RECHARGE FACILITY AND PIPELINE
TRIP GENERATION ESTIMATE

Construction Activity	TRIPS FOR:	HOURLY			DAILY	NOTES:
		IN	OUT	TOTAL		
Pipeline Construction	Trucks Trips (Non-PCEs)	2	2	4	26	Peak daily truck trips per day is 13 loads (round trips). Average number of trips per hour is 9 loads per day over a 6 hour work day.
	Trucks Trips (PCEs)	**6**	**6**	**12**	**78**	Passenger Car Equivalents (PCEs) = Truck Trips (Non-PCEs) x 3

Table 2

BEAUMONT AVENUE RECHARGE FACILITY AND PIPELINE
GENERAL CONSTRUCTION TRAFFIC
TRIP GENERATION ESTIMATE

Construction Activity	TYPE OF TRAFFIC	AM PEAK[1]			PM PEAK[1]			DAILY
		IN	OUT	TOTAL	IN	OUT	TOTAL	
Recharge Basin	Construction Workers	12	0	12	0	12	12	24
	Miscellaneous Activities[2]	0	0	0	0	0	0	6
	Subtotal for Recharge Basin	**12**	**0**	**12**	**0**	**12**	**12**	**30**
Pipeline Construction	Construction Workers	6	0	6	0	6	6	12
	Miscellaneous Activities[2]	0	0	0	0	0	0	3
	Subtotal for Pipeline Construction	**6**	**0**	**6**	**0**	**6**	**6**	**15**
Jack and Bore	Construction Workers	5	0	5	0	5	5	10
	Miscellaneous Activities[2]	0	0	0	0	0	0	3
	Subtotal for Jack and Bore	**5**	**0**	**5**	**0**	**5**	**5**	**13**
Service Connection	Construction Workers	6	0	6	0	6	6	12
	Miscellaneous Activities[2]	0	0	0	0	0	0	3
	Subtotal for Jack and Bore	**6**	**0**	**6**	**0**	**6**	**6**	**15**
FINAL TOTAL		**29**	**0**	**29**	**0**	**29**	**29**	**73**

[1] Construction workers (including supervisors) assumed to arrive and depart during the same 1 hour period in the morning and afternoon. Carpooling has also not been assumed to occur.

[2] Daily Traffic from "Miscellaneous Activities" reflects an additional 25% to account for traffic associated with miscellaneous activities such as inspectors, supply / equipment deliveries, food service, etc.

Table 3

EXISTING (2012)
PEAK HOUR ROADWAY SEGMENT OPERATIONS

ROADWAY	LIMITS	DIRECTION	# OF LANES	VOLUME		CAPACITY (1,900 VEHICLES PER LANE)	V/C RATIO		LOS	
				AM	PM		AM	PM	AM	PM
Orchard Street	West of Beaumont Avenue	Eastbound	1	34	52	1,900	0.02	0.03	A	A
		Westbound	1	27	48	1,900	0.01	0.03	A	A
Beaumont Avenue	Between Orchard Street and Vineland Street	Northbound	1	96	222	1,900	0.05	0.12	A	A
		Southbound	1	163	182	1,900	0.09	0.10	A	A
Beaumont Avenue	Between Vineland Street and Cherry Valley Boulevard	Northbound	1	147	339	1,900	0.08	0.18	A	A
		Southbound	1	223	260	1,900	0.12	0.14	A	A
Beaumont Avenue	Between Cherry Valley Boulevard and Brookside Avenue	Northbound	1	201	332	1,900	0.11	0.17	A	A
		Southbound	1	223	324	1,900	0.12	0.17	A	A
Brookside Avenue	West of Beaumont Avenue	Eastbound	1	67	127	1,900	0.04	0.07	A	A
		Westbound	1	94	98	1,900	0.05	0.05	A	A

Table 4

Intersection Analysis for Existing Conditions

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Beaumont Av. / Orchard St.	CSS	0.5	0.5	d	0.5	0.5	d	0	1!	0	0	1!	0	10.0	11.8	A	B
2	Beaumont Av. / Vineland St.	AWS	0.5	0.5	d	0	1!	0	0	1!	0	0	1!	0	8.5	9.3	A	A
3	Beaumont Av. / Cherry Valley Bl.	TS	1	1	d	1	1	d	1	1	1	1	2	0	23.9	24.5	C	C
4	Beaumont Av. / Brookside Av.	TS	1	1	0	1	1	0	1	1	1	1	1	0	25.4	26.8	C	C

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; d = Defacto Right Turn Lane

[2] Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

Table 5

OPENING YEAR (2014) WITH CONSTRUCTION
PEAK HOUR ROADWAY SEGMENT OPERATIONS

ROADWAY	LIMITS	DIRECTION	# OF LANES	VOLUME		CAPACITY (1,500 VEHICLES PER LANE)	V/C RATIO		LOS	
				AM	PM		AM	PM	AM	PM
Orchard Street	West of Beaumont Avenue	Eastbound	1	37	57	1,500	0.02	0.04	A	A
		Westbound	1	30	52	1,500	0.02	0.03	A	A
Beaumont Avenue	Between Orchard Street and Vineland Street	Northbound	1	105	245	1,500	0.07	0.16	A	A
		Southbound	1	180	201	1,500	0.12	0.13	A	A
Beaumont Avenue	Between Vineland Street and Cherry Valley Boulevard	Northbound	1	162	374	1,500	0.11	0.25	A	A
		Southbound	1	246	287	1,500	0.16	0.19	A	A
Beaumont Avenue	Between Cherry Valley Boulevard and Brookside Avenue	Northbound	1	221	366	1,500	0.15	0.24	A	A
		Southbound	1	245	357	1,500	0.16	0.24	A	A
Brookside Avenue	West of Beaumont Avenue	Eastbound	1	74	140	1,500	0.05	0.09	A	A
		Westbound	1	103	108	1,500	0.07	0.07	A	A

Table 6

Intersection Analysis for Opening Year (2014) With Construction Conditions[4]

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Beaumont Av. / Orchard St.	**AWS**	0	**1!**	0	0	**1!**	0	0	1!	0	0	1!	0	7.9	9.0	A	A
2	Beaumont Av. / Vineland St.	AWS	0	**1!**	0	0	1!	0	0	1!	0	0	1!	0	8.6	9.7	A	A
3	Beaumont Av. / Cherry Valley Bl.	**AWS**	0	**1!**	0	0	**1!**	0	1	1	1	1	2	0	9.7	12.7	A	B
4	Beaumont Av. / Brookside Av.	**AWS**	0	**1!**	0	0	**1!**	0	0	**1!**	0	1	1	0	10.3	15.3	B	C

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; **1** = With Construction Geometry

[2] Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with all way stop control.

[3] AWS = All-Way Stop

[4] For With Construction Conditions, all-way-stop control is recommended for all the study area intersections and lanes are reduced to a single shared left-through right turn lane where needed.

Table 7

SINGLE TRAVEL LANE
SEGMENT CAPACITY REDUCTION CALCULATION

ROADWAY	LIMITS	PM
Typical Construction Capacity	100%	1,500
Northbound / Eastbound	30%	450
Southbound / Westbound	30%	450
Work Area Clearance Interval	25%	380
Start Up Lost Time	15%	230
Directional Capacity		**450**

Table 8

OPENING YEAR (2014) WITH CONSTRUCTION
PEAK HOUR ROADWAY SEGMENT OPERATIONS WITH ONE LANE FOR BOTH DIRECTIONS

ROADWAY	LIMITS	DIRECTION	# OF LANES	VOLUME		CAPACITY (450 VEHICLES PER LANE)	V/C RATIO		LOS	
				AM	PM		AM	PM	AM	PM
Orchard Street	West of Beaumont Avenue	Eastbound	1	37	57	450	0.08	0.13	A	A
		Westbound	1	30	52	450	0.07	0.12	A	A
Beaumont Avenue	Between Orchard Street and Vineland Street	Northbound	1	105	245	450	0.23	0.54	A	A
		Southbound	1	180	201	450	0.40	0.45	A	A
Beaumont Avenue	Between Vineland Street and Cherry Valley Boulevard	Northbound	1	162	374	450	0.36	0.83	A	D
		Southbound	1	246	287	450	0.55	0.64	A	B
Beaumont Avenue	Between Cherry Valley Boulevard and Brookside Avenue	Northbound	1	221	366	450	0.49	0.81	A	D
		Southbound	1	245	357	450	0.54	0.79	A	C
Brookside Avenue	West of Beaumont Avenue	Eastbound	1	74	140	450	0.16	0.31	A	A
		Westbound	1	103	108	450	0.23	0.24	A	A

ATTACHMENT A

Construction Capacity Research

Capacity of Freeway Work Zone Lane Closures

T. H. MAZE, STEVE D. SCHROCK, AND ALI KAMYAB

INTRODUCTION

The Iowa Department of Transportation (DOT), like many other state transportation agencies, is experiencing growing congestion and traffic delays in work zones on rural interstate highways. The congestion has resulted from unprecedented growth in traffic on rural segments of Iowa interstates. Traffic volumes have reached levels that are unlike those experienced in the past. The congestion on rural interstates is particularly problematic because in rural areas there are few, if any, parallel diversion routes and through traffic, traveling long distances, may be relatively unfamiliar with local conditions and alternative routes. In addition, drivers are generally unaware of the work zone and do not expect heavy congestion in rural Iowa.

The congestion results in unproductive and wasteful delays for both motorists and commercial vehicles. It also results in hazardous conditions where vehicles, stopped in queues on rural interstate highways, are being approached by vehicles upstream at very high speeds. The delay also results in driver frustration, making some drivers willing to take unsafe risks in an effort to bypass delays. To reduce the safety hazards and unproductive delays of congested rural interstate work zones, the Iowa DOT would like to improve its traffic management strategies at these locations in the future.

During the summer of 1998 the Center for Transportation Research and Education (CTRE) at Iowa State University observed a work zone on a rural Iowa interstate highway to measure the volume of vehicles that can pass through a work zone lane closure prior to and during congested operations and to better understand related driver behaviors. One unique aspect of the research we conducted at this lane closure was to observe the rate at which the queue grows (more cars joining the end of the queue than leaving the front of the queue) and the rate at which the queue declines in length. It was found that the queue grows and declines in surges. When it grows, the queue moves backward, and when it shrinks it moves forward. Backward-moving queues grow at rates as high as 30 to 40 miles per hour. This means that as a vehicle approaches the end of the queue at normal highway speeds, for example, 65 miles per hour, a backward-moving queue could be moving toward them, for example, at 35 miles per hour. This results in the end of the queue approaching a vehicle at 100-miles per hour which violates the expectations of the driver and creates a relatively unsafe condition.

This paper reports on part of the research that was done by CTRE for the Iowa DOT to evaluate the capacity of lane closures and driver behavior. A companion paper describes a simulation model that was developed to analyze the driver behavior and emulate the benefits of advanced traffic control at work zone lane closures (*1*).

PRIOR MEASURES OF CAPACITY AT LANE CLOSURES

Most highway agencies simply use the methods described in the *Highway Capacity Manual* to determine the capacity of a lane closure at an interstate work zone (*2*). The capacity estimates in the *Highway Capacity Manual* are based on the work done at the Texas Transportation Institute (TTI) by a variety of investigators over a number of years from the late 1970s and the mid-1980s. This work is based on data collected as part of the Texas Department of Transportation's "Study 292."

Queue and User Cost Evaluation of Work Zones (QUEWZ) is a software package used by many state transportation agencies to determine estimated delays, the length of queues, and user costs due to work zone lane closures. QUEWZ also originated from the same research program conducted at TTI. Later (1987-1991), field data collections were conducted by TTI to update the capacity values and to revise and improve QUEWZ (*3*). One of the more significant impacts of the updates was to change the factor for equating heavy trucks to passenger cars from 1.7 to 1.5. More recently, two studies have been done in North Carolina and in Indiana to try to determine the capacity of lane closures on interstate highways in those states.

Before investigating prior estimates of capacity, it should be recognized that not all estimates of capacity at lane closures are measured using the same criteria. The work done by TTI defined capacity as the hourly traffic volume under congested traffic conditions (*4*). The TTI researchers identified capacity as full-hour volumes counted at lane closures with traffic queued upstream. They considered consecutive hours at the same location as independent studies. A Pennsylvania study defined the hourly traffic volume converted from the maximum-recorded five-minute flow rate as the work zone capacity. A California study measured volumes for three-minute time intervals during congested conditions. Two, three-minute time intervals, separated by one minute, were then averaged and multiplied by 20 to determine the one-hour capacity values (*5*). All of these studies considered the flow passing through a lane closure under congested conditions to be the capacity.

Dixon and Hummer define work zone capacity as the flow rate at which traffic behavior quickly changes from uncongested conditions to queued conditions (*6*). Jiang defines capacity as the flow just

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before a sharp speed drop followed by a sustained period of low vehicle speeds and fluctuating traffic flow which defines the formation of a queue. It is Jiang's contention that what TTI was measuring was not capacity of the bottleneck but rather the queue discharge rate (*7*).

TTI work zone capacity research published in 1982 was used as a basis for the methods for determining work zone capacity as described in the 1985 *Highway Capacity Manual* (as well as the 1994 manual). This work was based on hour-long data collected on urban Texas freeways with lane closures. The applications of these data may be difficult to extrapolate to other locales due to the differences in driver behavior and differences in design of urban Texas interstate highways. Texas makes extensive use of frontage roads, making it much easier for motorists to bypass congested segments of highway.

The work conducted by TTI as part of Study 292 and work by other institutions and other individuals have resulted in a wealth of literature reporting on the measurement of queue discharge rates at work zones under a variety of factors which impact capacity. For example, one study investigated the sensitivity of capacities to the use of shoulders during lane closures and to splitting traffic when a center lane is closed (*8,9*). Some have looked at the type of traffic control devices and their placement and how they impact capacity and delay. Others have investigated pavement conditions, night versus day, traffic volumes and traffic composition, merge discipline and speed control strategies, and the duration of work zones (short-term versus long-term) (*8,10,11*). Still others have investigated the relationship of the location of construction work to the traffic lane (*6,8,12*).

The work Dixon and Hummer completed on capacities and delays at work zones conducted for the North Carolina Department of Transportation in 1996 probably provides the most significant inference for Iowa. The North Carolina study included field data collected under conditions similar to those of interest to Iowa: lane closures on two-lane rural interstate highways. The North Carolina study used a more relevant measure of capacity for a lane closure than the TTI researchers. The North Carolina researchers defined capacity as the traffic volume immediately before queuing begins.

An important and unique finding of the North Carolina study is the identification of the location within a work zone that governs maximum traffic flow through the work zone. The location tends to vary with traffic conditions and with construction work activities. The work done by TTI has assumed that the feature governing the maximum traffic flow is the point at the end of the taper. Dixon and Hummer report that the maximum flow is governed by three locations. The segment of the work zone travel path adjacent to the work area controls the maximum flow where the construction work activity is heavy, meaning large equipment and workers adjacent to the travel path. Under conditions where the work activity is low, then the maximum flow (prior to queue formation) is governed by the end of the merge taper. However, when the work activity is heavy, the maximum traffic flow was found to be about seven percent less than the maximum flow at the taper end for work zones on two-lane rural interstate highways. When a queue has formed, the maximum flow is governed by the merging activity upstream from the work zone. In other words, once a queue has been formed, the maximum flow of the entire work zone is governed by the rate at which traffic can be discharged from the queue, which is generally at a lower rate than the capacity of the taper end, accounting for capacity drop when a queue is formed.

Shown in Figure 1 is the traditional flow-speed relationship where the maximum flow (Q_m) is roughly half the free flow speed. This symmetrical relationship was reflected in flow-speed relationships identified in the *Highway Capacity Manual* until the 1990 interim edition. Starting with the 1990 interim manual, the top half of the curve was shown to be more flat, and the maximum flow is reached when speed declines by 14 percent rather than 50 percent.

Figure 2 shows a more realistic representation of the flow-speed relationship with three distinct portions of the relationship. The top half of the curve represents flow under uncongested conditions. The bottom portion of the curve represents flow during congestion. The reduction in maximum flow when traffic operation drops from uncongested to congested is the capacity drop. In other words, immediately before flow breakdown occurs, the flow rate is greater than after a flow breakdown. Therefore, when the queuing condition is reached, a capacity reduction (or drop) occurs (*13,14*). The capacity drop is due to turbulence in the traffic flow that results after a breakdown.

We did not observe a capacity drop in the data we collected at an Iowa work zone. However, in similar studies in North Carolina and Indiana, a significant capacity drop was observed (*7,15*). The capacity drop illustrates the importance of not allowing the traffic operations at a work zone lane closure to decline from uncongested to congested.

FIELD DATA COLLECTION

The site selected for data collection during the summer of 1998 is located on Interstate Highway 80 between U.S. 61 and Interstate Highway 74. Data were collected to determine the following:

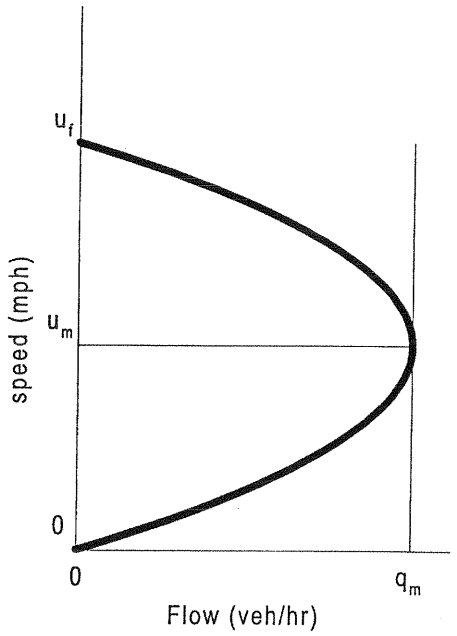

FIGURE 1 Traditional speed-flow relationship

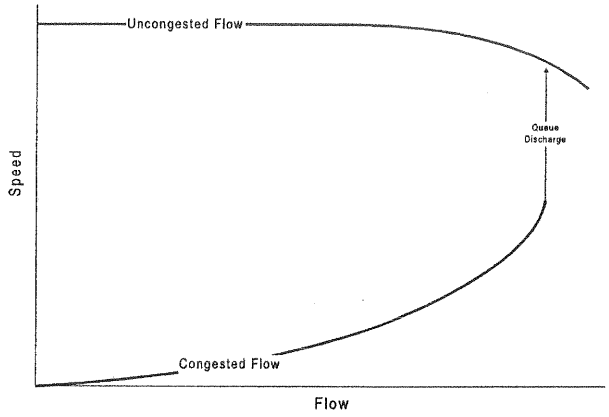

FIGURE 2 Revised speed-flow relationship

1. Traffic flow characteristics (speed, density, and volume) at the end of the lane closure taper.
2. Traffic flow characteristics upstream from the lane closure (500 feet or 152 meters upstream of the taper).
3. The length of the queue when congestion occurs. This is a measure of storage and the difference in queue length from one time to the next is the speed that the queue growths or is discharged.

Two trailers with 30-foot (9.14 meters) booms and two cameras on top of the booms were used to collect video. The video images were processed to derive the traffic flow data. A picture of one of the trailers is shown in Figure 3. A schematic of a typical data collection layout is shown in Figure 4.

FIGURE 3 Data collection trailer

DATA AND DATA ANALYSIS

The data collection trailers were positioned at the site for 19 days during the summer of 1998. Congestion was observed on only four days. Shown in Figure 5 is a plot of the data collected on July 2, 1998. The upper plot line shows the flow values in passenger car equivalents, summarized in 15-minute intervals. The lower line is the average speed over the same 15-minute interval. When queuing conditions exist (starting at 15:00) the average speed drops precipitously while the volume stays nearly constant before and after queuing. In other words, we did not observe a capacity drop.

To determine the maximum capacity of the lane closure, we took the average volume of the ten highest volumes immediately before and after queuing conditions. The lane closure capacities observed are listed in Table 1. Shown are both the highest and an average of the ten highest volumes to pass through the lane closure during an uncongested 15-minute period. Also, separate columns are shown for flows in vehicles and in passenger car equivalents.

TABLE 1 Volumes During Free Flow Conditions

		Unconverted Free-Flow Volumes		Converted Free-Flow Volumes	
Date	Traffic Conditions	Highest Volume (veh/hr)	Mean of 10 Highest Volumes (veh/hr)	Highest Volume (pcph)	Mean of 10 Highest Volumes (pcph)
6/19/98	Free Flow	1284	1216	1542	1374
7/2/98	Free Flow	1392	1302	1542	1442
7/10/98	Free Flow	1524	1438	1680	1630
8/7/98	Free Flow	1572	1375	1752	1493

The length of the queues for these dates was monitored, with the length to the nearest 0.05 miles recorded every minute. To accomplish this, the project team drove a vehicle on the opposite shoulder of the interstate in the direction of the westbound traffic. The team kept the vehicle even with the upstream end of the eastbound queue, and recorded the milepost readings from the delineator posts in the ditch. The lengths of the queues over time are shown for one day in Figure 6 for data collected on August 6, 1998. In Figure 6, the change in the length of the queue over the one-minute data collection interval was an indication of the speed with which the queue grows or dissipates. The speed of change in queue length is shown in Figure 7. Even averaged over an entire minute, speeds were recorded in excess of 30-miles per hour.

CONCLUSION

We found, through limited data collection, that capacities in rural Iowa work zone lane closures varied from roughly 1,400 passenger car equivalents to 1,600. We also found that through queues can move backward and forward at very swift rates, meaning that queuing vehicles at lane closures presents a very serious safety condition. However, the data collected by automated traffic recording devices along the I-80 corridor also show very consistent day of the

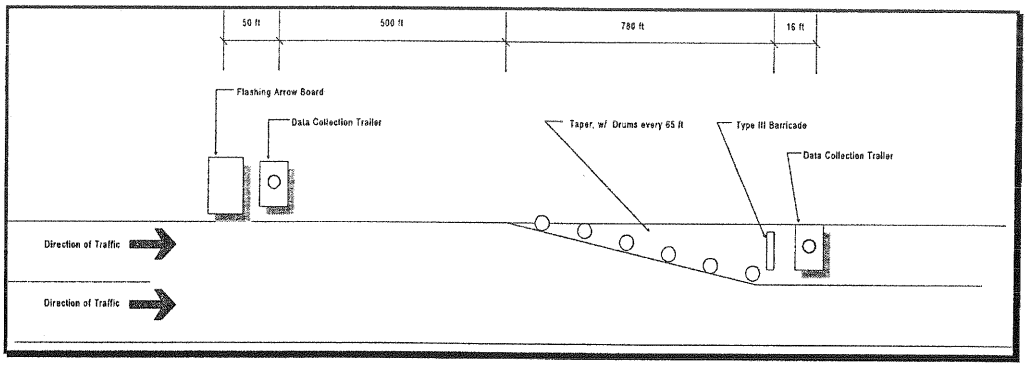

FIGURE 4 Typical data collection layout

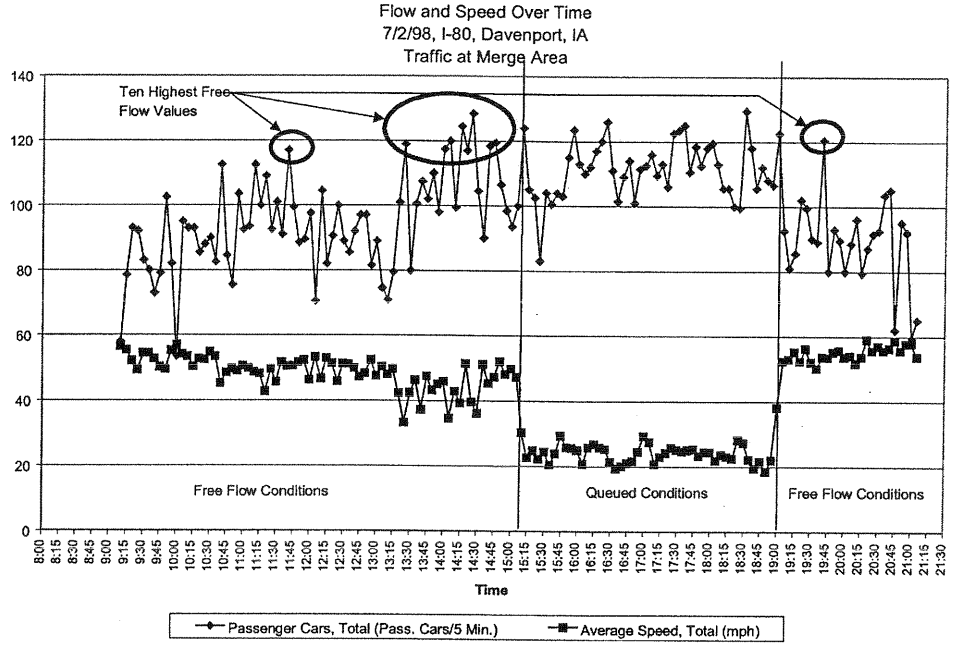

FIGURE 5 Volume and speed data collected atlane closure

week and time of day repeating patterns in traffic volumes. This means that given the likely traffic volume and measure of capacity, we can begin to contrast the historical volumes and begin to predict when congestion is going to occur and apply traffic management strategies to mitigate congestion. Possible strategies might include identifying diversion routes and informing drivers well in advance so they may select alternative routes or alternative times to travel. This information may be provided to drivers through a variety of possible traveler information systems.

ACKNOWLEDGMENTS

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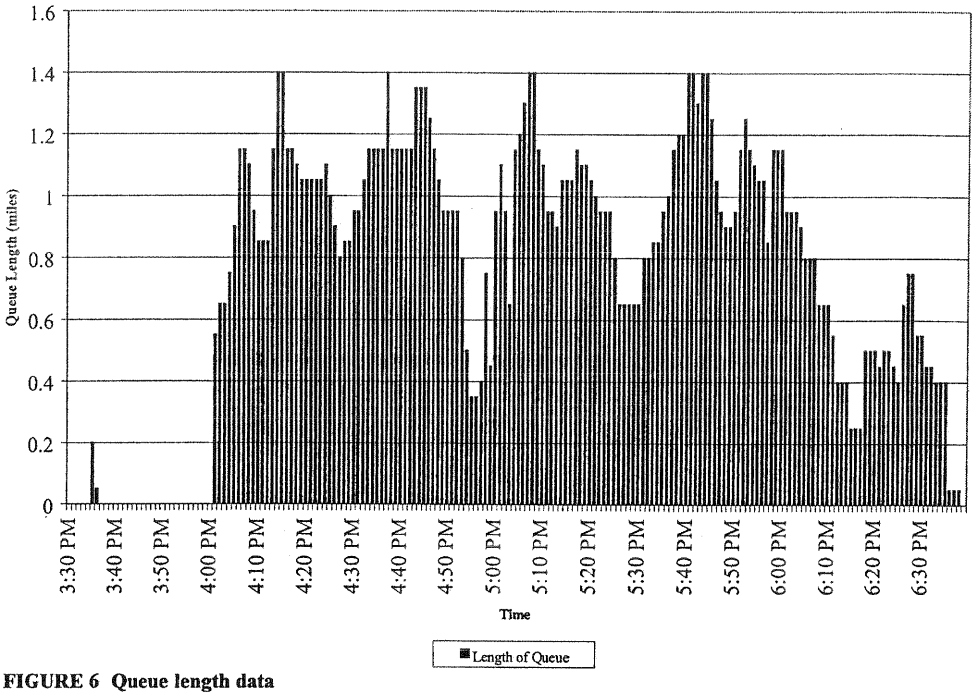

FIGURE 6 Queue length data

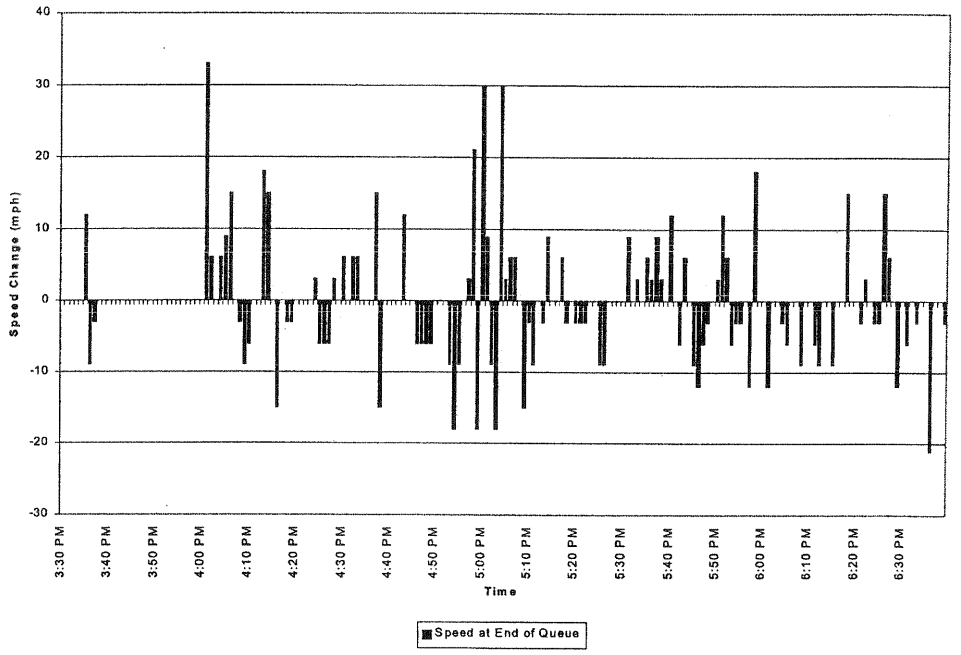

FIGURE 7 Speed changes at the end queue

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ATTACHMENT B

Peak Period Turning Movement Counts

RAW COUNTS TO PASSENGER CAR EQUIVALENT CALCULATION SHEET

1: Beaumont Av. / Orchard St.

AM/PM Count Date: 08/07/2012

	AM PEAK HOUR PHF: 0.896												AM	PM PEAK HOUR PHF: 0.848										PM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Raw Total	11	64	2	7	126	7	4	8	22	5	9	11	276	34	167	5	12	119	2	9	10	31	12	12	18	431
Auto	11	63	2	7	123	7	4	8	22	4	9	11	271	34	163	5	12	117	2	9	10	30	10	12	18	422
Raw (2-Axle)	0	1	0	0	1	0	0	0	0	1	0	0	3	0	4	0	0	2	0	0	0	0	2	0	0	8
Raw (3-Axle)	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Raw (4-Axle)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
PCE (2-Axle)	0	2	0	0	2	0	0	0	0	2	0	0	6	0	6	0	0	3	0	0	0	0	3	0	0	12
PCE (3-Axle)	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE (4-Axle)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
PCE Total	11	65	2	7	129	7	4	8	22	6	9	11	281	34	169	5	12	120	2	9	10	33	13	12	18	437

2: Beaumont Av. / Vineland St.

AM/PM Count Date: 08/07/2012

	AM PEAK HOUR PHF: 0.879												AM	PM PEAK HOUR PHF: 0.951										PM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Raw Total	14	80	25	7	141	10	2	4	23	50	39	13	408	23	202	57	8	165	5	8	29	19	40	16	10	582
Auto	13	79	24	7	136	8	2	4	23	50	39	13	398	21	198	56	8	160	5	8	28	18	39	15	10	566
Raw (2-Axle)	1	1	1	0	4	1	0	0	0	0	0	0	8	2	4	1	0	4	0	0	1	1	1	1	0	15
Raw (3-Axle)	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Raw (4-Axle)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
PCE (2-Axle)	2	2	2	0	6	2	0	0	0	0	0	0	14	3	6	2	0	6	0	0	2	2	2	2	0	25
PCE (3-Axle)	0	0	0	0	2	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE (4-Axle)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
PCE Total	15	81	26	7	144	12	2	4	23	50	39	13	416	24	204	58	8	169	5	8	30	20	41	17	10	594

3: Beaumont Av. / Cherry Valley Bl.

AM/PM Count Date: 08/07/2012

	AM PEAK HOUR PHF: 0.896												AM	PM PEAK HOUR PHF: 0.97										PM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Raw Total	71	111	9	10	168	38	22	23	36	8	57	10	563	65	240	21	16	190	49	79	96	116	10	34	15	931
Auto	70	105	8	10	163	37	21	21	31	5	55	10	536	64	233	20	16	185	47	77	94	111	9	33	15	904
Raw (2-Axle)	1	6	1	0	3	1	1	1	5	3	1	0	23	1	7	1	0	4	2	2	2	5	1	1	0	26
Raw (3-Axle)	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Raw (4-Axle)	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1
PCE (2-Axle)	2	9	2	0	5	2	2	2	8	5	2	0	39	2	11	2	0	6	3	3	3	8	2	2	0	42
PCE (3-Axle)	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE (4-Axle)	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	3	0	0	0	0	0	0	0	3
PCE Total	72	114	10	10	174	39	23	25	39	10	59	10	585	66	244	22	16	194	50	80	97	119	11	35	15	949

RAW COUNTS TO PASSENGER CAR EQUIVALENT CALCULATION SHEET

4: Beaumont Av. / Brookside Av.

AM/PM Count Date: 08/07/2012

	AM PEAK HOUR											PHF: 0.857	AM	PM PEAK HOUR										PHF: 0.938	PM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Raw Total	40	134	12	37	159	13	10	20	35	46	38	49	593	47	224	81	66	230	8	11	63	50	62	42	73	957
Auto	37	121	12	34	145	13	10	20	31	46	37	48	554	47	213	74	63	224	8	10	59	50	53	40	69	910
Raw (2-Axle)	3	13	0	2	11	0	0	0	4	0	1	1	35	0	11	7	3	6	0	1	4	0	8	2	4	46
Raw (3-Axle)	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1
Raw (4-Axle)	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE (2-Axle)	5	20	0	3	17	0	0	0	6	0	2	2	55	0	17	11	5	9	0	2	6	0	12	3	6	71
PCE (3-Axle)	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	2
PCE (4-Axle)	0	0	0	3	6	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE Total	42	141	12	40	170	13	10	20	37	46	39	50	620	47	230	85	68	233	8	12	65	50	67	43	75	983

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City of Beaumont
N/S: Beaumont Avenue/Oak Glen Road
E/W: Orchard Street
Weather: Sunny

File Name : BMTBEORAM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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	27	1	29	2	3	1	6	5	13	1	19	2	3	5	10	64
07:15 AM	3	33	6	42	0	4	3	7	3	10	0	13	2	3	5	10	72
07:30 AM	1	36	2	39	0	1	2	3	4	18	0	22	1	4	4	9	73
07:45 AM	2	27	2	31	0	4	2	6	3	13	0	16	3	2	7	12	65
Total	7	123	11	141	2	12	8	22	15	54	1	70	8	12	21	41	274
08:00 AM	1	31	0	32	1	1	2	4	1	14	0	15	2	1	4	7	58
08:15 AM	2	28	3	33	0	1	5	6	2	19	1	22	0	6	5	11	72
08:30 AM	0	34	3	37	1	1	4	6	2	15	0	17	1	1	7	9	69
08:45 AM	4	33	1	38	3	6	0	9	6	16	1	23	1	0	6	7	77
Total	7	126	7	140	5	9	11	25	11	64	2	77	4	8	22	34	276
Grand Total	14	249	18	281	7	21	19	47	26	118	3	147	12	20	43	75	550
Apprch %	5	88.6	6.4		14.9	44.7	40.4		17.7	80.3	2		16	26.7	57.3		
Total %	2.5	45.3	3.3	51.1	1.3	3.8	3.5	8.5	4.7	21.5	0.5	26.7	2.2	3.6	7.8	13.6	
Passenger Vehicles	13	244	17	274	6	21	19	46	24	117	3	144	12	19	42	73	537
% Passenger Vehicles	92.9	98	94.4	97.5	85.7	100	100	97.9	92.3	99.2	100	98	100	95	97.7	97.3	97.6
Large 2 Axle Vehicles	1	3	1	5	1	0	0	1	2	1	0	3	0	1	1	2	11
% Large 2 Axle Vehicles	7.1	1.2	5.6	1.8	14.3	0	0	2.1	7.7	0.8	0	2	0	5	2.3	2.7	2
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0.8	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0.4
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

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	31	0	32	1	1	2	4	1	14	0	15	**2**	1	4	7	58
08:15 AM	2	28	**3**	33	0	1	**5**	6	2	**19**	**1**	22	0	**6**	5	**11**	72
08:30 AM	0	**34**	3	37	1	1	4	6	2	15	0	17	1	1	**7**	9	69
08:45 AM	**4**	33	1	**38**	**3**	**6**	0	**9**	**6**	16	1	**23**	1	0	6	7	**77**
Total Volume	7	126	7	140	5	9	11	25	11	64	2	77	4	8	22	34	276
% App. Total	5	90	5		20	36	44		14.3	83.1	2.6		11.8	23.5	64.7		
PHF	.438	.926	.583	.921	.417	.375	.550	.694	.458	.842	.500	.837	.500	.333	.786	.773	.896

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City of Beaumont
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File Name : BMTBEORAM
Site Code : 00000131
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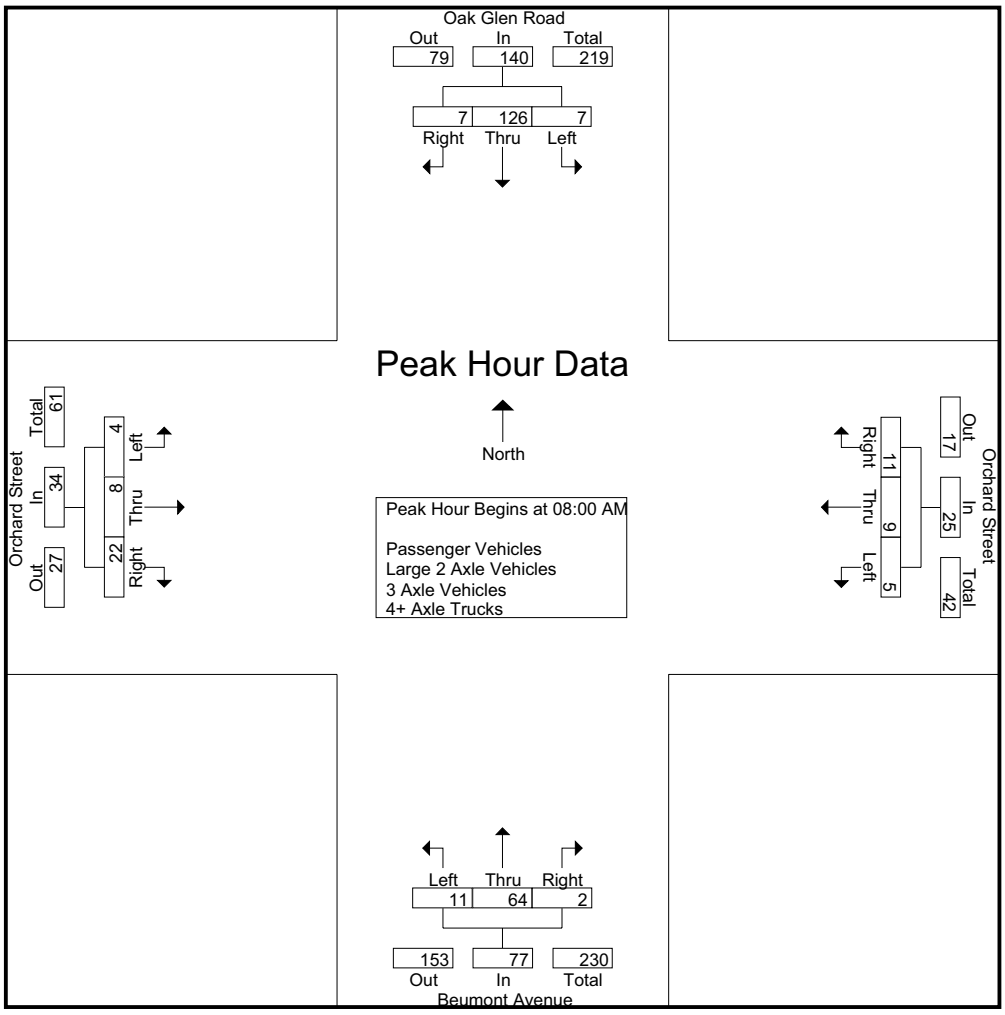

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	31	0	32	1	1	2	4	1	14	0	15	**2**	1	4	7
+15 mins.	2	28	**3**	33	0	1	**5**	6	2	**19**	**1**	22	0	**6**	5	**11**
+30 mins.	0	**34**	3	37	1	1	4	6	2	15	0	17	1	1	**7**	9
+45 mins.	**4**	33	1	**38**	**3**	**6**	0	**9**	**6**	16	1	**23**	1	0	6	7
Total Volume	7	126	7	140	5	9	11	25	11	64	2	77	4	8	22	34
% App. Total	5	90	5		20	36	44		14.3	83.1	2.6		11.8	23.5	64.7	
PHF	.438	.926	.583	.921	.417	.375	.550	.694	.458	.842	.500	.837	.500	.333	.786	.773

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City of Beaumont
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Start Date : 8/7/2012
Page No : 1

Groups Printed- Passenger Vehicles

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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	26	1	27	2	3	1	6	5	13	1	19	2	3	5	10	62
07:15 AM	3	32	5	40	0	4	3	7	2	10	0	12	2	3	5	10	69
07:30 AM	1	36	2	39	0	1	2	3	3	18	0	21	1	3	3	7	70
07:45 AM	2	27	2	31	0	4	2	6	3	13	0	16	3	2	7	12	65
Total	6	121	10	137	2	12	8	22	13	54	1	68	8	11	20	39	266
08:00 AM	1	30	0	31	1	1	2	4	1	14	0	15	2	1	4	7	57
08:15 AM	2	28	3	33	0	1	5	6	2	19	1	22	0	6	5	11	72
08:30 AM	0	33	3	36	1	1	4	6	2	15	0	17	1	1	7	9	68
08:45 AM	4	32	1	37	2	6	0	8	6	15	1	22	1	0	6	7	74
Total	7	123	7	137	4	9	11	24	11	63	2	76	4	8	22	34	271
Grand Total	13	244	17	274	6	21	19	46	24	117	3	144	12	19	42	73	537
Apprch %	4.7	89.1	6.2		13	45.7	41.3		16.7	81.2	2.1		16.4	26	57.5		
Total %	2.4	45.4	3.2	51	1.1	3.9	3.5	8.6	4.5	21.8	0.6	26.8	2.2	3.5	7.8	13.6	

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	30	0	31	1	1	2	4	1	14	0	15	**2**	1	4	7	57
08:15 AM	2	28	**3**	33	0	1	**5**	6	2	**19**	**1**	**22**	0	**6**	5	**11**	72
08:30 AM	0	**33**	3	36	1	1	4	6	2	15	0	17	1	1	**7**	9	68
08:45 AM	**4**	32	1	**37**	**2**	**6**	0	**8**	**6**	15	1	22	1	0	6	7	**74**
Total Volume	7	123	7	137	4	9	11	24	11	63	2	76	4	8	22	34	271
% App. Total	5.1	89.8	5.1		16.7	37.5	45.8		14.5	82.9	2.6		11.8	23.5	64.7		
PHF	.438	.932	.583	.926	.500	.375	.550	.750	.458	.829	.500	.864	.500	.333	.786	.773	.916

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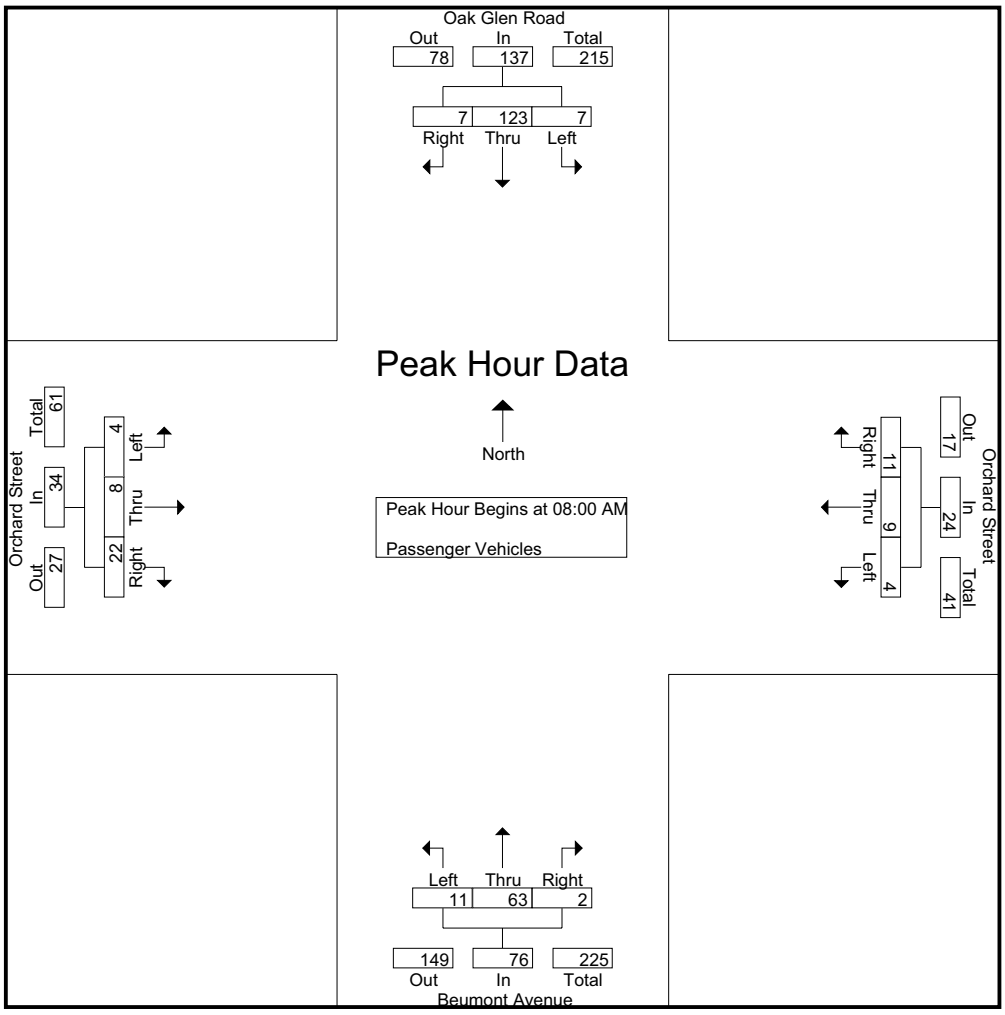

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	30	0	31	1	1	2	4	1	14	0	15	**2**	1	4	7
+15 mins.	2	28	**3**	33	0	1	**5**	6	2	**19**	**1**	**22**	0	**6**	5	**11**
+30 mins.	0	**33**	3	36	1	1	4	6	2	15	0	17	1	1	**7**	9
+45 mins.	**4**	32	1	**37**	**2**	**6**	0	**8**	**6**	15	1	22	1	0	6	7
Total Volume	7	123	7	137	4	9	11	24	11	63	2	76	4	8	22	34
% App. Total	5.1	89.8	5.1		16.7	37.5	45.8		14.5	82.9	2.6		11.8	23.5	64.7	
PHF	.438	.932	.583	.926	.500	.375	.550	.750	.458	.829	.500	.864	.500	.333	.786	.773

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City of Beaumont
N/S: Beaumont Avenue/Oak Glen Road
E/W: Orchard Street
Weather: Sunny

File Name : BMTBEORAM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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	1	1	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	1	4	0	0	0	0	2	0	0	2	0	1	1	2	8
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	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Grand Total	1	3	1	5	1	0	0	1	2	1	0	3	0	1	1	2	11
Apprch %	20	60	20		100	0	0		66.7	33.3	0		0	50	50		
Total %	9.1	27.3	9.1	45.5	9.1	0	0	9.1	18.2	9.1	0	27.3	0	9.1	9.1	18.2	

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
Total Volume	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.375

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Weather: Sunny

File Name : BMTBEORAM
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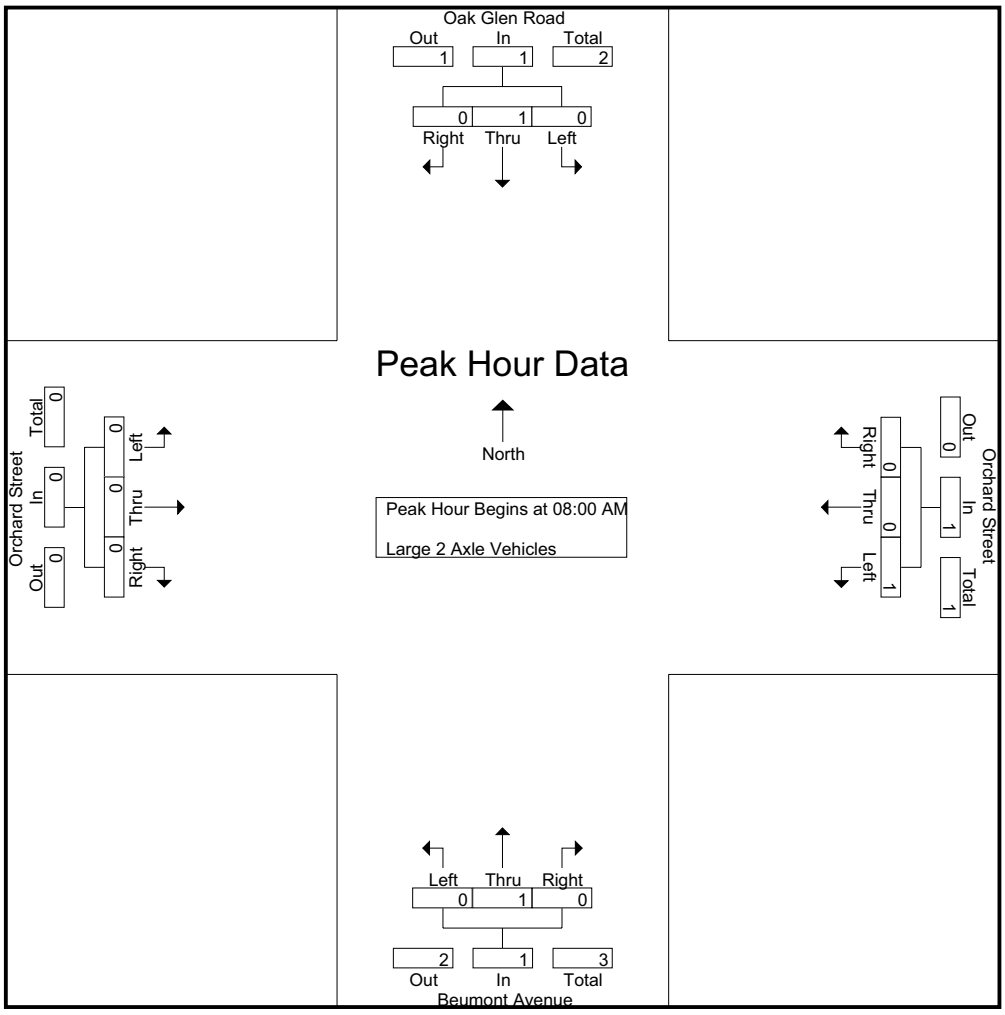

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+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	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	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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	0	0	0	0
Total	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
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	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	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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	**1**	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	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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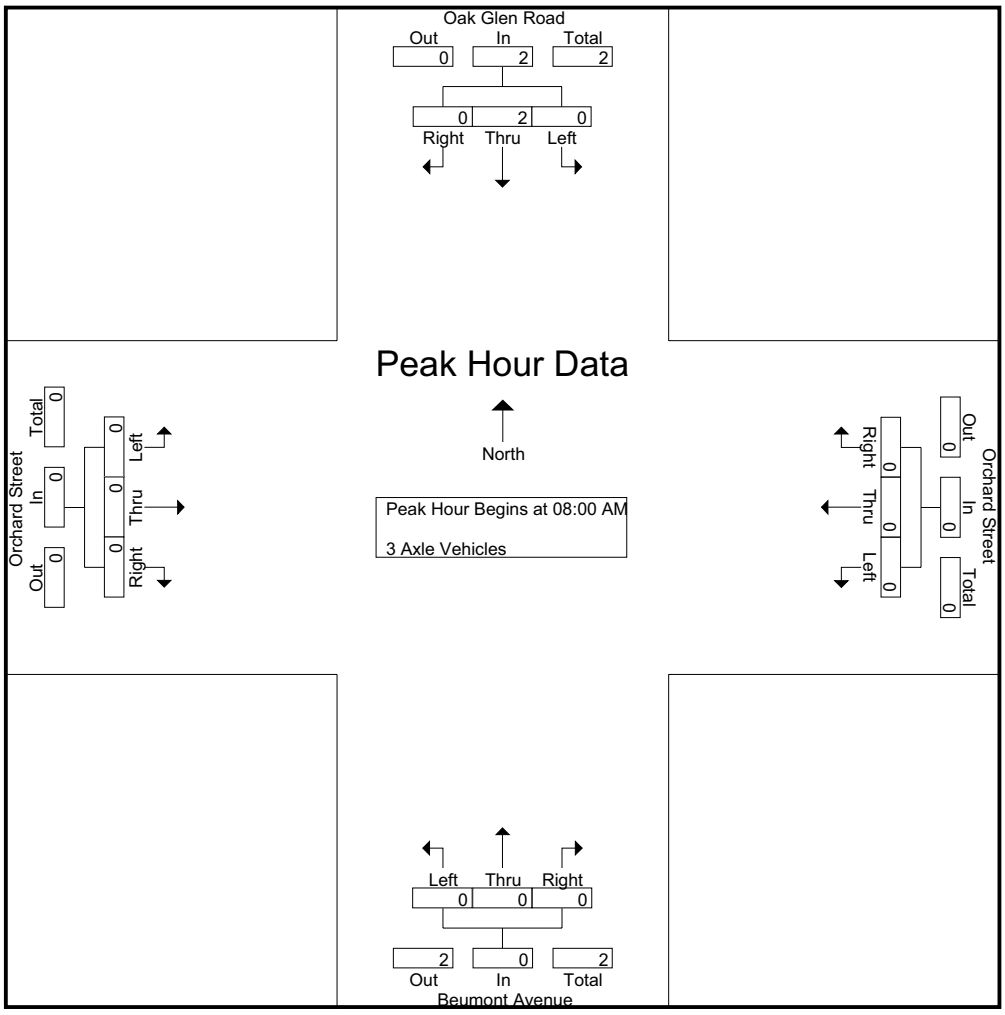

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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	0	0	0	0
Total	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
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	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 %																	

	Oak Glen Road Southbound				Orchard Street Westbound				Beumont Avenue Northbound				Orchard 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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 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

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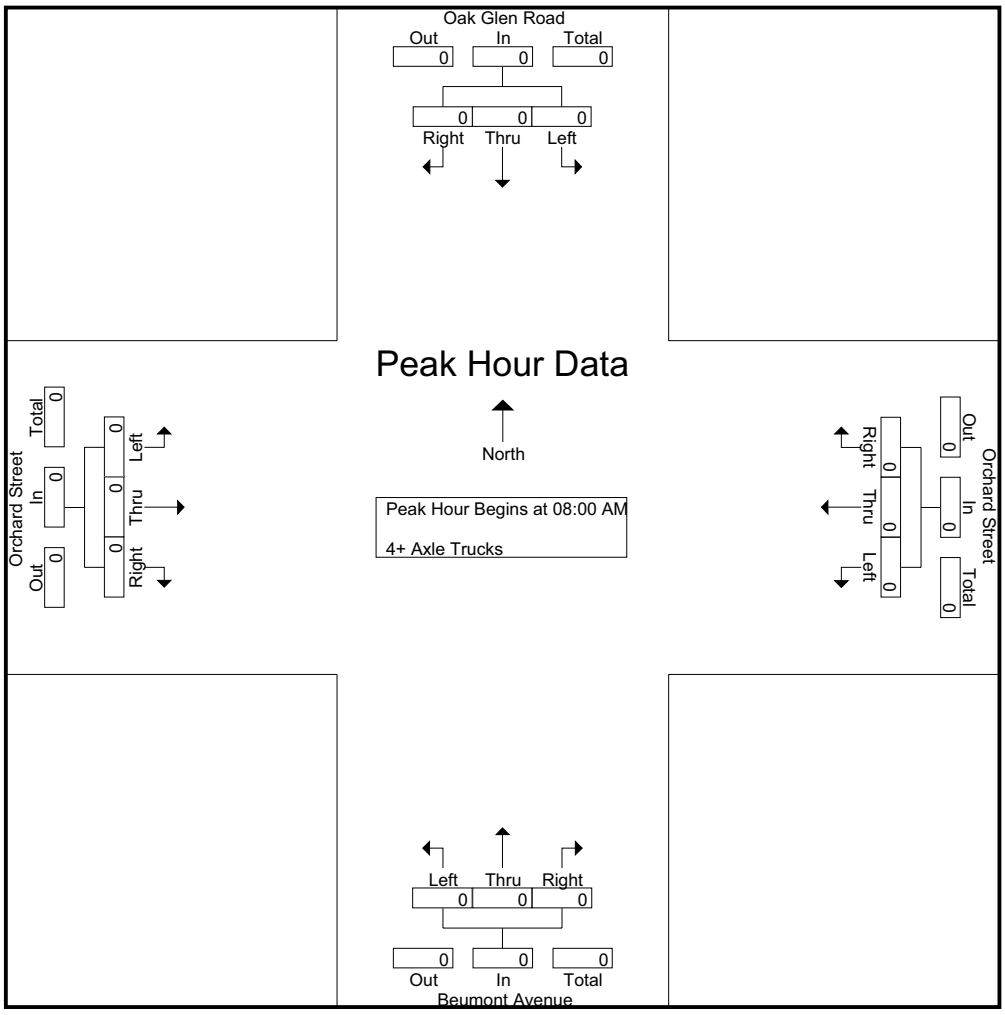

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 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	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

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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	23	5	31	0	2	2	4	10	31	1	42	1	2	5	8	85
04:15 PM	1	25	1	27	0	2	4	6	8	28	0	36	4	2	7	13	82
04:30 PM	5	40	0	45	2	4	2	8	9	26	0	35	2	1	4	7	95
04:45 PM	2	31	1	34	5	5	5	15	6	56	1	63	1	4	10	15	127
Total	11	119	7	137	7	13	13	33	33	141	2	176	8	9	26	43	389
05:00 PM	3	20	0	23	1	1	8	10	10	49	4	63	2	1	8	11	107
05:15 PM	2	28	1	31	4	2	3	9	9	36	0	45	4	4	9	17	102
05:30 PM	2	28	3	33	1	1	2	4	15	32	1	48	2	0	4	6	91
05:45 PM	5	36	5	46	1	6	6	13	7	32	0	39	0	2	9	11	109
Total	12	112	9	133	7	10	19	36	41	149	5	195	8	7	30	45	409
Grand Total	23	231	16	270	14	23	32	69	74	290	7	371	16	16	56	88	798
Apprch %	8.5	85.6	5.9		20.3	33.3	46.4		19.9	78.2	1.9		18.2	18.2	63.6		
Total %	2.9	28.9	2	33.8	1.8	2.9	4	8.6	9.3	36.3	0.9	46.5	2	2	7	11	
Passenger Vehicles	21	229	16	266	12	22	32	66	74	285	7	366	16	16	55	87	785
% Passenger Vehicles	91.3	99.1	100	98.5	85.7	95.7	100	95.7	100	98.3	100	98.7	100	100	98.2	98.9	98.4
Large 2 Axle Vehicles	2	2	0	4	2	0	0	2	0	5	0	5	0	0	0	0	11
% Large 2 Axle Vehicles	8.7	0.9	0	1.5	14.3	0	0	2.9	0	1.7	0	1.3	0	0	0	0	1.4
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	4.3	0	1.4	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	1	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	1.1	0.1

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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	**5**	**40**	0	**45**	2	4	2	8	9	26	0	35	2	1	4	7	95
04:45 PM	2	31	**1**	34	**5**	**5**	5	**15**	6	**56**	1	**63**	1	**4**	**10**	15	**127**
05:00 PM	3	20	0	23	1	1	**8**	10	**10**	49	**4**	63	2	1	8	11	107
05:15 PM	2	28	1	31	4	2	3	9	9	36	0	45	**4**	4	9	**17**	102
Total Volume	12	119	2	133	12	12	18	42	34	167	5	206	9	10	31	50	431
% App. Total	9	89.5	1.5		28.6	28.6	42.9		16.5	81.1	2.4		18	20	62		
PHF	.600	.744	.500	.739	.600	.600	.563	.700	.850	.746	.313	.817	.563	.625	.775	.735	.848

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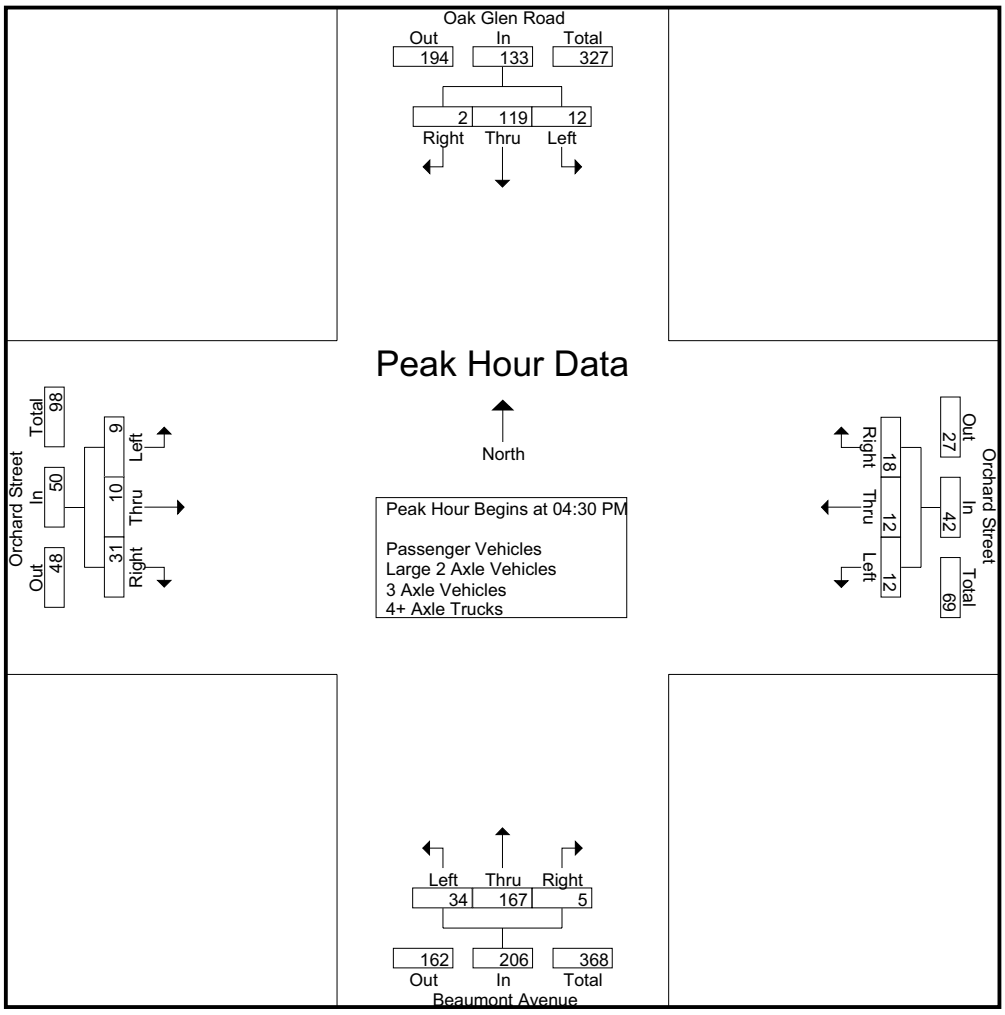

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	3	23	**5**	31	2	4	2	8	6	**56**	1	**63**	2	1	4	7
+15 mins.	1	25	1	27	**5**	**5**	5	**15**	10	49	**4**	63	1	**4**	**10**	15
+30 mins.	**5**	**40**	0	**45**	1	1	**8**	10	9	36	0	45	2	1	8	11
+45 mins.	2	31	1	34	4	2	3	9	**15**	32	1	48	**4**	4	9	**17**
Total Volume	11	119	7	137	12	12	18	42	40	173	6	219	9	10	31	50
% App. Total	8	86.9	5.1		28.6	28.6	42.9		18.3	79	2.7		18	20	62	
PHF	.550	.744	.350	.761	.600	.600	.563	.700	.667	.772	.375	.869	.563	.625	.775	.735

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Groups Printed- Passenger Vehicles

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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	23	5	31	0	1	2	3	10	31	1	42	1	2	5	8	84
04:15 PM	1	25	1	27	0	2	4	6	8	28	0	36	4	2	7	13	82
04:30 PM	5	40	0	45	2	4	2	8	9	26	0	35	2	1	4	7	95
04:45 PM	2	29	1	32	4	5	5	14	6	52	1	59	1	4	9	14	119
Total	11	117	7	135	6	12	13	31	33	137	2	172	8	9	25	42	380
05:00 PM	3	20	0	23	1	1	8	10	10	49	4	63	2	1	8	11	107
05:15 PM	2	28	1	31	3	2	3	8	9	36	0	45	4	4	9	17	101
05:30 PM	1	28	3	32	1	1	2	4	15	31	1	47	2	0	4	6	89
05:45 PM	4	36	5	45	1	6	6	13	7	32	0	39	0	2	9	11	108
Total	10	112	9	131	6	10	19	35	41	148	5	194	8	7	30	45	405
Grand Total	21	229	16	266	12	22	32	66	74	285	7	366	16	16	55	87	785
Apprch %	7.9	86.1	6		18.2	33.3	48.5		20.2	77.9	1.9		18.4	18.4	63.2		
Total %	2.7	29.2	2	33.9	1.5	2.8	4.1	8.4	9.4	36.3	0.9	46.6	2	2	7	11.1	

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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**	**40**	0	**45**	2	4	2	8	9	26	0	35	2	1	4	7	95
04:45 PM	2	29	**1**	32	**4**	**5**	5	**14**	6	**52**	1	59	1	**4**	**9**	14	**119**
05:00 PM	3	20	0	23	1	1	**8**	10	**10**	49	**4**	**63**	2	1	8	11	107
05:15 PM	2	28	1	31	3	2	3	8	9	36	0	45	**4**	4	9	**17**	101
Total Volume	12	117	2	131	10	12	18	40	34	163	5	202	9	10	30	49	422
% App. Total	9.2	89.3	1.5		25	30	45		16.8	80.7	2.5		18.4	20.4	61.2		
PHF	.600	.731	.500	.728	.625	.600	.563	.714	.850	.784	.313	.802	.563	.625	.833	.721	.887

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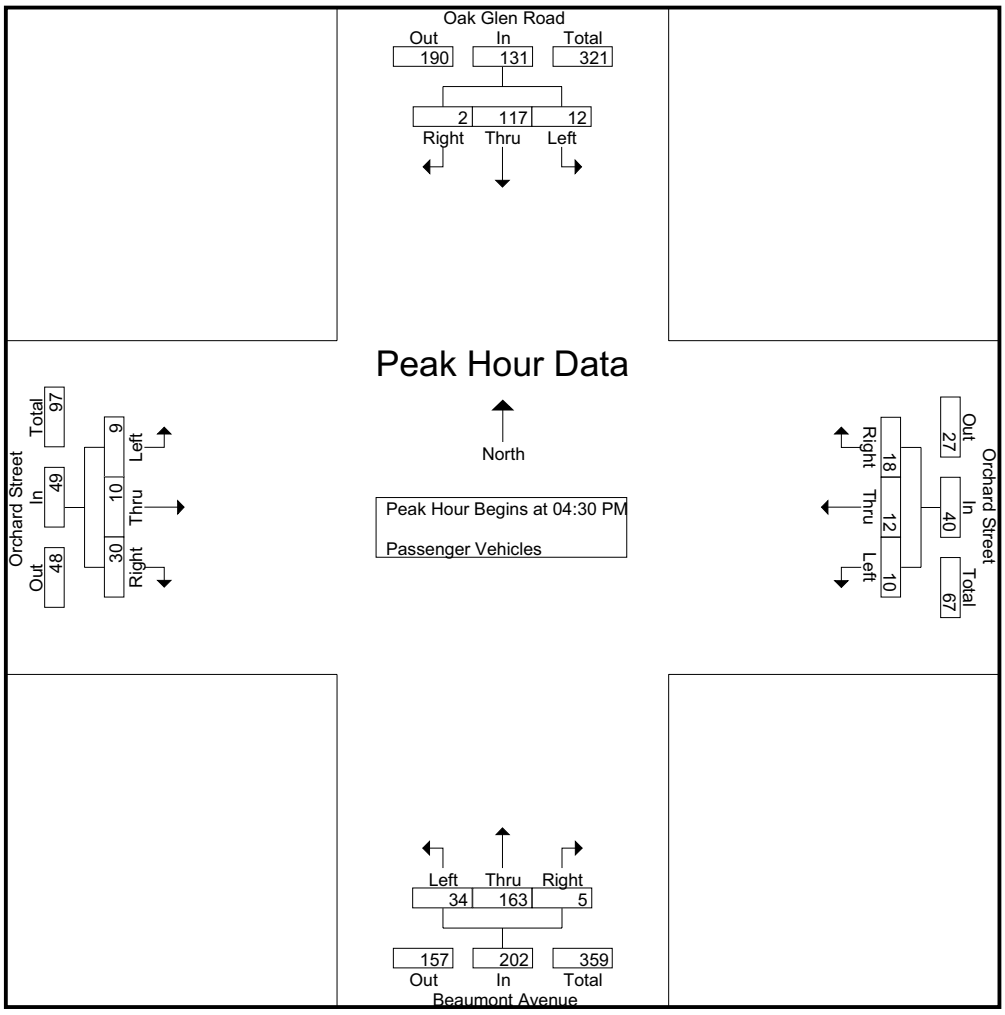

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**5**	**40**	0	**45**	2	4	2	8	9	26	0	35	2	1	4	7
+15 mins.	2	29	**1**	32	**4**	**5**	5	**14**	6	**52**	1	59	1	**4**	**9**	14
+30 mins.	3	20	0	23	1	1	**8**	10	**10**	49	**4**	**63**	2	1	8	11
+45 mins.	2	28	1	31	3	2	3	8	9	36	0	45	**4**	4	9	**17**
Total Volume	12	117	2	131	10	12	18	40	34	163	5	202	9	10	30	49
% App. Total	9.2	89.3	1.5		25	30	45		16.8	80.7	2.5		18.4	20.4	61.2	
PHF	.600	.731	.500	.728	.625	.600	.563	.714	.850	.784	.313	.802	.563	.625	.833	.721

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City of Beaumont
N/S: Beaumont Avenue/Oak Glen Road
E/W: Orchard Street
Weather: Sunny

File Name : BMTBEORPM
Site Code : 00000131
Start Date : 8/7/2012
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Groups Printed- Large 2 Axle Vehicles

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
Total	0	2	0	2	1	0	0	1	0	4	0	4	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	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
Grand Total	2	2	0	4	2	0	0	2	0	5	0	5	0	0	0	0	11
Apprch %	50	50	0		100	0	0		0	100	0		0	0	0		
Total %	18.2	18.2	0	36.4	18.2	0	0	18.2	0	45.5	0	45.5	0	0	0	0	

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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	**2**	0	**2**	**1**	0	0	**1**	0	**4**	0	**4**	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	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	2	0	0	2	0	4	0	4	0	0	0	0	8
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.286

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File Name : BMTBEORPM
Site Code : 00000131
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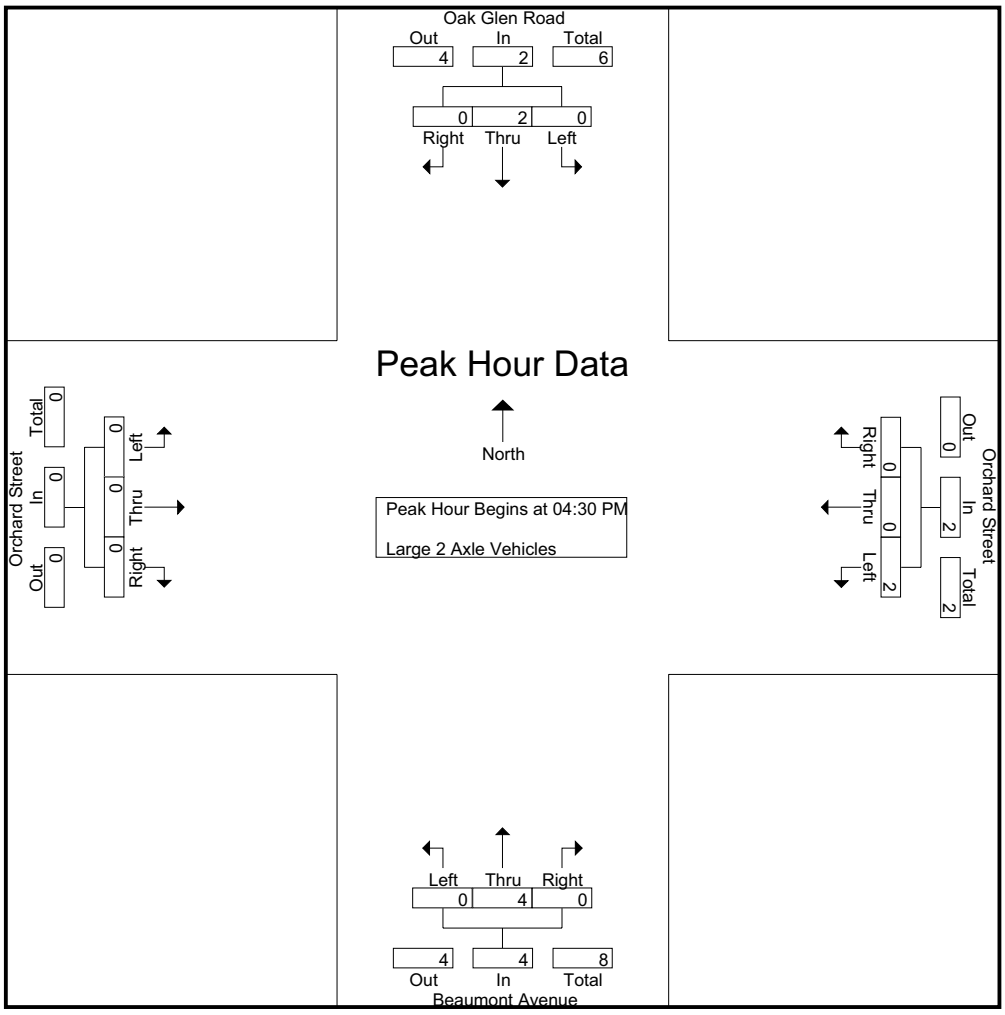

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

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	**2**	0	**2**	**1**	0	0	**1**	0	**4**	0	**4**	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	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	2	0	0	2	0	4	0	4	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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	1	0	1	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	0	0	0	0	1	0	1	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	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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

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File Name : BMTBEORPM
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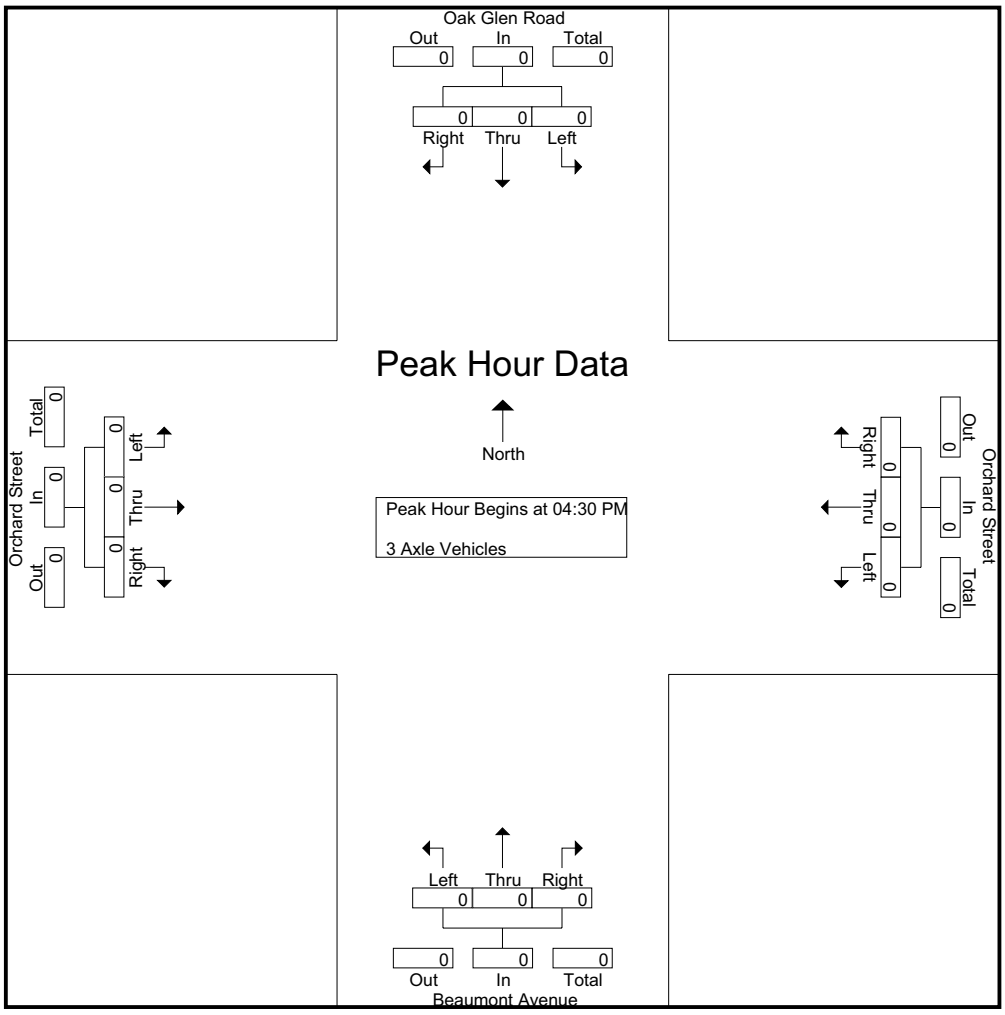

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

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

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File Name : BMTBEORPM
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Groups Printed- 4+ Axle Trucks

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

	Oak Glen Road Southbound				Orchard Street Westbound				Beaumont Avenue Northbound				Orchard 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	**1**	**1**	**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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Beaumont
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Weather: Sunny

File Name : BMTBEORPM
Site Code : 00000131
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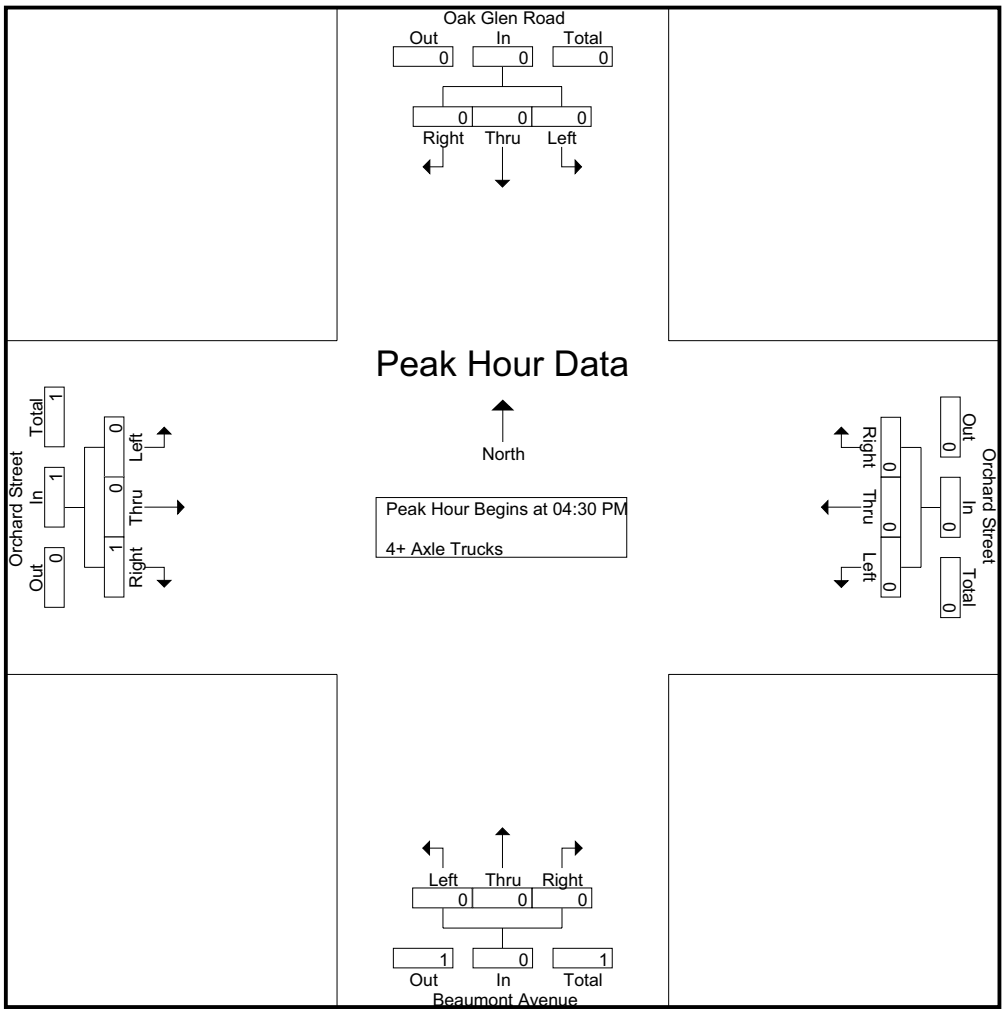

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

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	**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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250

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City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather: Sunny

File Name : BMTBEVIAM
Site Code : 00000092
Start Date : 8/7/2012
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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	3	30	2	35	6	7	1	14	5	17	5	27	2	5	7	14	90
07:15 AM	3	32	1	36	4	5	3	12	1	10	5	16	0	4	4	8	72
07:30 AM	3	33	4	40	12	11	3	26	2	22	5	29	1	2	5	8	103
07:45 AM	1	32	1	34	4	5	4	13	8	18	12	38	2	1	4	7	92
Total	10	127	8	145	26	28	11	65	16	67	27	110	5	12	20	37	357
08:00 AM	2	28	2	32	11	17	1	29	1	16	7	24	0	0	7	7	92
08:15 AM	1	28	1	30	12	10	4	26	5	16	5	26	2	2	8	12	94
08:30 AM	2	36	6	44	13	7	3	23	5	21	7	33	0	2	4	6	106
08:45 AM	2	49	1	52	14	5	5	24	3	27	6	36	0	0	4	4	116
Total	7	141	10	158	50	39	13	102	14	80	25	119	2	4	23	29	408
Grand Total	17	268	18	303	76	67	24	167	30	147	52	229	7	16	43	66	765
Apprch %	5.6	88.4	5.9		45.5	40.1	14.4		13.1	64.2	22.7		10.6	24.2	65.2		
Total %	2.2	35	2.4	39.6	9.9	8.8	3.1	21.8	3.9	19.2	6.8	29.9	0.9	2.1	5.6	8.6	
Passenger Vehicles	17	260	16	293	73	67	23	163	26	141	50	217	7	16	41	64	737
% Passenger Vehicles	100	97	88.9	96.7	96.1	100	95.8	97.6	86.7	95.9	96.2	94.8	100	100	95.3	97	96.3
Large 2 Axle Vehicles	0	7	1	8	3	0	1	4	3	6	2	11	0	0	1	1	24
% Large 2 Axle Vehicles	0	2.6	5.6	2.6	3.9	0	4.2	2.4	10	4.1	3.8	4.8	0	0	2.3	1.5	3.1
3 Axle Vehicles	0	1	1	2	0	0	0	0	1	0	0	1	0	0	1	1	4
% 3 Axle Vehicles	0	0.4	5.6	0.7	0	0	0	0	3.3	0	0	0.4	0	0	2.3	1.5	0.5
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

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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 08:00 AM																	
08:00 AM	**2**	28	2	32	11	**17**	1	**29**	1	16	**7**	24	0	0	7	7	92
08:15 AM	1	28	1	30	12	10	4	26	**5**	16	5	26	**2**	**2**	**8**	**12**	94
08:30 AM	2	36	**6**	44	13	7	3	23	5	21	7	33	0	2	4	6	106
08:45 AM	2	**49**	1	**52**	**14**	5	**5**	24	3	**27**	6	**36**	0	0	4	4	**116**
Total Volume	7	141	10	158	50	39	13	102	14	80	25	119	2	4	23	29	408
% App. Total	4.4	89.2	6.3		49	38.2	12.7		11.8	67.2	21		6.9	13.8	79.3		
PHF	.875	.719	.417	.760	.893	.574	.650	.879	.700	.741	.893	.826	.250	.500	.719	.604	.879

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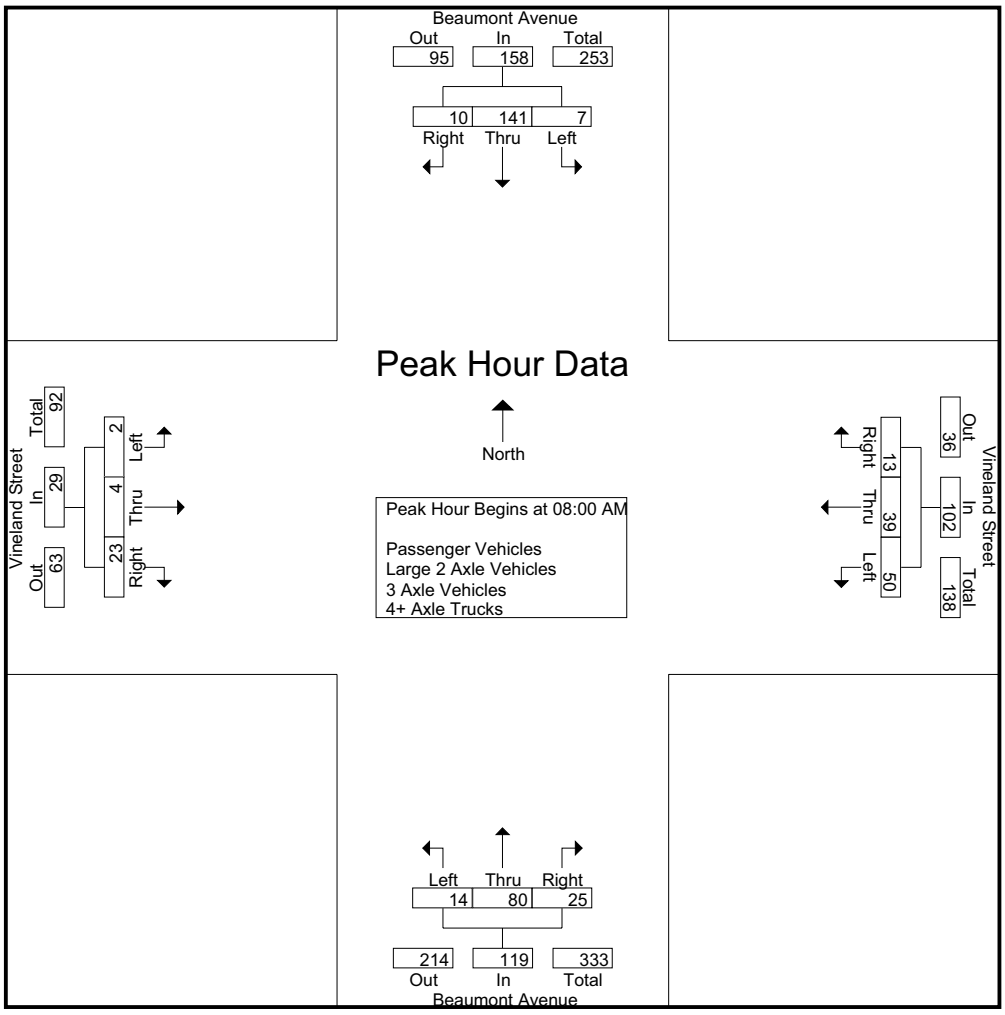

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				07:00 AM			
+0 mins.	**2**	28	2	32	11	**17**	1	**29**	**8**	18	**12**	**38**	**2**	**5**	**7**	**14**
+15 mins.	1	28	1	30	12	10	4	26	1	16	7	24	0	4	4	8
+30 mins.	2	36	**6**	44	13	7	3	23	5	16	5	26	1	2	5	8
+45 mins.	2	**49**	1	**52**	**14**	5	**5**	24	5	**21**	7	33	2	1	4	7
Total Volume	7	141	10	158	50	39	13	102	19	71	31	121	5	12	20	37
% App. Total	4.4	89.2	6.3		49	38.2	12.7		15.7	58.7	25.6		13.5	32.4	54.1	
PHF	.875	.719	.417	.760	.893	.574	.650	.879	.594	.845	.646	.796	.625	.600	.714	.661

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City of Beaumont
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Groups Printed- Passenger Vehicles

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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	3	29	2	34	4	7	0	11	3	16	4	23	2	5	5	12	80
07:15 AM	3	31	1	35	4	5	3	12	1	8	5	14	0	4	4	8	69
07:30 AM	3	33	4	40	11	11	3	25	2	20	5	27	1	2	5	8	100
07:45 AM	1	31	1	33	4	5	4	13	7	18	12	37	2	1	4	7	90
Total	10	124	8	142	23	28	10	61	13	62	26	101	5	12	18	35	339
08:00 AM	2	27	2	31	11	17	1	29	0	16	7	23	0	0	7	7	90
08:15 AM	1	27	1	29	12	10	4	26	5	16	5	26	2	2	8	12	93
08:30 AM	2	35	5	42	13	7	3	23	5	21	6	32	0	2	4	6	103
08:45 AM	2	47	0	49	14	5	5	24	3	26	6	35	0	0	4	4	112
Total	7	136	8	151	50	39	13	102	13	79	24	116	2	4	23	29	398
Grand Total	17	260	16	293	73	67	23	163	26	141	50	217	7	16	41	64	737
Apprch %	5.8	88.7	5.5		44.8	41.1	14.1		12	65	23		10.9	25	64.1		
Total %	2.3	35.3	2.2	39.8	9.9	9.1	3.1	22.1	3.5	19.1	6.8	29.4	0.9	2.2	5.6	8.7	

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	27	2	31	11	**17**	1	**29**	0	16	**7**	23	0	0	7	7	90
08:15 AM	1	27	1	29	12	10	4	26	**5**	16	5	26	**2**	**2**	**8**	**12**	93
08:30 AM	2	35	**5**	42	13	7	3	23	5	21	6	32	0	2	4	6	103
08:45 AM	2	**47**	0	**49**	**14**	5	**5**	24	3	**26**	6	**35**	0	0	4	4	**112**
Total Volume	7	136	8	151	50	39	13	102	13	79	24	116	2	4	23	29	398
% App. Total	4.6	90.1	5.3		49	38.2	12.7		11.2	68.1	20.7		6.9	13.8	79.3		
PHF	.875	.723	.400	.770	.893	.574	.650	.879	.650	.760	.857	.829	.250	.500	.719	.604	.888

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City of Beaumont
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Weather: Sunny

File Name : BMTBEVIAM
Site Code : 00000092
Start Date : 8/7/2012
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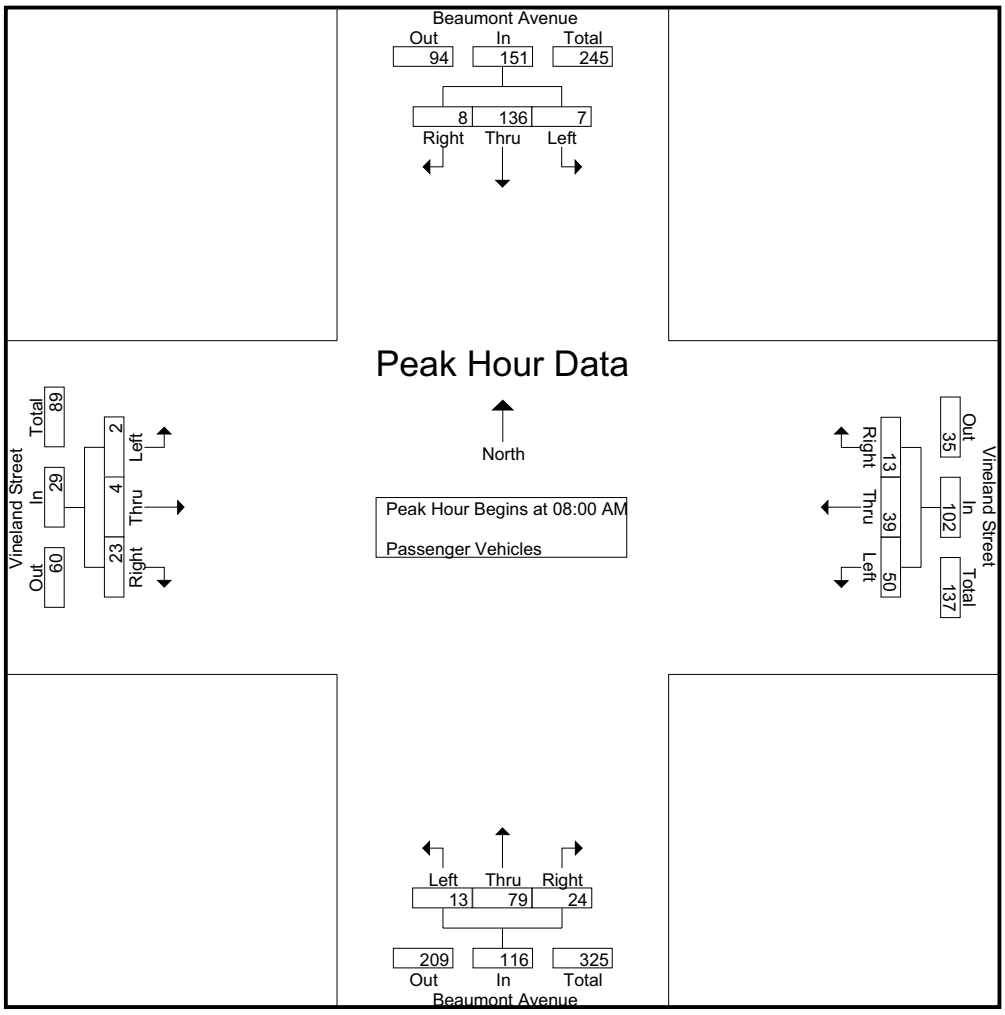

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**2**	27	2	31	11	**17**	1	**29**	0	16	**7**	23	0	0	7	7
+15 mins.	1	27	1	29	12	10	4	26	**5**	16	5	26	**2**	**2**	**8**	**12**
+30 mins.	2	35	**5**	42	13	7	3	23	5	21	6	32	0	2	4	6
+45 mins.	2	**47**	0	**49**	**14**	5	**5**	24	3	**26**	6	**35**	0	0	4	4
Total Volume	7	136	8	151	50	39	13	102	13	79	24	116	2	4	23	29
% App. Total	4.6	90.1	5.3		49	38.2	12.7		11.2	68.1	20.7		6.9	13.8	79.3	
PHF	.875	.723	.400	.770	.893	.574	.650	.879	.650	.760	.857	.829	.250	.500	.719	.604

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Groups Printed- Large 2 Axle Vehicles

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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	2	0	1	3	1	1	1	3	0	0	1	1	8
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	1	0	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	3	0	3	3	0	1	4	2	5	1	8	0	0	1	1	16
08:00 AM	0	1	0	1	0	0	0	0	1	0	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	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	4	1	5	0	0	0	0	1	1	1	3	0	0	0	0	8
Grand Total	0	7	1	8	3	0	1	4	3	6	2	11	0	0	1	1	24
Apprch %	0	87.5	12.5		75	0	25		27.3	54.5	18.2		0	0	100		
Total %	0	29.2	4.2	33.3	12.5	0	4.2	16.7	12.5	25	8.3	45.8	0	0	4.2	4.2	

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	0	0	0	**1**	0	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	0	**1**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	2
08:45 AM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	1	0	0	0	0	**3**
Total Volume	0	4	1	5	0	0	0	0	1	1	1	3	0	0	0	0	8
% App. Total	0	80	20		0	0	0		33.3	33.3	33.3		0	0	0		
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.250	.250	.250	.750	.000	.000	.000	.000	.667

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City of Beaumont
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File Name : BMTBEVIAM
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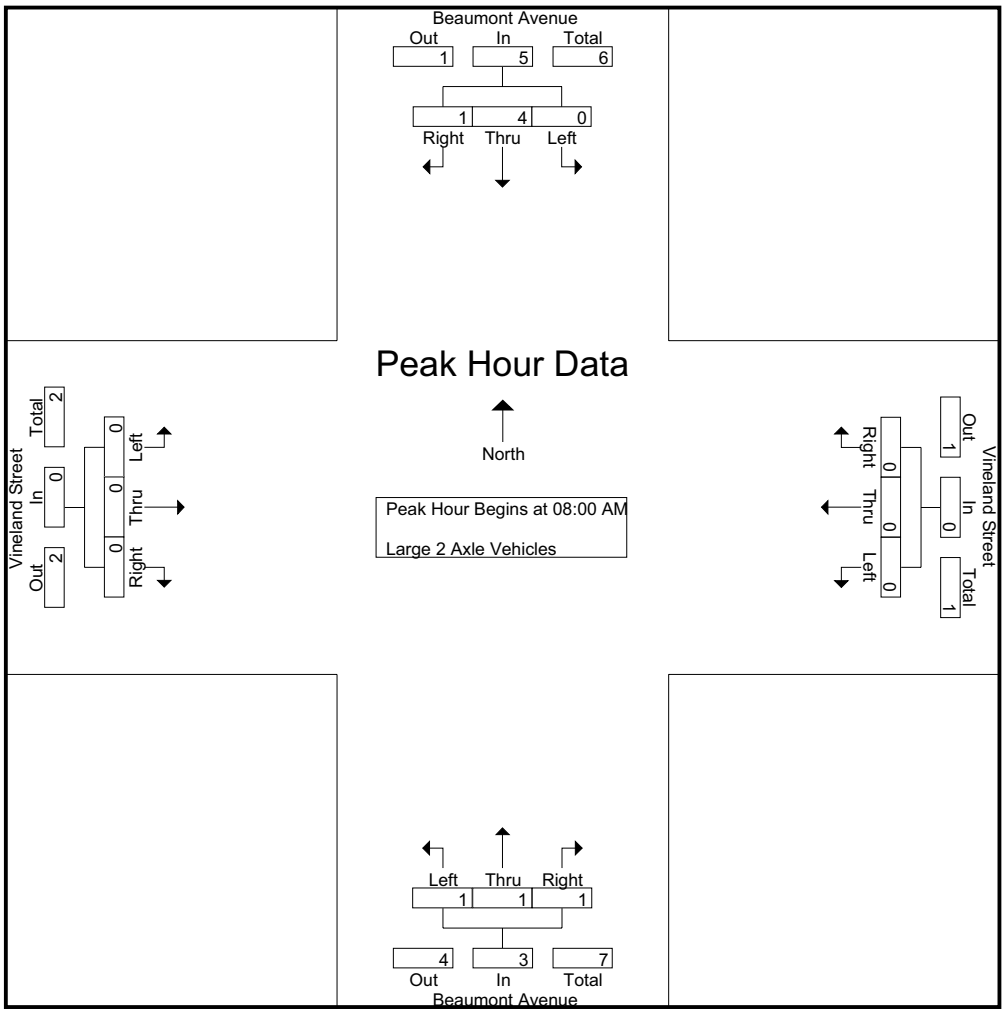

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	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	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	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	4	1	5	0	0	0	0	1	1	1	3	0	0	0	0
% App. Total	0	80	20		0	0	0		33.3	33.3	33.3		0	0	0	
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.250	.250	.250	.750	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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	1	0	0	1	0	0	1	1	2
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	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	1	2	0	0	0	0	1	0	0	1	0	0	1	1	4
Apprch %	0	50	50		0	0	0		100	0	0		0	0	100		
Total %	0	25	25	50	0	0	0	0	25	0	0	25	0	0	25	25	

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
08:45 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	50	50		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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File Name : BMTBEVIAM
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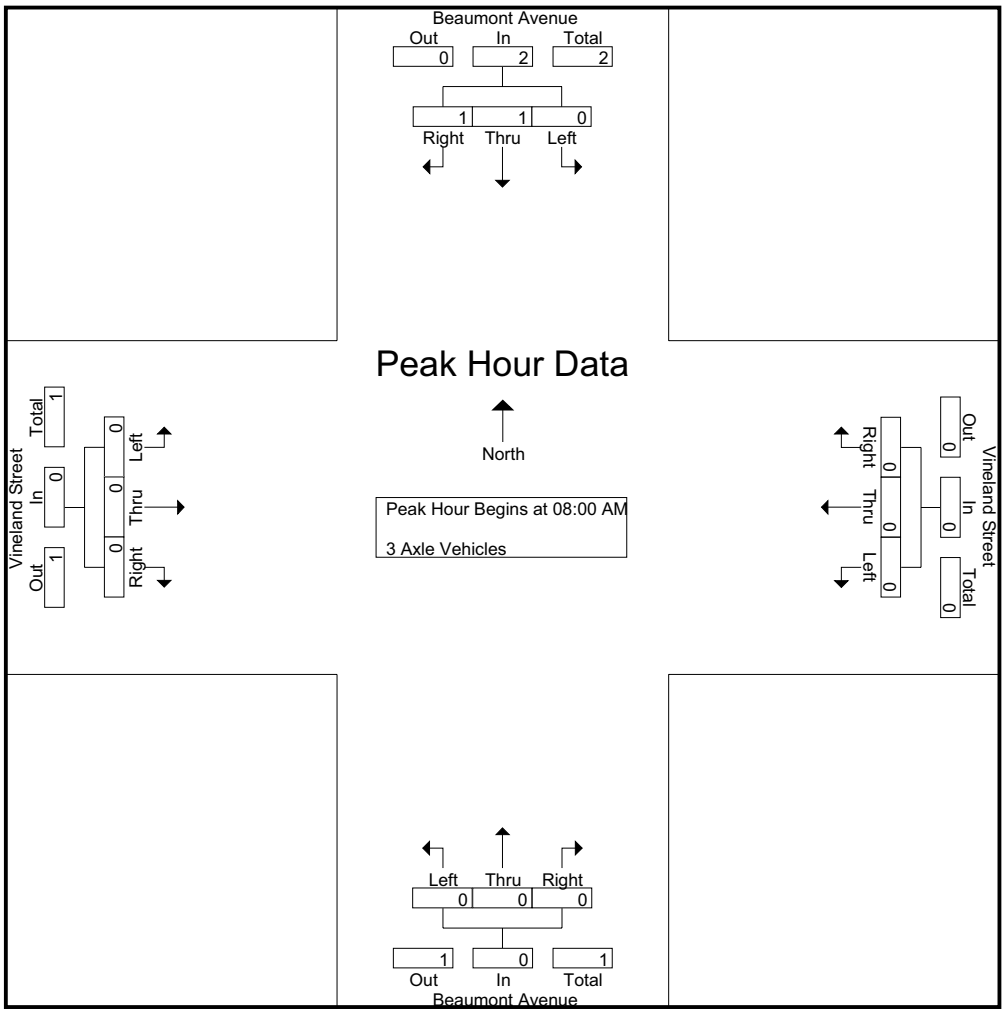

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 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	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	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	50	50		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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	0	0	0	0
Total	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
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	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 %																	

	Beaumont Avenue Southbound				Vineland Street Westbound				Beaumont Avenue Northbound				Vineland 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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 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

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City of Beaumont
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File Name : BMTBEVIAM
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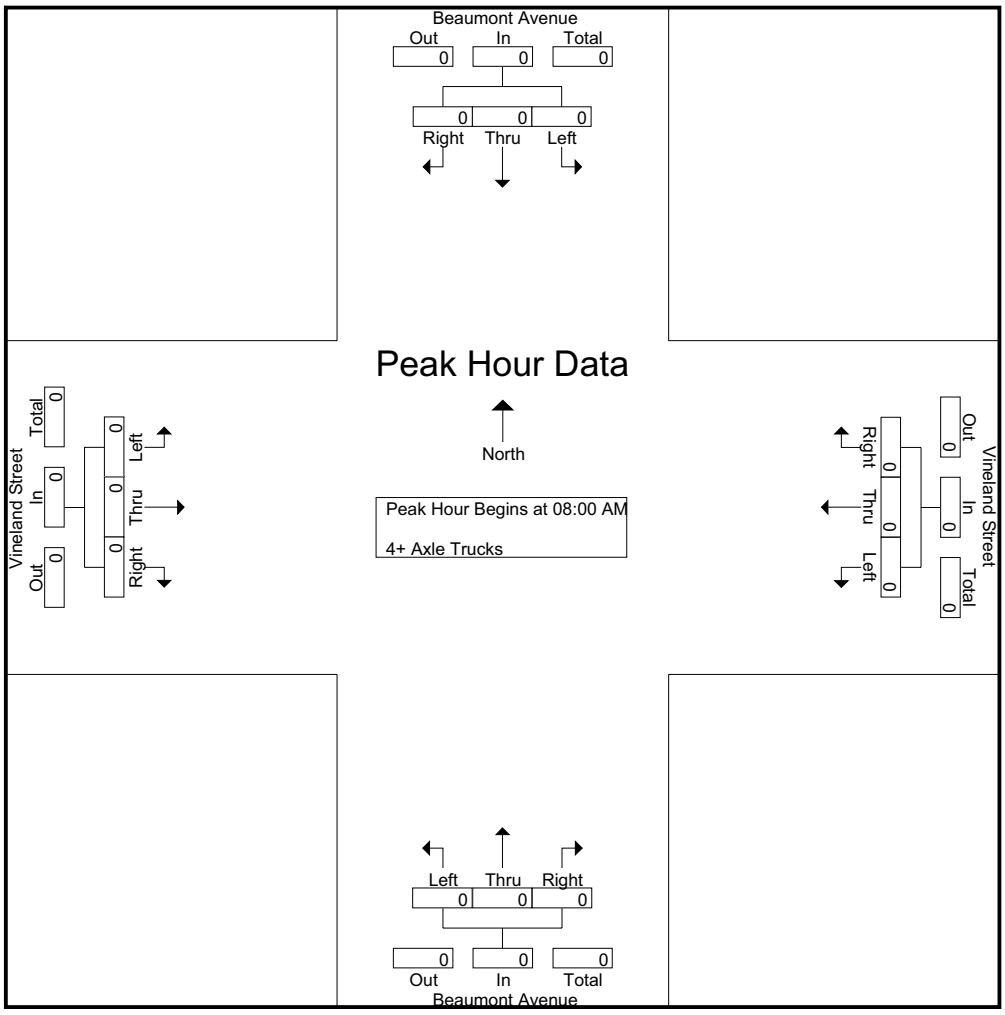

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 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	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

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Site Code : 00000092
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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
04:00 PM	4	28	2	34	16	4	1	21	6	43	11	60	1	3	3	7	122
04:15 PM	0	37	0	37	8	5	2	15	5	39	17	61	1	2	3	6	119
04:30 PM	4	37	0	41	10	1	2	13	5	35	8	48	4	1	2	7	109
04:45 PM	2	49	1	52	6	3	3	12	4	53	16	73	3	10	1	14	151
Total	10	151	3	164	40	13	8	61	20	170	52	242	9	16	9	34	501
05:00 PM	1	32	1	34	16	5	1	22	7	57	15	79	1	10	7	18	153
05:15 PM	5	34	0	39	10	4	4	18	6	49	13	68	3	3	5	11	136
05:30 PM	0	50	3	53	8	4	2	14	6	43	13	62	1	6	6	13	142
05:45 PM	2	43	3	48	7	3	3	13	3	39	18	60	2	2	4	8	129
Total	8	159	7	174	41	16	10	67	22	188	59	269	7	21	22	50	560
Grand Total	18	310	10	338	81	29	18	128	42	358	111	511	16	37	31	84	1061
Apprch %	5.3	91.7	3		63.3	22.7	14.1		8.2	70.1	21.7		19	44	36.9		
Total %	1.7	29.2	0.9	31.9	7.6	2.7	1.7	12.1	4	33.7	10.5	48.2	1.5	3.5	2.9	7.9	
Passenger Vehicles	18	304	10	332	78	27	18	123	36	351	110	497	16	36	30	82	1034
% Passenger Vehicles	100	98.1	100	98.2	96.3	93.1	100	96.1	85.7	98	99.1	97.3	100	97.3	96.8	97.6	97.5
Large 2 Axle Vehicles	0	5	0	5	3	2	0	5	5	6	1	12	0	1	1	2	24
% Large 2 Axle Vehicles	0	1.6	0	1.5	3.7	6.9	0	3.9	11.9	1.7	0.9	2.3	0	2.7	3.2	2.4	2.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	2.4	0.3	0	0.4	0	0	0	0	0.2
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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 04:45 PM																	
04:45 PM	2	49	1	52	6	3	3	12	4	53	**16**	73	**3**	**10**	1	14	151
05:00 PM	1	32	1	34	**16**	**5**	1	**22**	**7**	**57**	15	**79**	1	10	**7**	**18**	**153**
05:15 PM	**5**	34	0	39	10	4	**4**	18	6	49	13	68	3	3	5	11	136
05:30 PM	0	**50**	**3**	**53**	8	4	2	14	6	43	13	62	1	6	6	13	142
Total Volume	8	165	5	178	40	16	10	66	23	202	57	282	8	29	19	56	582
% App. Total	4.5	92.7	2.8		60.6	24.2	15.2		8.2	71.6	20.2		14.3	51.8	33.9		
PHF	.400	.825	.417	.840	.625	.800	.625	.750	.821	.886	.891	.892	.667	.725	.679	.778	.951

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City of Beaumont
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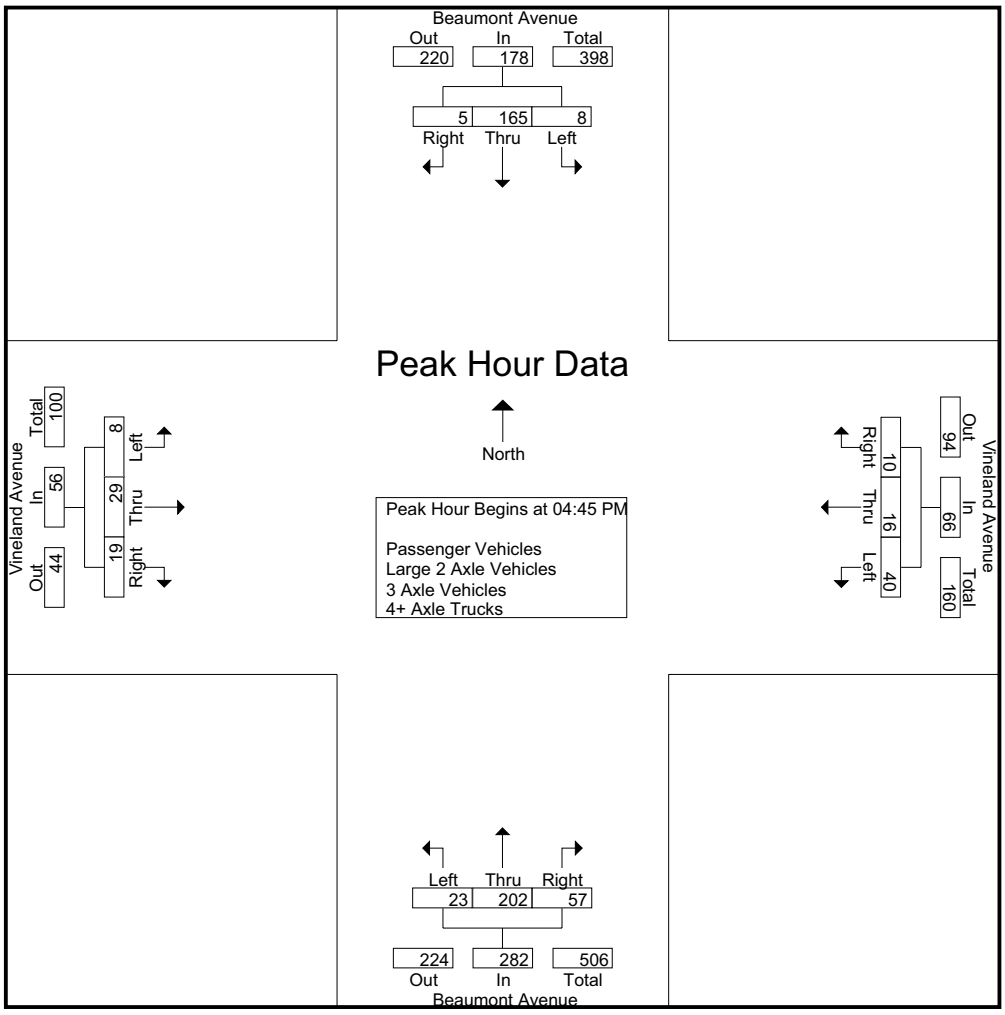
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
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				04:45 PM				04:45 PM			
+0 mins.	2	49	1	52	**16**	**5**	1	**22**	4	53	**16**	73	**3**	**10**	1	14
+15 mins.	1	32	1	34	10	4	**4**	18	**7**	**57**	15	**79**	1	10	**7**	**18**
+30 mins.	**5**	34	0	39	8	4	2	14	6	49	13	68	3	3	5	11
+45 mins.	0	**50**	**3**	**53**	7	3	3	13	6	43	13	62	1	6	6	13
Total Volume	8	165	5	178	41	16	10	67	23	202	57	282	8	29	19	56
% App. Total	4.5	92.7	2.8		61.2	23.9	14.9		8.2	71.6	20.2		14.3	51.8	33.9	
PHF	.400	.825	.417	.840	.641	.800	.625	.761	.821	.886	.891	.892	.667	.725	.679	.778

Counts Unlimited Inc.
PO Box 1178
Corona, CA 92878
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City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
Page No : 1

Groups Printed- Passenger Vehicles

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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
04:00 PM	4	27	2	33	15	4	1	20	5	40	11	56	1	3	3	7	116
04:15 PM	0	37	0	37	8	5	2	15	3	39	17	59	1	2	3	6	117
04:30 PM	4	37	0	41	9	1	2	12	4	35	8	47	4	1	2	7	107
04:45 PM	2	46	1	49	6	3	3	12	3	51	16	70	3	10	1	14	145
Total	10	147	3	160	38	13	8	59	15	165	52	232	9	16	9	34	485
05:00 PM	1	31	1	33	16	5	1	22	6	56	15	77	1	9	7	17	149
05:15 PM	5	33	0	38	9	4	4	17	6	48	12	66	3	3	5	11	132
05:30 PM	0	50	3	53	8	3	2	13	6	43	13	62	1	6	5	12	140
05:45 PM	2	43	3	48	7	2	3	12	3	39	18	60	2	2	4	8	128
Total	8	157	7	172	40	14	10	64	21	186	58	265	7	20	21	48	549
Grand Total	18	304	10	332	78	27	18	123	36	351	110	497	16	36	30	82	1034
Apprch %	5.4	91.6	3		63.4	22	14.6		7.2	70.6	22.1		19.5	43.9	36.6		
Total %	1.7	29.4	1	32.1	7.5	2.6	1.7	11.9	3.5	33.9	10.6	48.1	1.5	3.5	2.9	7.9	

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	46	1	49	6	3	3	12	3	51	**16**	70	**3**	**10**	1	14	145
05:00 PM	1	31	1	33	**16**	**5**	1	**22**	**6**	**56**	15	**77**	1	9	**7**	**17**	**149**
05:15 PM	**5**	33	0	38	9	4	**4**	17	6	48	12	66	3	3	5	11	132
05:30 PM	0	**50**	**3**	**53**	8	3	2	13	6	43	13	62	1	6	5	12	140
Total Volume	8	160	5	173	39	15	10	64	21	198	56	275	8	28	18	54	566
% App. Total	4.6	92.5	2.9		60.9	23.4	15.6		7.6	72	20.4		14.8	51.9	33.3		
PHF	.400	.800	.417	.816	.609	.750	.625	.727	.875	.884	.875	.893	.667	.700	.643	.794	.950

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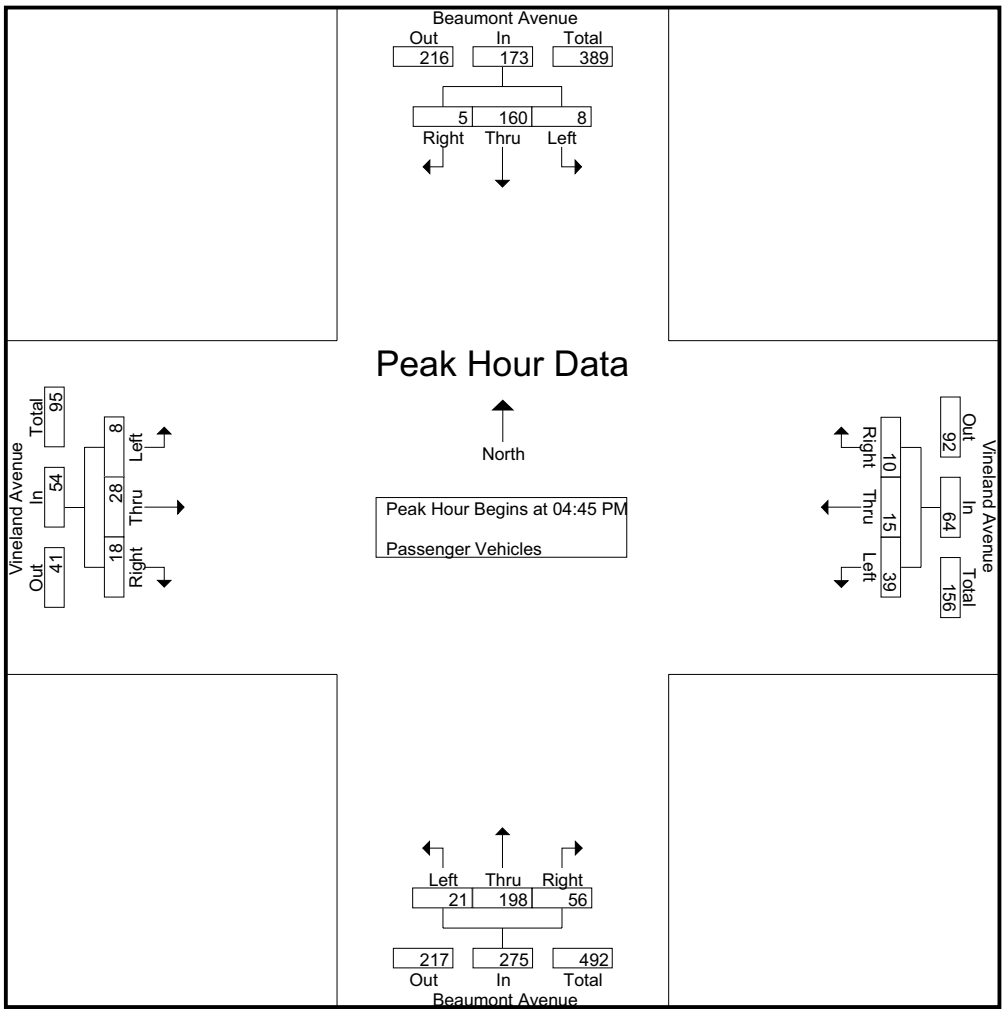
City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
Page No : 2



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.	2	46	1	49	6	3	3	12	3	51	**16**	70	**3**	**10**	1	14
+15 mins.	1	31	1	33	**16**	**5**	1	**22**	**6**	**56**	15	**77**	1	9	**7**	**17**
+30 mins.	**5**	33	0	38	9	4	**4**	17	6	48	12	66	3	3	5	11
+45 mins.	0	**50**	**3**	**53**	8	3	2	13	6	43	13	62	1	6	5	12
Total Volume	8	160	5	173	39	15	10	64	21	198	56	275	8	28	18	54
% App. Total	4.6	92.5	2.9		60.9	23.4	15.6		7.6	72	20.4		14.8	51.9	33.3	
PHF	.400	.800	.417	.816	.609	.750	.625	.727	.875	.884	.875	.893	.667	.700	.643	.794

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City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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
04:00 PM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
04:45 PM	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Total	0	3	0	3	2	0	0	2	4	4	0	8	0	0	0	0	13
05:00 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1	4
05:15 PM	0	1	0	1	1	0	0	1	0	1	1	2	0	0	0	0	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
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	1	2	0	3	1	2	1	4	0	1	1	2	11
Grand Total	0	5	0	5	3	2	0	5	5	6	1	12	0	1	1	2	24
Apprch %	0	100	0		60	40	0		41.7	50	8.3		0	50	50		
Total %	0	20.8	0	20.8	12.5	8.3	0	20.8	20.8	25	4.2	50	0	4.2	4.2	8.3	

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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 04:45 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	**1**	**2**	0	**3**	0	0	0	0	**5**
05:00 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	**1**	0	**1**	4
05:15 PM	0	1	0	1	**1**	0	0	**1**	0	1	**1**	2	0	0	0	0	4
05:30 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	**1**	1	2
Total Volume	0	4	0	4	1	1	0	2	2	4	1	7	0	1	1	2	15
% App. Total	0	100	0		50	50	0		28.6	57.1	14.3		0	50	50		
PHF	.000	.500	.000	.500	.250	.250	.000	.500	.500	.500	.250	.583	.000	.250	.250	.500	.750

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City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
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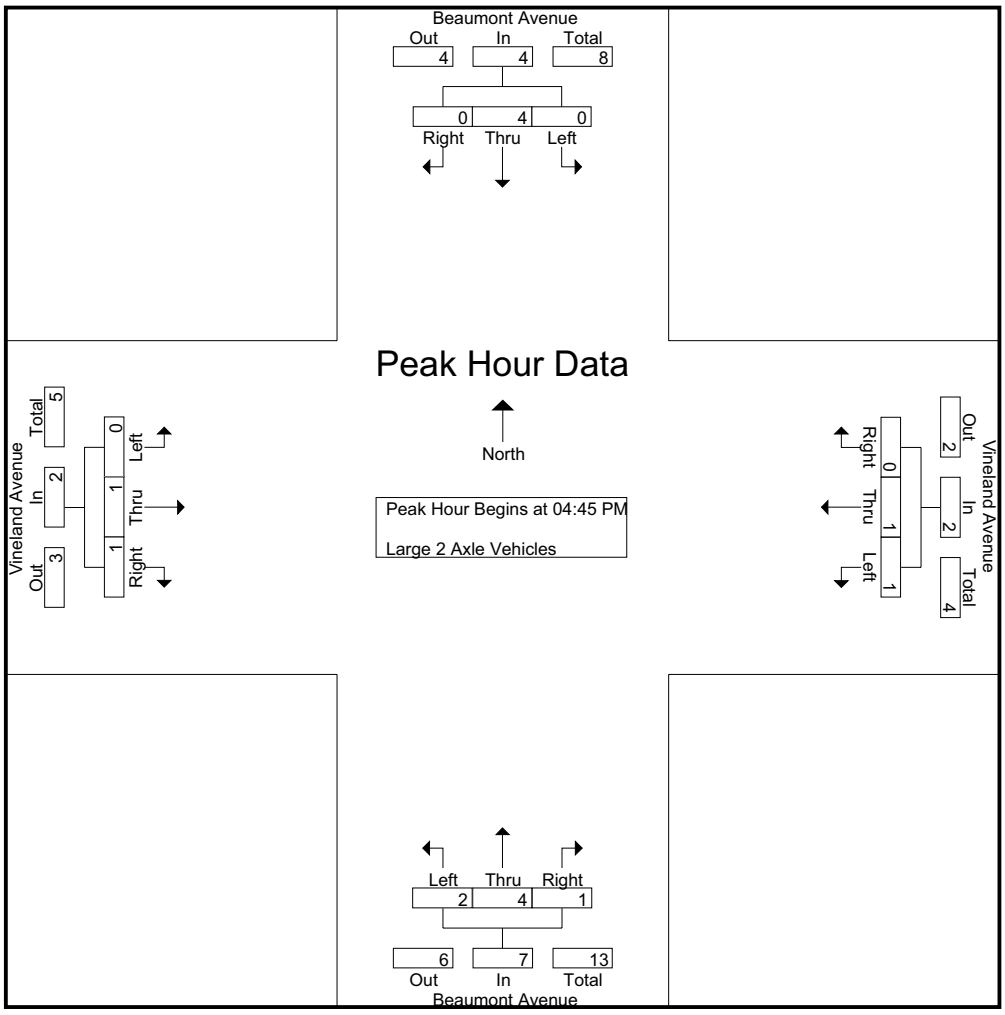

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

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	**1**	**2**	0	**3**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	**1**	0	**1**
+30 mins.	0	1	0	1	**1**	0	0	**1**	0	1	**1**	2	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	**1**	1
Total Volume	0	4	0	4	1	1	0	2	2	4	1	7	0	1	1	2
% App. Total	0	100	0		50	50	0		28.6	57.1	14.3		0	50	50	
PHF	.000	.500	.000	.500	.250	.250	.000	.500	.500	.500	.250	.583	.000	.250	.250	.500

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City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
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Groups Printed- 3 Axle Vehicles

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	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	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
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	1	1	0	2	0	0	0	0	2
Apprch %	0	0	0		0	0	0		50	50	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	50	50	0	100	0	0	0	0	

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
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
05:30 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

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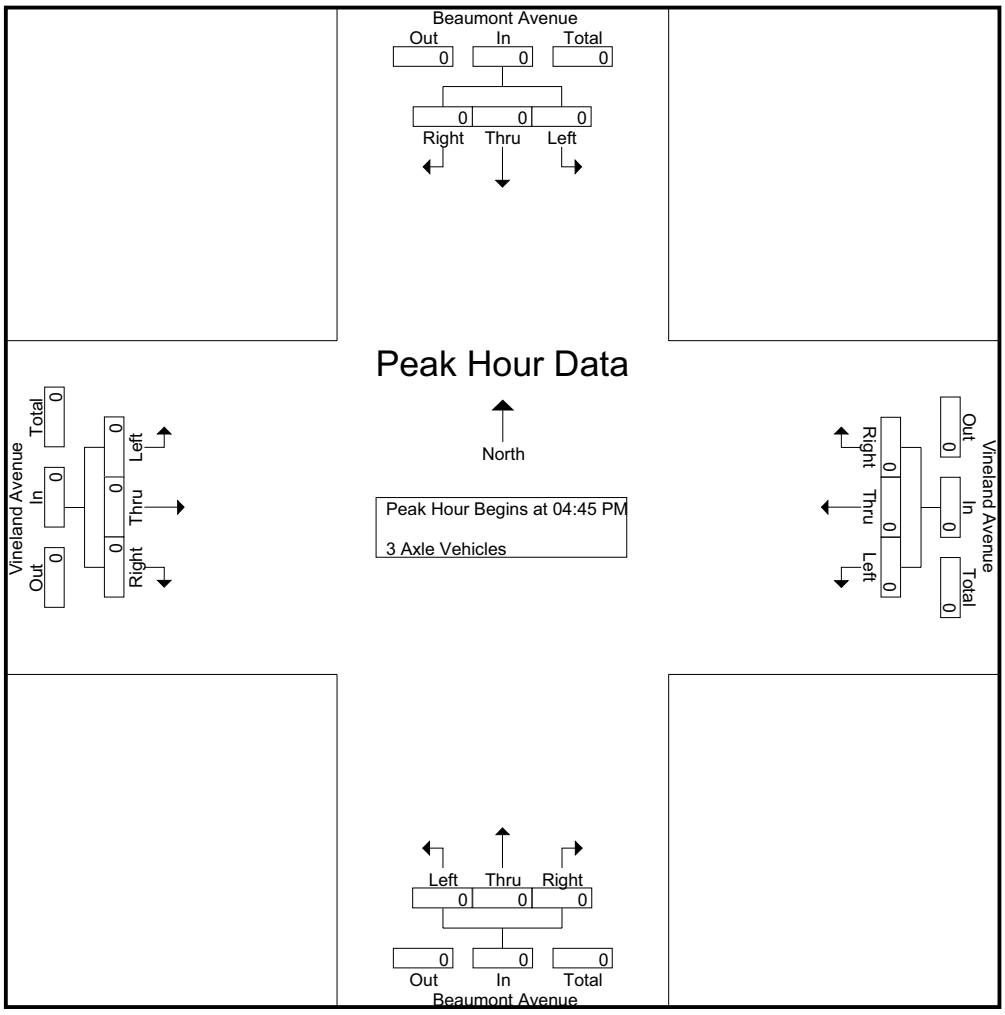
City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
Page No : 2



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	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.
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City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
Page No : 1

Groups Printed- 4+ Axle Trucks

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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
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	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	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	

	Beaumont Avenue Southbound				Vineland Avenue Westbound				Beaumont Avenue Northbound				Vineland 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	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
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Counts Unlimited Inc.
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City of Beaumont
N/S: Beaumont Avenue
E/W: Vineland Street
Weather:

File Name : BMTBEVIPM
Site Code : 00000092
Start Date : 8/7/2012
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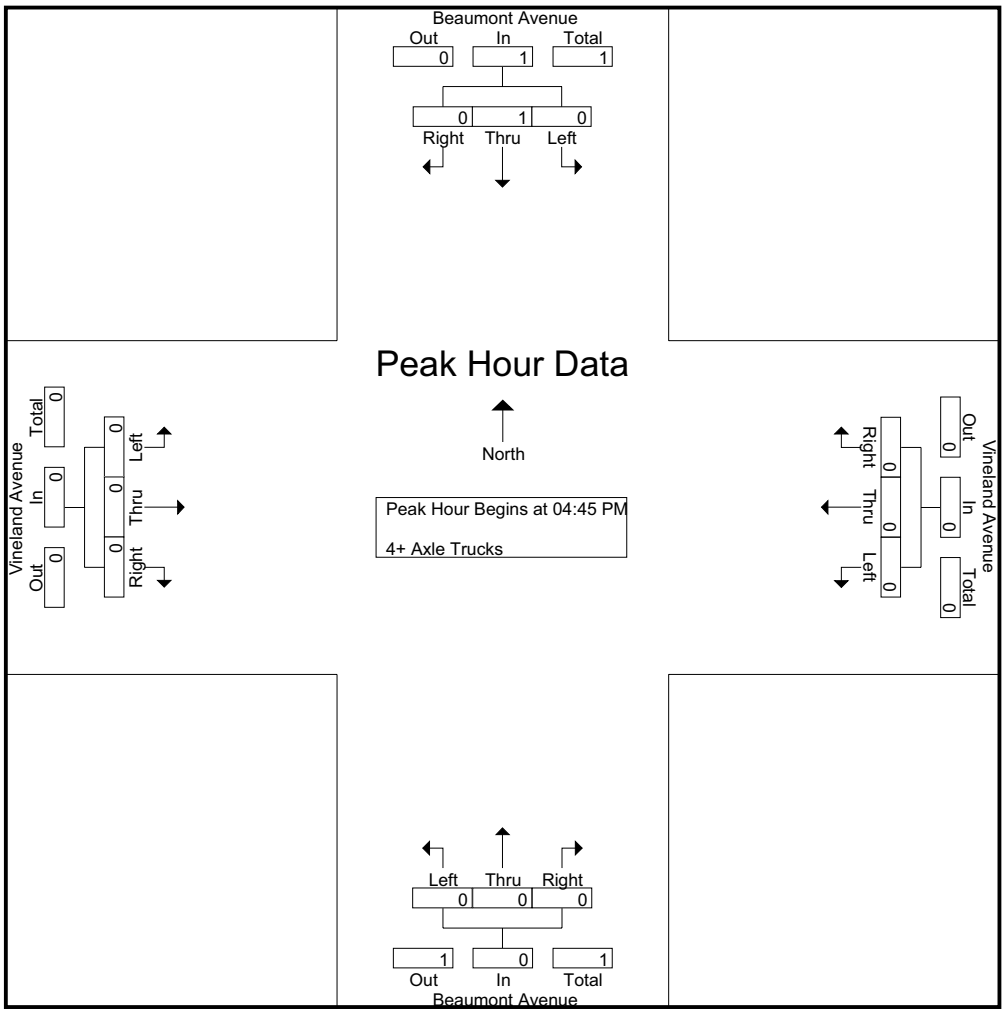

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Beaumont
N/S: Beaumont Avenue
E/W: Cherry Valley Boulevard
Weather: Sunny

File Name : BMTBECVAM
Site Code : 00000066
Start Date : 8/7/2012
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	29	3	33	1	25	2	28	18	21	0	39	3	6	5	14	114
07:15 AM	0	41	5	46	1	18	0	19	19	15	0	34	4	6	6	16	115
07:30 AM	1	32	9	42	4	11	1	16	14	20	1	35	4	3	14	21	114
07:45 AM	2	36	10	48	4	11	2	17	17	29	2	48	7	3	14	24	137
Total	4	138	27	169	10	65	5	80	68	85	3	156	18	18	39	75	480
08:00 AM	0	35	9	44	0	20	3	23	23	23	2	48	5	6	12	23	138
08:15 AM	0	38	8	46	0	16	1	17	14	24	1	39	7	7	10	24	126
08:30 AM	6	48	7	61	2	15	3	20	20	29	3	52	1	3	5	9	142
08:45 AM	4	47	14	65	6	6	3	15	14	35	3	52	9	7	9	25	157
Total	10	168	38	216	8	57	10	75	71	111	9	191	22	23	36	81	563
Grand Total	14	306	65	385	18	122	15	155	139	196	12	347	40	41	75	156	1043
Apprch %	3.6	79.5	16.9		11.6	78.7	9.7		40.1	56.5	3.5		25.6	26.3	48.1		
Total %	1.3	29.3	6.2	36.9	1.7	11.7	1.4	14.9	13.3	18.8	1.2	33.3	3.8	3.9	7.2	15	
Passenger Vehicles	14	295	64	373	15	118	14	147	137	186	10	333	38	38	62	138	991
% Passenger Vehicles	100	96.4	98.5	96.9	83.3	96.7	93.3	94.8	98.6	94.9	83.3	96	95	92.7	82.7	88.5	95
Large 2 Axle Vehicles	0	9	1	10	3	3	0	6	2	9	2	13	2	2	13	17	46
% Large 2 Axle Vehicles	0	2.9	1.5	2.6	16.7	2.5	0	3.9	1.4	4.6	16.7	3.7	5	4.9	17.3	10.9	4.4
3 Axle Vehicles	0	0	0	0	0	1	1	2	0	1	0	1	0	1	0	1	4
% 3 Axle Vehicles	0	0	0	0	0	0.8	6.7	1.3	0	0.5	0	0.3	0	2.4	0	0.6	0.4
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0.7	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0.2

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 08:00 AM																	
08:00 AM	0	35	9	44	0	**20**	**3**	**23**	**23**	23	2	48	5	6	**12**	23	138
08:15 AM	0	38	8	46	0	16	1	17	14	24	1	39	7	**7**	10	24	126
08:30 AM	**6**	**48**	7	61	2	15	3	20	20	29	**3**	**52**	1	3	5	9	142
08:45 AM	4	47	**14**	**65**	**6**	6	3	15	14	**35**	3	52	**9**	7	9	**25**	**157**
Total Volume	10	168	38	216	8	57	10	75	71	111	9	191	22	23	36	81	563
% App. Total	4.6	77.8	17.6		10.7	76	13.3		37.2	58.1	4.7		27.2	28.4	44.4		
PHF	.417	.875	.679	.831	.333	.713	.833	.815	.772	.793	.750	.918	.611	.821	.750	.810	.896

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City of Beaumont
N/S: Beaumont Avenue
E/W: Cherry Valley Boulevard
Weather: Sunny

File Name : BMTBECVAM
Site Code : 00000066
Start Date : 8/7/2012
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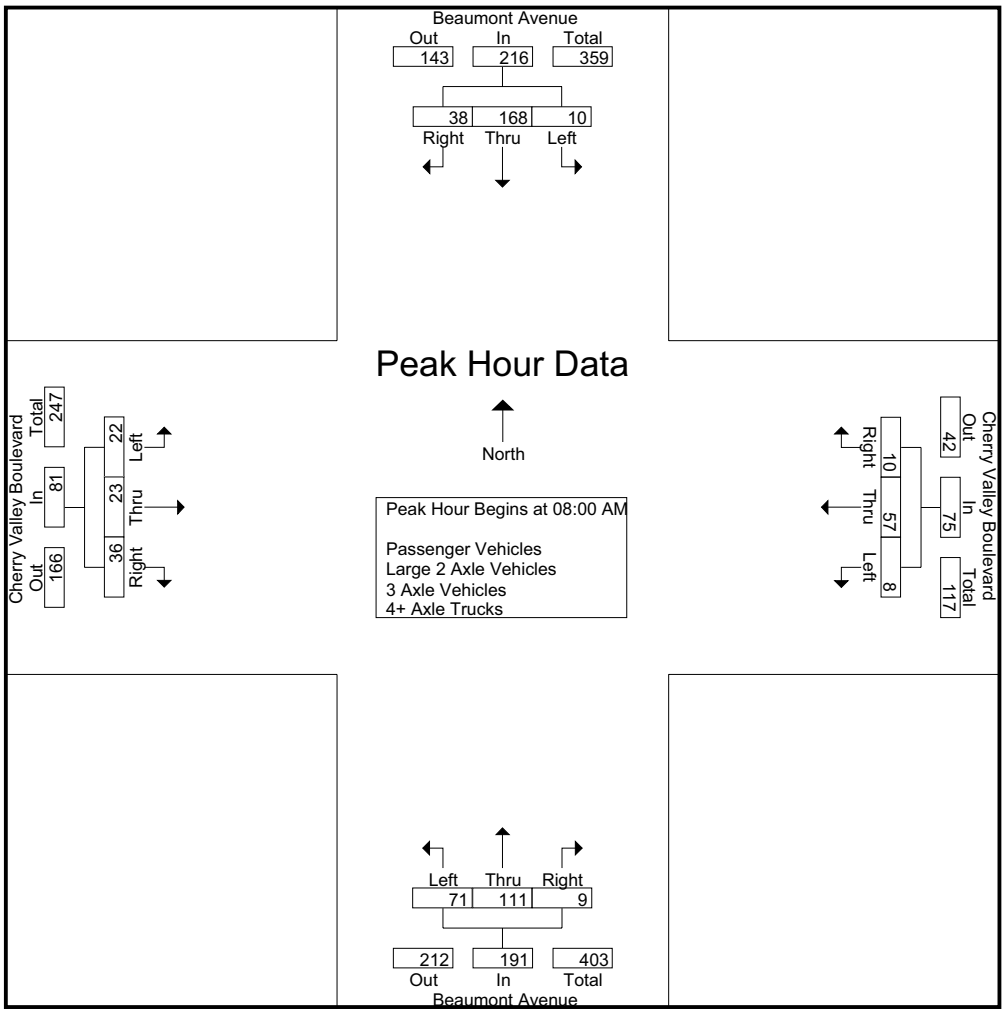

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	0	35	9	44	1	**25**	**2**	**28**	**23**	23	2	48	4	3	**14**	21
+15 mins.	0	38	8	46	1	18	0	19	14	24	1	39	**7**	3	14	**24**
+30 mins.	**6**	**48**	7	61	**4**	11	1	16	20	29	**3**	**52**	5	6	12	23
+45 mins.	4	47	**14**	**65**	4	11	2	17	14	**35**	3	52	7	**7**	10	24
Total Volume	10	168	38	216	10	65	5	80	71	111	9	191	23	19	50	92
% App. Total	4.6	77.8	17.6		12.5	81.2	6.2		37.2	58.1	4.7		25	20.7	54.3	
PHF	.417	.875	.679	.831	.625	.650	.625	.714	.772	.793	.750	.918	.821	.679	.893	.958

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File Name : BMTBECVAM
Site Code : 00000066
Start Date : 8/7/2012

Groups Printed- Passenger Vehicles

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	27	3	31	1	24	2	27	18	20	0	38	3	6	1	10	106
07:15 AM	0	39	5	44	1	18	0	19	19	14	0	33	3	5	5	13	109
07:30 AM	1	31	9	41	4	11	0	15	14	19	1	34	4	3	11	18	108
07:45 AM	2	35	10	47	4	10	2	16	16	28	1	45	7	3	14	24	132
Total	4	132	27	163	10	63	4	77	67	81	2	150	17	17	31	65	455
08:00 AM	0	33	8	41	0	19	3	22	22	22	2	46	5	6	11	22	131
08:15 AM	0	37	8	45	0	15	1	16	14	23	1	38	6	6	7	19	118
08:30 AM	6	48	7	61	2	15	3	20	20	28	3	51	1	3	4	8	140
08:45 AM	4	45	14	63	3	6	3	12	14	32	2	48	9	6	9	24	147
Total	10	163	37	210	5	55	10	70	70	105	8	183	21	21	31	73	536
Grand Total	14	295	64	373	15	118	14	147	137	186	10	333	38	38	62	138	991
Apprch %	3.8	79.1	17.2		10.2	80.3	9.5		41.1	55.9	3		27.5	27.5	44.9		
Total %	1.4	29.8	6.5	37.6	1.5	11.9	1.4	14.8	13.8	18.8	1	33.6	3.8	3.8	6.3	13.9	

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	33	8	41	0	**19**	**3**	**22**	**22**	22	2	46	5	**6**	**11**	22	131
08:15 AM	0	37	8	45	0	15	1	16	14	23	1	38	6	6	7	19	118
08:30 AM	**6**	**48**	7	61	2	15	3	20	20	28	**3**	**51**	1	3	4	8	140
08:45 AM	4	45	**14**	**63**	**3**	6	3	12	14	**32**	2	48	**9**	6	9	**24**	**147**
Total Volume	10	163	37	210	5	55	10	70	70	105	8	183	21	21	31	73	536
% App. Total	4.8	77.6	17.6		7.1	78.6	14.3		38.3	57.4	4.4		28.8	28.8	42.5		
PHF	.417	.849	.661	.833	.417	.724	.833	.795	.795	.820	.667	.897	.583	.875	.705	.760	.912

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City of Beaumont
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File Name : BMTBECVAM
Site Code : 00000066
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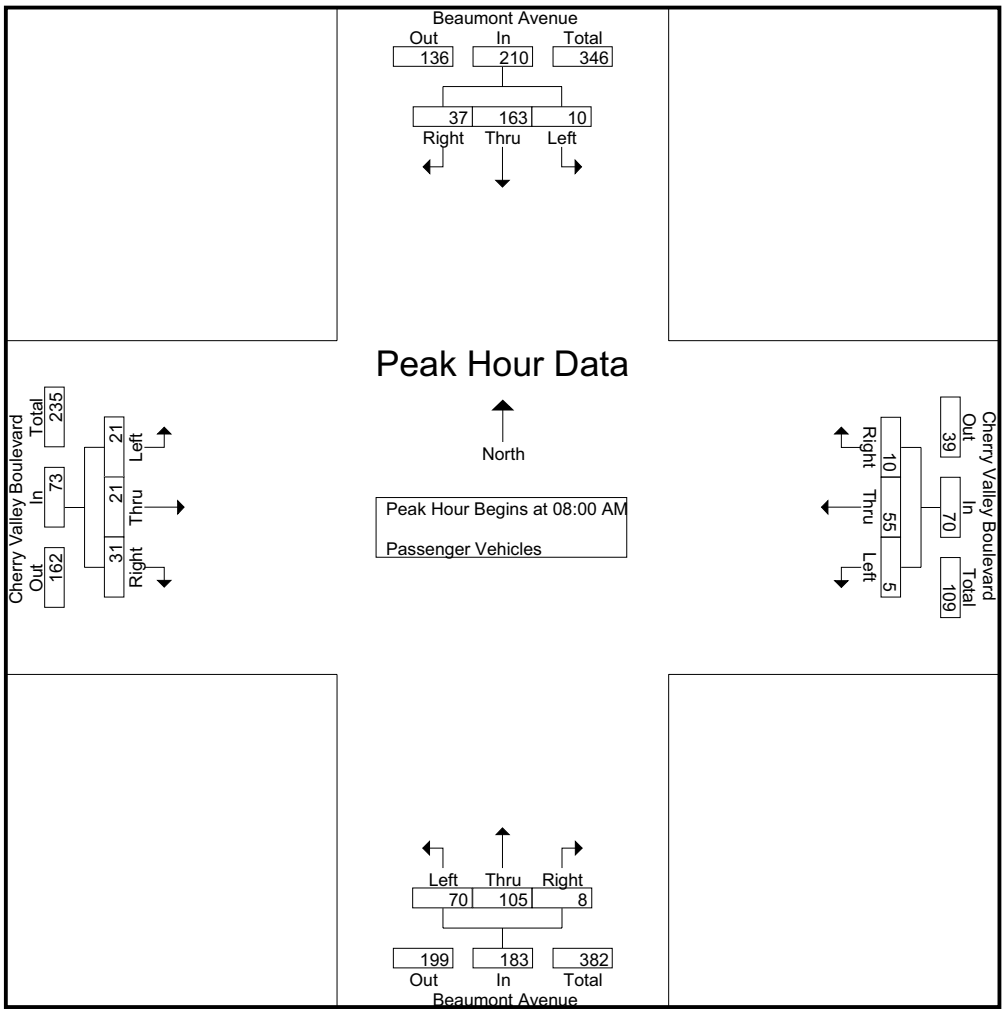

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	33	8	41	0	**19**	**3**	**22**	**22**	22	2	46	5	**6**	**11**	22
+15 mins.	0	37	8	45	0	15	1	16	14	23	1	38	6	6	7	19
+30 mins.	**6**	**48**	7	61	2	15	3	20	20	28	**3**	**51**	1	3	4	8
+45 mins.	4	45	**14**	**63**	**3**	6	3	12	14	**32**	2	48	**9**	6	9	**24**
Total Volume	10	163	37	210	5	55	10	70	70	105	8	183	21	21	31	73
% App. Total	4.8	77.6	17.6		7.1	78.6	14.3		38.3	57.4	4.4		28.8	28.8	42.5	
PHF	.417	.849	.661	.833	.417	.724	.833	.795	.795	.820	.667	.897	.583	.875	.705	.760

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City of Beaumont
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File Name : BMTBECVAM
Site Code : 00000066
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Groups Printed- Large 2 Axle Vehicles

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	2	0	2	0	1	0	1	0	1	0	1	0	0	4	4	8
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	1	1	1	3	6
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	3	4
07:45 AM	0	1	0	1	0	1	0	1	1	1	1	3	0	0	0	0	5
Total	0	6	0	6	0	2	0	2	1	3	1	5	1	1	8	10	23
08:00 AM	0	1	1	2	0	1	0	1	1	1	0	2	0	0	1	1	6
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	1	3	5	7
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:45 AM	0	1	0	1	3	0	0	3	0	3	1	4	0	0	0	0	8
Total	0	3	1	4	3	1	0	4	1	6	1	8	1	1	5	7	23
Grand Total	0	9	1	10	3	3	0	6	2	9	2	13	2	2	13	17	46
Apprch %	0	90	10		50	50	0		15.4	69.2	15.4		11.8	11.8	76.5		
Total %	0	19.6	2.2	21.7	6.5	6.5	0	13	4.3	19.6	4.3	28.3	4.3	4.3	28.3	37	

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	**1**	**2**	0	**1**	0	1	**1**	1	0	2	0	0	1	1	6
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	**1**	**1**	**3**	**5**	7
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:45 AM	0	1	0	1	**3**	0	0	**3**	0	**3**	**1**	**4**	0	0	0	0	**8**
Total Volume	0	3	1	4	3	1	0	4	1	6	1	8	1	1	5	7	23
% App. Total	0	75	25		75	25	0		12.5	75	12.5		14.3	14.3	71.4		
PHF	.000	.750	.250	.500	.250	.250	.000	.333	.250	.500	.250	.500	.250	.250	.417	.350	.719

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City of Beaumont
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File Name : BMTBECVAM
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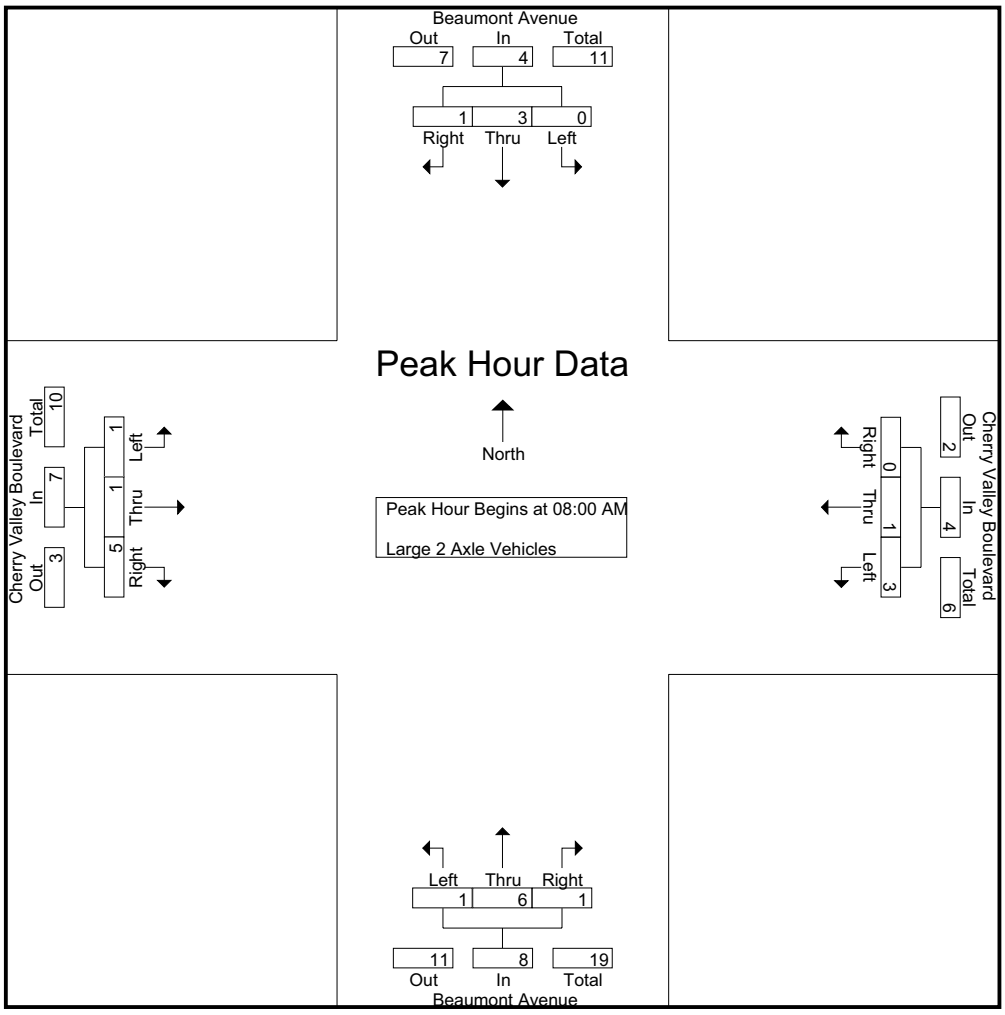

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**1**	**1**	**2**	0	**1**	0	1	**1**	1	0	2	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	**1**	**1**	**3**	**5**
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	1	0	1	**3**	0	0	**3**	0	**3**	**1**	**4**	0	0	0	0
Total Volume	0	3	1	4	3	1	0	4	1	6	1	8	1	1	5	7
% App. Total	0	75	25		75	25	0		12.5	75	12.5		14.3	14.3	71.4	
PHF	.000	.750	.250	.500	.250	.250	.000	.333	.250	.500	.250	.500	.250	.250	.417	.350

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Groups Printed- 3 Axle Vehicles

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
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	1	1	0	1	0	1	0	0	0	0	2
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	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	1	1	2	0	1	0	1	0	1	0	1	4
Apprch %	0	0	0		0	50	50		0	100	0		0	100	0		
Total %	0	0	0	0	0	25	25	50	0	25	0	25	0	25	0	25	

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
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	**1**	0	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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File Name : BMTBECVAM
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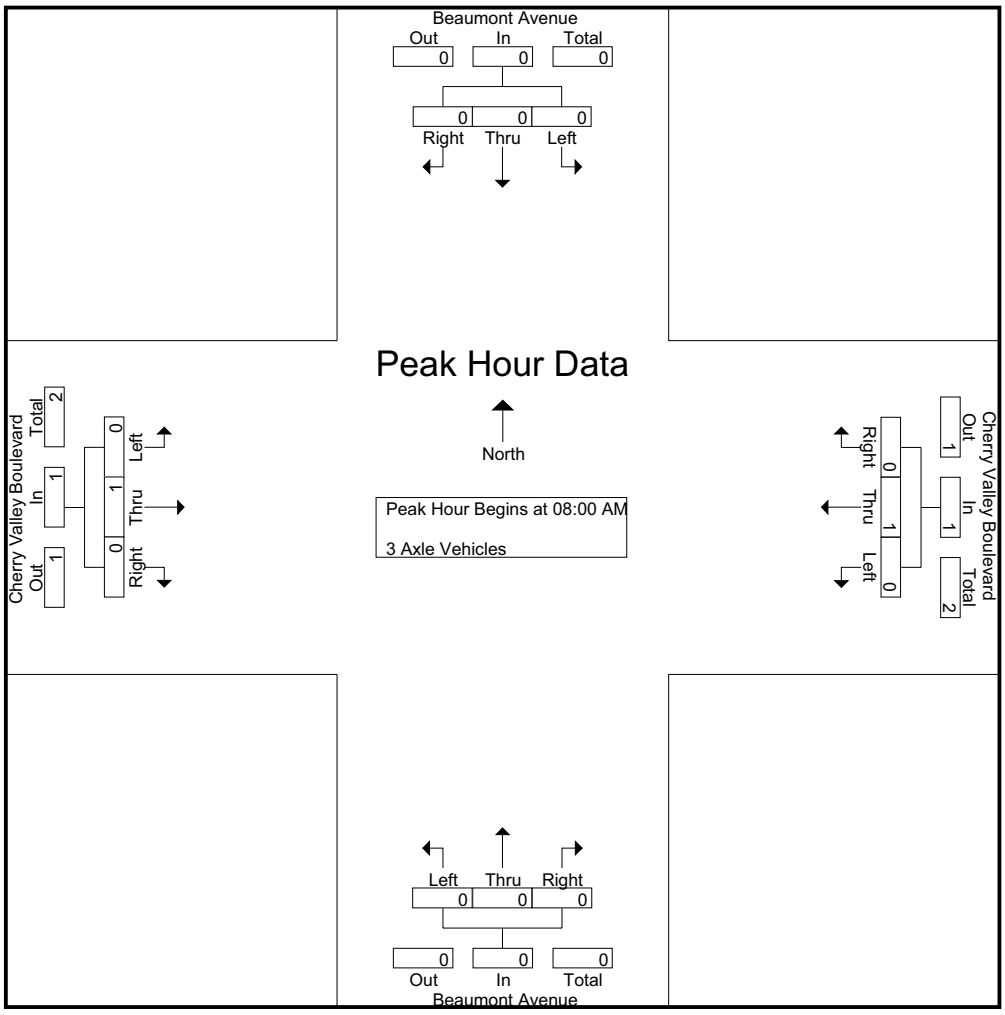

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 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	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	**1**	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	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	0	0	0	0
Total	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
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	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	0	0	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Counts Unlimited Inc.
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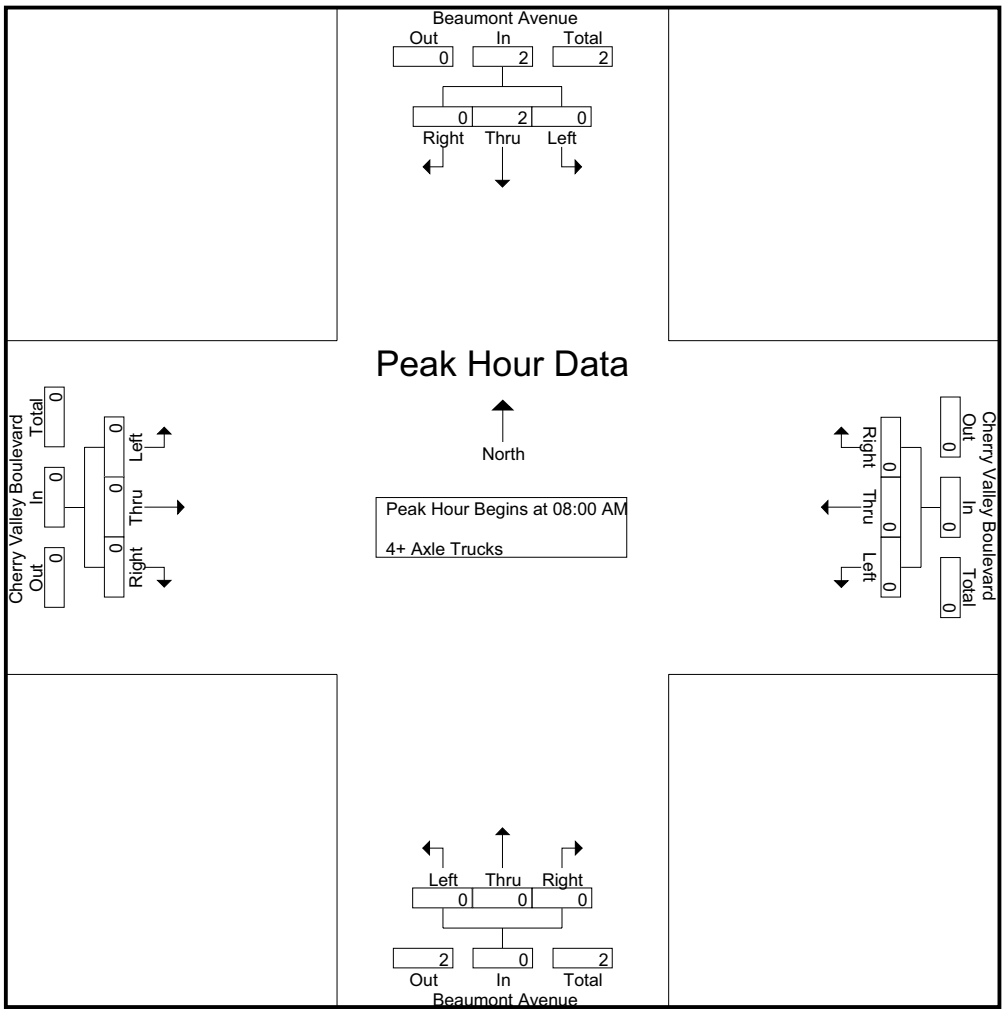
Corona, CA 92878
(951) 268-6268

City of Beaumont
N/S: Beaumont Avenue
E/W: Cherry Valley Boulevard
Weather: Sunny

File Name : BMTBECVAM
Site Code : 00000066
Start Date : 8/7/2012
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : BMTBECVPM
Site Code : 00000066
Start Date : 8/7/2012

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	5	41	8	54	1	13	3	17	25	50	2	77	17	15	34	66	214
04:15 PM	1	39	3	43	1	5	4	10	17	55	4	76	7	15	18	40	169
04:30 PM	2	47	5	54	2	6	1	9	20	40	5	65	5	22	22	49	177
04:45 PM	8	36	13	57	4	5	6	15	17	61	6	84	21	24	23	68	224
Total	16	163	29	208	8	29	14	51	79	206	17	302	50	76	97	223	784
05:00 PM	3	47	13	63	0	10	5	15	15	64	4	83	22	27	30	79	240
05:15 PM	3	47	12	62	5	12	1	18	19	56	8	83	17	24	34	75	238
05:30 PM	2	60	11	73	1	7	3	11	14	59	3	76	19	21	29	69	229
05:45 PM	3	46	12	61	1	10	4	15	13	46	7	66	13	15	24	52	194
Total	11	200	48	259	7	39	13	59	61	225	22	308	71	87	117	275	901
Grand Total	27	363	77	467	15	68	27	110	140	431	39	610	121	163	214	498	1685
Apprch %	5.8	77.7	16.5		13.6	61.8	24.5		23	70.7	6.4		24.3	32.7	43		
Total %	1.6	21.5	4.6	27.7	0.9	4	1.6	6.5	8.3	25.6	2.3	36.2	7.2	9.7	12.7	29.6	
Passenger Vehicles	27	355	73	455	14	66	27	107	138	420	36	594	118	160	206	484	1640
% Passenger Vehicles	100	97.8	94.8	97.4	93.3	97.1	100	97.3	98.6	97.4	92.3	97.4	97.5	98.2	96.3	97.2	97.3
Large 2 Axle Vehicles	0	7	4	11	1	2	0	3	2	11	3	16	3	2	8	13	43
% Large 2 Axle Vehicles	0	1.9	5.2	2.4	6.7	2.9	0	2.7	1.4	2.6	7.7	2.6	2.5	1.2	3.7	2.6	2.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.2	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 04:45 PM																	
04:45 PM	**8**	36	**13**	57	4	5	**6**	15	17	61	6	**84**	21	24	23	68	224
05:00 PM	3	47	13	63	0	10	5	15	15	**64**	4	83	**22**	**27**	30	**79**	**240**
05:15 PM	3	47	12	62	**5**	**12**	1	**18**	**19**	56	**8**	83	17	24	**34**	75	238
05:30 PM	2	**60**	11	**73**	1	7	3	11	14	59	3	76	19	21	29	69	229
Total Volume	16	190	49	255	10	34	15	59	65	240	21	326	79	96	116	291	931
% App. Total	6.3	74.5	19.2		16.9	57.6	25.4		19.9	73.6	6.4		27.1	33	39.9		
PHF	.500	.792	.942	.873	.500	.708	.625	.819	.855	.938	.656	.970	.898	.889	.853	.921	.970

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File Name : BMTBECVPM
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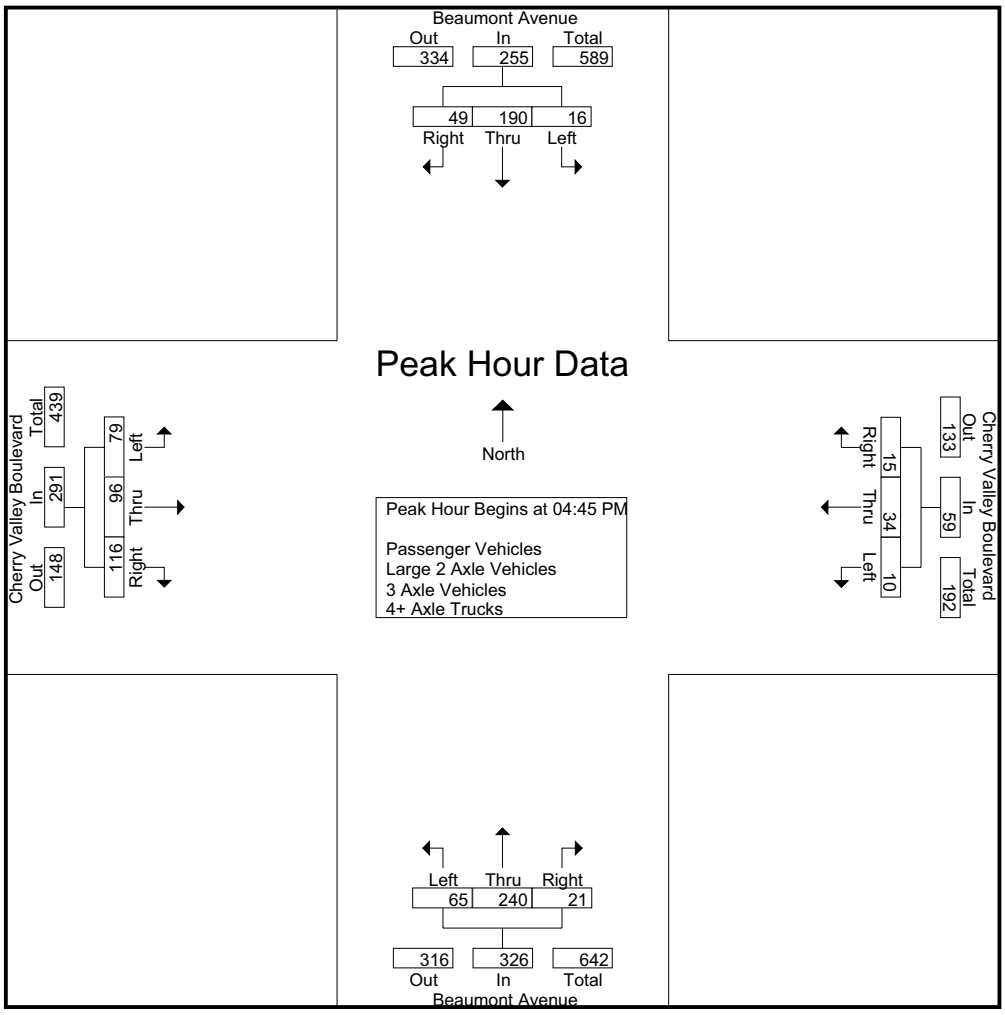
Start Date : 8/7/2012
Page No : 2



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				04:45 PM				04:45 PM			
+0 mins.	**3**	47	**13**	63	4	5	**6**	15	17	61	6	**84**	21	24	23	68
+15 mins.	3	47	12	62	0	10	5	15	15	**64**	4	83	**22**	**27**	30	**79**
+30 mins.	2	**60**	11	**73**	**5**	**12**	1	**18**	**19**	56	**8**	83	17	24	**34**	75
+45 mins.	3	46	12	61	1	7	3	11	14	59	3	76	19	21	29	69
Total Volume	11	200	48	259	10	34	15	59	65	240	21	326	79	96	116	291
% App. Total	4.2	77.2	18.5		16.9	57.6	25.4		19.9	73.6	6.4		27.1	33	39.9	
PHF	.917	.833	.923	.887	.500	.708	.625	.819	.855	.938	.656	.970	.898	.889	.853	.921

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Groups Printed- Passenger Vehicles

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	5	39	7	51	1	12	3	16	24	47	2	73	16	15	32	63	203
04:15 PM	1	39	3	43	1	5	4	10	17	55	4	76	7	15	18	40	169
04:30 PM	2	46	4	52	2	6	1	9	20	39	4	63	5	21	21	47	171
04:45 PM	8	32	12	52	3	5	6	14	16	57	6	79	20	22	23	65	210
Total	16	156	26	198	7	28	14	49	77	198	16	291	48	73	94	215	753
05:00 PM	3	47	12	62	0	10	5	15	15	61	4	80	22	27	28	77	234
05:15 PM	3	46	12	61	5	11	1	17	19	56	8	83	17	24	32	73	234
05:30 PM	2	60	11	73	1	7	3	11	14	59	2	75	18	21	28	67	226
05:45 PM	3	46	12	61	1	10	4	15	13	46	6	65	13	15	24	52	193
Total	11	199	47	257	7	38	13	58	61	222	20	303	70	87	112	269	887
Grand Total	27	355	73	455	14	66	27	107	138	420	36	594	118	160	206	484	1640
Apprch %	5.9	78	16		13.1	61.7	25.2		23.2	70.7	6.1		24.4	33.1	42.6		
Total %	1.6	21.6	4.5	27.7	0.9	4	1.6	6.5	8.4	25.6	2.2	36.2	7.2	9.8	12.6	29.5	

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**8**	32	**12**	52	3	5	**6**	14	16	57	6	79	20	22	23	65	210
05:00 PM	3	47	12	62	0	10	5	15	15	**61**	4	80	**22**	**27**	28	**77**	**234**
05:15 PM	3	46	12	61	**5**	**11**	1	**17**	**19**	56	**8**	**83**	17	24	**32**	73	234
05:30 PM	2	**60**	11	**73**	1	7	3	11	14	59	2	75	18	21	28	67	226
Total Volume	16	185	47	248	9	33	15	57	64	233	20	317	77	94	111	282	904
% App. Total	6.5	74.6	19		15.8	57.9	26.3		20.2	73.5	6.3		27.3	33.3	39.4		
PHF	.500	.771	.979	.849	.450	.750	.625	.838	.842	.955	.625	.955	.875	.870	.867	.916	.966

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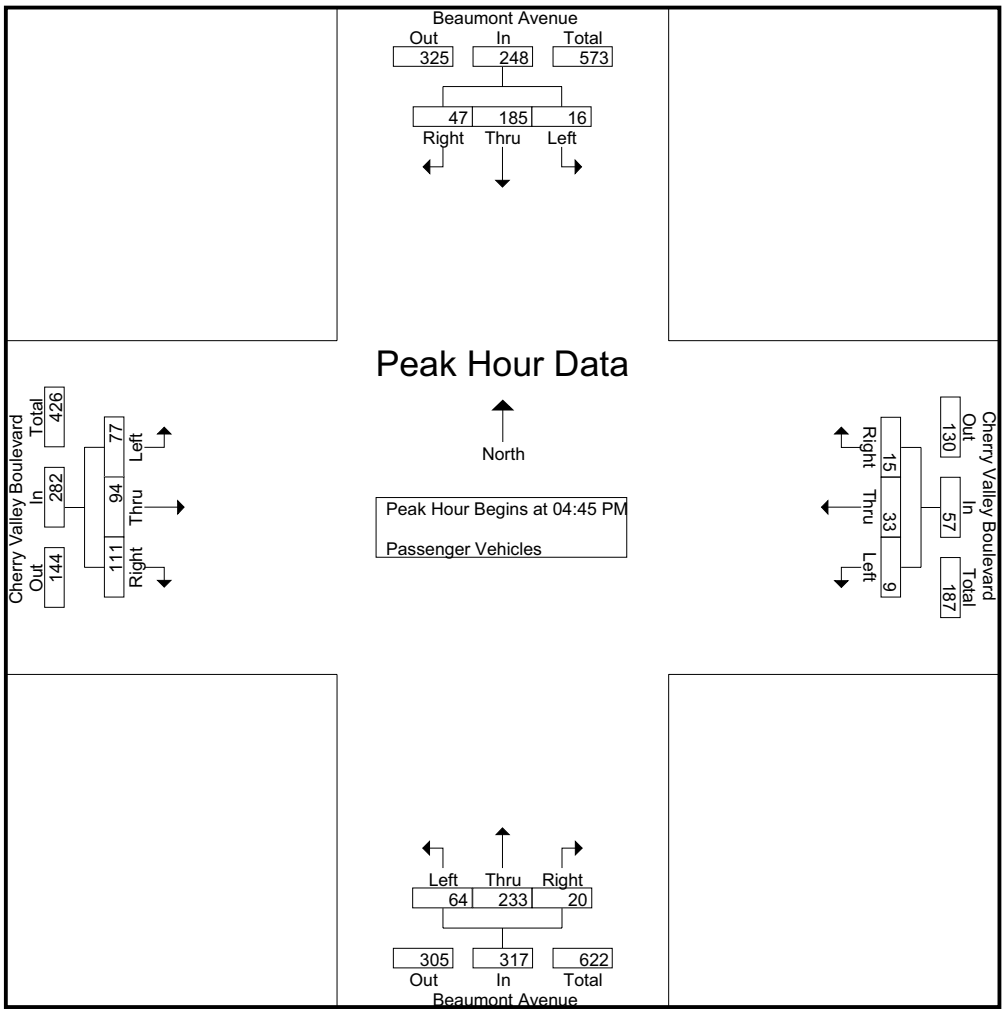

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**8**	32	**12**	52	3	5	**6**	14	16	57	6	79	20	22	23	65
+15 mins.	3	47	12	62	0	10	5	15	15	**61**	4	80	**22**	**27**	28	**77**
+30 mins.	3	46	12	61	**5**	**11**	1	**17**	**19**	56	**8**	**83**	17	24	**32**	73
+45 mins.	2	**60**	11	**73**	1	7	3	11	14	59	2	75	18	21	28	67
Total Volume	16	185	47	248	9	33	15	57	64	233	20	317	77	94	111	282
% App. Total	6.5	74.6	19		15.8	57.9	26.3		20.2	73.5	6.3		27.3	33.3	39.4	
PHF	.500	.771	.979	.849	.450	.750	.625	.838	.842	.955	.625	.955	.875	.870	.867	.916

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Groups Printed- Large 2 Axle Vehicles

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	0	1	0	1	1	3	0	4	1	0	2	3	11
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	2	0	0	0	0	0	1	1	2	0	0	1	1	5
04:45 PM	0	3	1	4	1	0	0	1	1	4	0	5	1	2	0	3	13
Total	0	6	3	9	1	1	0	2	2	8	1	11	2	2	3	7	29
05:00 PM	0	0	1	1	0	0	0	0	0	3	0	3	0	0	2	2	6
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	1	1	2	0	1	0	1	0	3	2	5	1	0	5	6	14
Grand Total	0	7	4	11	1	2	0	3	2	11	3	16	3	2	8	13	43
Apprch %	0	63.6	36.4		33.3	66.7	0		12.5	68.8	18.8		23.1	15.4	61.5		
Total %	0	16.3	9.3	25.6	2.3	4.7	0	7	4.7	25.6	7	37.2	7	4.7	18.6	30.2	

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**3**	**1**	**4**	**1**	0	0	**1**	**1**	**4**	0	**5**	**1**	**2**	0	**3**	**13**
05:00 PM	0	0	1	1	0	0	0	0	0	3	0	3	0	0	**2**	2	6
05:15 PM	0	1	0	1	0	**1**	0	1	0	0	0	0	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	1	0	1	2	3
Total Volume	0	4	2	6	1	1	0	2	1	7	1	9	2	2	5	9	26
% App. Total	0	66.7	33.3		50	50	0		11.1	77.8	11.1		22.2	22.2	55.6		
PHF	.000	.333	.500	.375	.250	.250	.000	.500	.250	.438	.250	.450	.500	.250	.625	.750	.500

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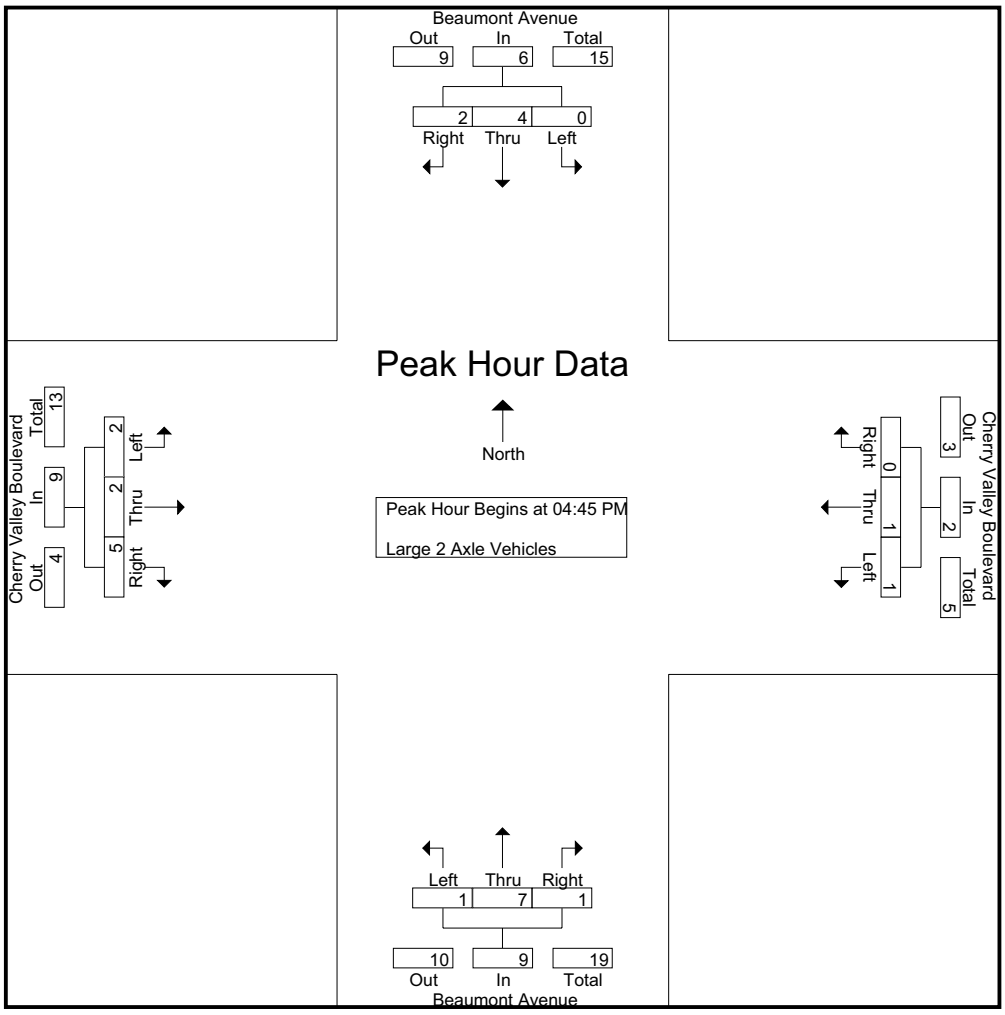

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**3**	**1**	**4**	**1**	0	0	**1**	**1**	**4**	0	**5**	**1**	**2**	0	**3**
+15 mins.	0	0	1	1	0	0	0	0	0	3	0	3	0	0	**2**	2
+30 mins.	0	1	0	1	0	**1**	0	1	0	0	0	0	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	1	0	1	2
Total Volume	0	4	2	6	1	1	0	2	1	7	1	9	2	2	5	9
% App. Total	0	66.7	33.3		50	50	0		11.1	77.8	11.1		22.2	22.2	55.6	
PHF	.000	.333	.500	.375	.250	.250	.000	.500	.250	.438	.250	.450	.500	.250	.625	.750

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Groups Printed- 3 Axle Vehicles

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	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	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	0	0	0	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
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
05:30 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

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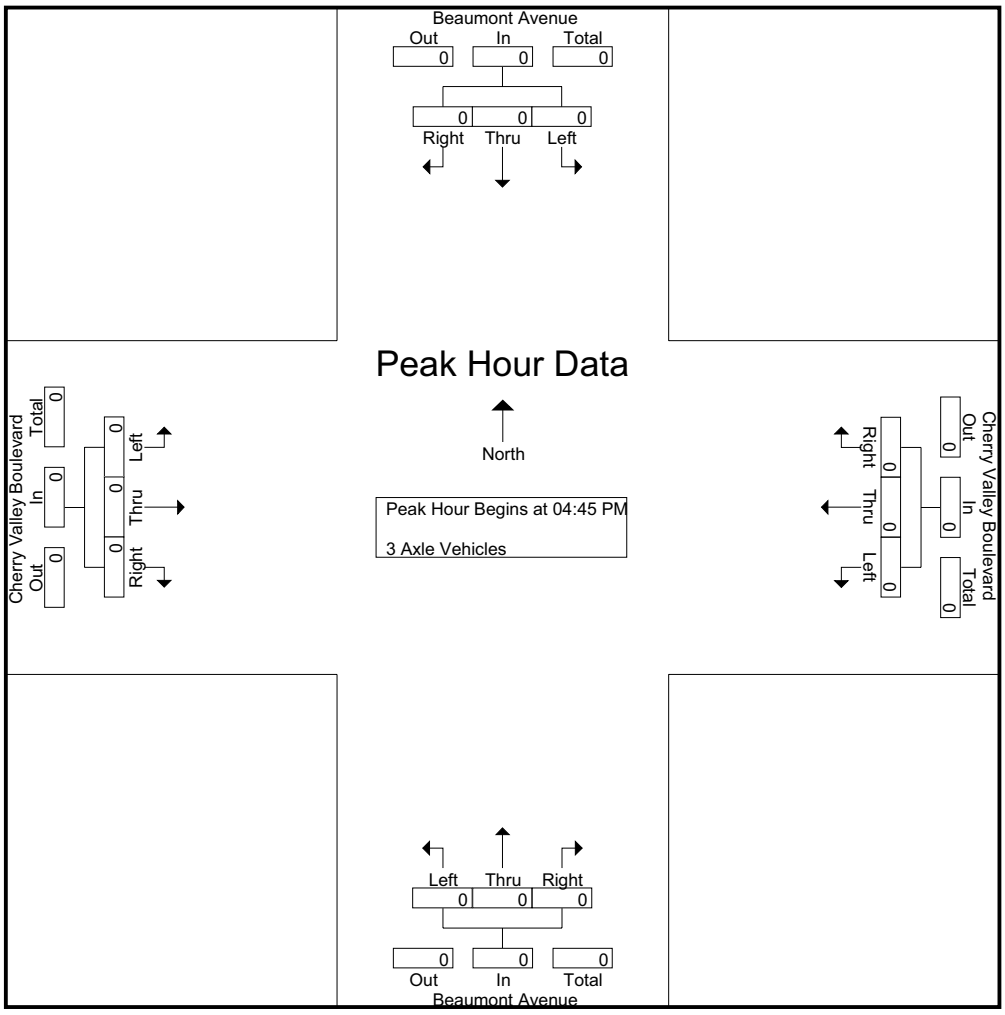

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	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

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(951) 268-6268

City of Beaumont
N/S: Beumont Avenue
E/W: Cherry Valley Boulevard
Weather: Sunny

File Name : BMTBECVPM
Site Code : 00000066
Start Date : 8/7/2012

Groups Printed- 4+ Axle Trucks

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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	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	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	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	

	Beaumont Avenue Southbound				Cherry Valley Boulevard Westbound				Beaumont Avenue Northbound				Cherry 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	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
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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File Name : BMTBECVPM
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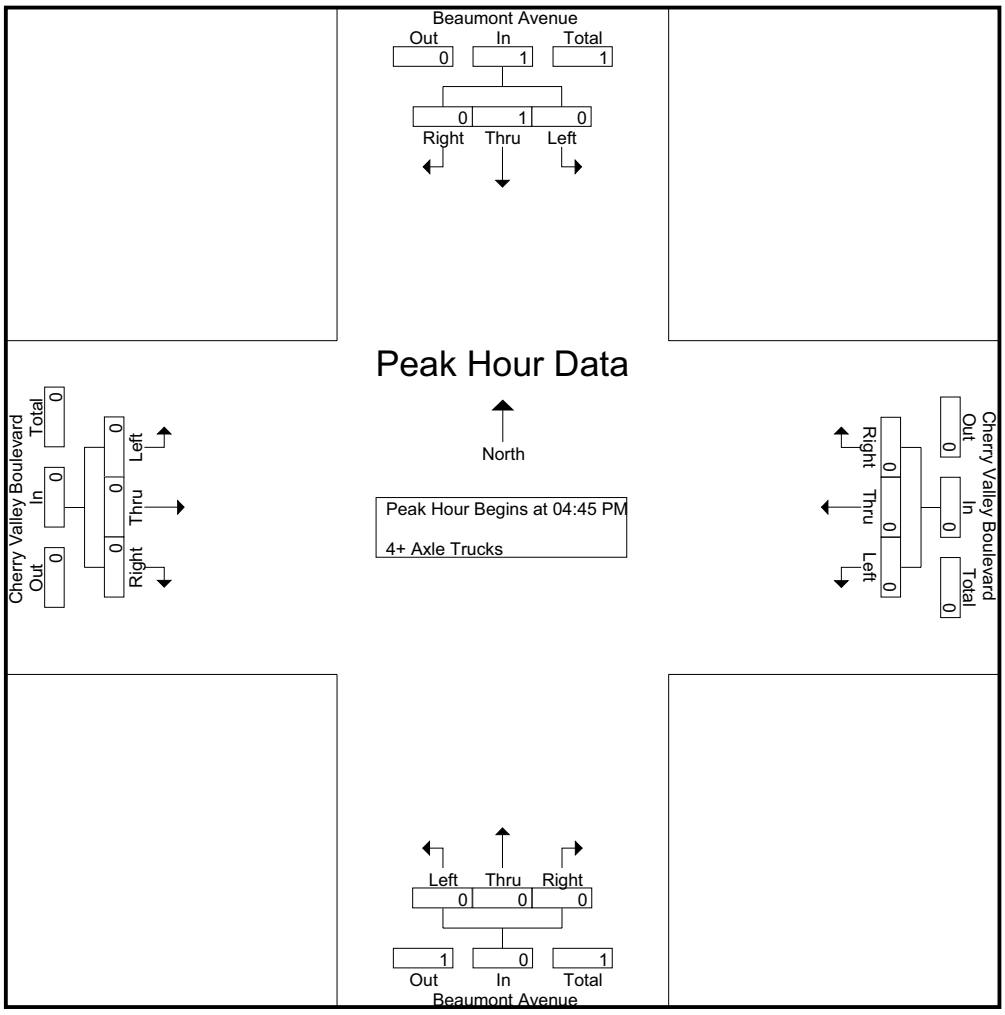
Start Date : 8/7/2012
Page No : 2



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	**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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Beaumont
N/S: Beaumont Avenue
E/W: Brookside Avenue
Weather: Sunny

File Name : BMTBEBRAM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
07:00 AM	4	33	0	37	9	4	20	33	5	22	3	30	0	6	3	9	109
07:15 AM	8	33	1	42	8	9	12	29	3	19	5	27	0	6	8	14	112
07:30 AM	14	37	2	53	12	9	7	28	10	36	4	50	1	7	4	12	143
07:45 AM	10	37	2	49	17	8	12	37	9	32	4	45	1	9	10	20	151
Total	36	140	5	181	46	30	51	127	27	109	16	152	2	28	25	55	515
08:00 AM	7	37	3	47	13	8	14	35	9	25	3	37	5	5	10	20	139
08:15 AM	8	36	2	46	10	11	8	29	12	32	2	46	1	6	8	15	136
08:30 AM	8	42	5	55	10	7	15	32	9	36	3	48	1	3	6	10	145
08:45 AM	14	44	3	61	13	12	12	37	10	41	4	55	3	6	11	20	173
Total	37	159	13	209	46	38	49	133	40	134	12	186	10	20	35	65	593
Grand Total	73	299	18	390	92	68	100	260	67	243	28	338	12	48	60	120	1108
Apprch %	18.7	76.7	4.6		35.4	26.2	38.5		19.8	71.9	8.3		10	40	50		
Total %	6.6	27	1.6	35.2	8.3	6.1	9	23.5	6	21.9	2.5	30.5	1.1	4.3	5.4	10.8	
Passenger Vehicles	69	272	18	359	87	65	99	251	62	223	25	310	12	44	56	112	1032
% Passenger Vehicles	94.5	91	100	92.1	94.6	95.6	99	96.5	92.5	91.8	89.3	91.7	100	91.7	93.3	93.3	93.1
Large 2 Axle Vehicles	3	24	0	27	3	1	1	5	5	19	3	27	0	1	4	5	64
% Large 2 Axle Vehicles	4.1	8	0	6.9	3.3	1.5	1	1.9	7.5	7.8	10.7	8	0	2.1	6.7	4.2	5.8
3 Axle Vehicles	0	1	0	1	2	2	0	4	0	1	0	1	0	3	0	3	9
% 3 Axle Vehicles	0	0.3	0	0.3	2.2	2.9	0	1.5	0	0.4	0	0.3	0	6.2	0	2.5	0.8
4+ Axle Trucks	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% 4+ Axle Trucks	1.4	0.7	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0.3

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	37	3	47	**13**	8	14	35	9	25	3	37	**5**	5	10	**20**	139
08:15 AM	8	36	2	46	10	11	8	29	**12**	32	2	46	1	**6**	8	15	136
08:30 AM	8	42	**5**	55	10	7	**15**	32	9	36	3	48	1	3	6	10	145
08:45 AM	**14**	**44**	3	**61**	13	**12**	12	**37**	10	**41**	**4**	**55**	3	6	**11**	20	**173**
Total Volume	37	159	13	209	46	38	49	133	40	134	12	186	10	20	35	65	593
% App. Total	17.7	76.1	6.2		34.6	28.6	36.8		21.5	72	6.5		15.4	30.8	53.8		
PHF	.661	.903	.650	.857	.885	.792	.817	.899	.833	.817	.750	.845	.500	.833	.795	.813	.857

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City of Beaumont
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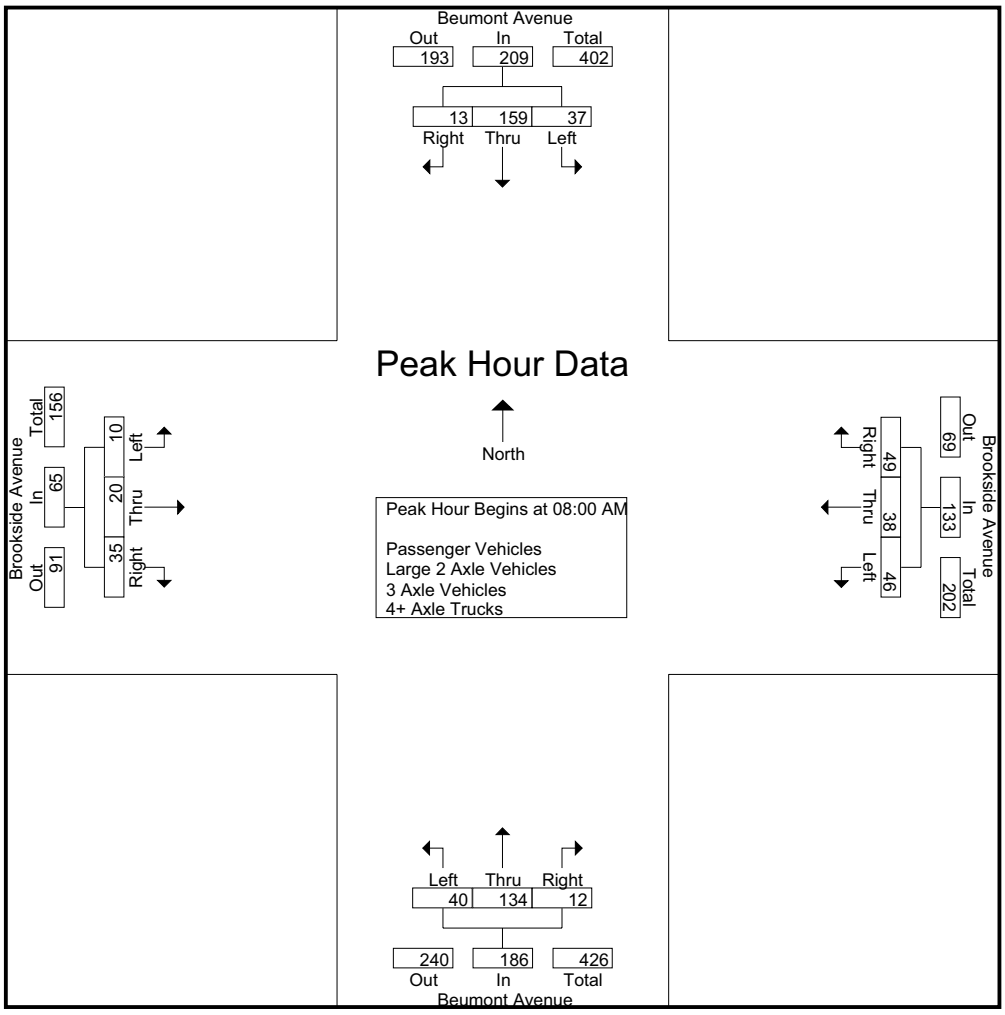
File Name : BMTBEBRAM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	7	37	3	47	**13**	8	14	35	9	25	3	37	**5**	5	10	**20**
+15 mins.	8	36	2	46	10	11	8	29	**12**	32	2	46	1	**6**	8	15
+30 mins.	8	42	**5**	55	10	7	**15**	32	9	36	3	48	1	3	6	10
+45 mins.	**14**	**44**	3	**61**	13	**12**	12	**37**	10	**41**	**4**	**55**	3	6	**11**	20
Total Volume	37	159	13	209	46	38	49	133	40	134	12	186	10	20	35	65
% App. Total	17.7	76.1	6.2		34.6	28.6	36.8		21.5	72	6.5		15.4	30.8	53.8	
PHF	.661	.903	.650	.857	.885	.792	.817	.899	.833	.817	.750	.845	.500	.833	.795	.813

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City of Beaumont
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File Name : BMTBEBRAM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 1

Groups Printed- Passenger Vehicles

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
07:00 AM	4	26	0	30	8	4	20	32	5	20	2	27	0	5	3	8	97
07:15 AM	8	30	1	39	7	8	12	27	3	18	4	25	0	6	8	14	105
07:30 AM	13	34	2	49	10	9	7	26	9	34	4	47	1	5	4	10	132
07:45 AM	10	37	2	49	16	7	12	35	8	30	3	41	1	8	10	19	144
Total	35	127	5	167	41	28	51	120	25	102	13	140	2	24	25	51	478
08:00 AM	5	33	3	41	13	8	14	35	7	23	3	33	5	5	9	19	128
08:15 AM	8	33	2	43	10	10	7	27	12	30	2	44	1	6	8	15	129
08:30 AM	8	40	5	53	10	7	15	32	8	32	3	43	1	3	5	9	137
08:45 AM	13	39	3	55	13	12	12	37	10	36	4	50	3	6	9	18	160
Total	34	145	13	192	46	37	48	131	37	121	12	170	10	20	31	61	554
Grand Total	69	272	18	359	87	65	99	251	62	223	25	310	12	44	56	112	1032
Apprch %	19.2	75.8	5		34.7	25.9	39.4		20	71.9	8.1		10.7	39.3	50		
Total %	6.7	26.4	1.7	34.8	8.4	6.3	9.6	24.3	6	21.6	2.4	30	1.2	4.3	5.4	10.9	

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	33	3	41	**13**	8	14	35	7	23	3	33	**5**	5	**9**	**19**	128
08:15 AM	8	33	2	43	10	10	7	27	**12**	30	2	44	1	**6**	8	15	129
08:30 AM	8	**40**	**5**	53	10	7	**15**	32	8	32	3	43	1	3	5	9	137
08:45 AM	**13**	39	3	**55**	13	**12**	12	**37**	10	**36**	**4**	**50**	3	6	9	18	**160**
Total Volume	34	145	13	192	46	37	48	131	37	121	12	170	10	20	31	61	554
% App. Total	17.7	75.5	6.8		35.1	28.2	36.6		21.8	71.2	7.1		16.4	32.8	50.8		
PHF	.654	.906	.650	.873	.885	.771	.800	.885	.771	.840	.750	.850	.500	.833	.861	.803	.866

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File Name : BMTBEBRAM
Site Code : 00000131
Start Date : 8/7/2012
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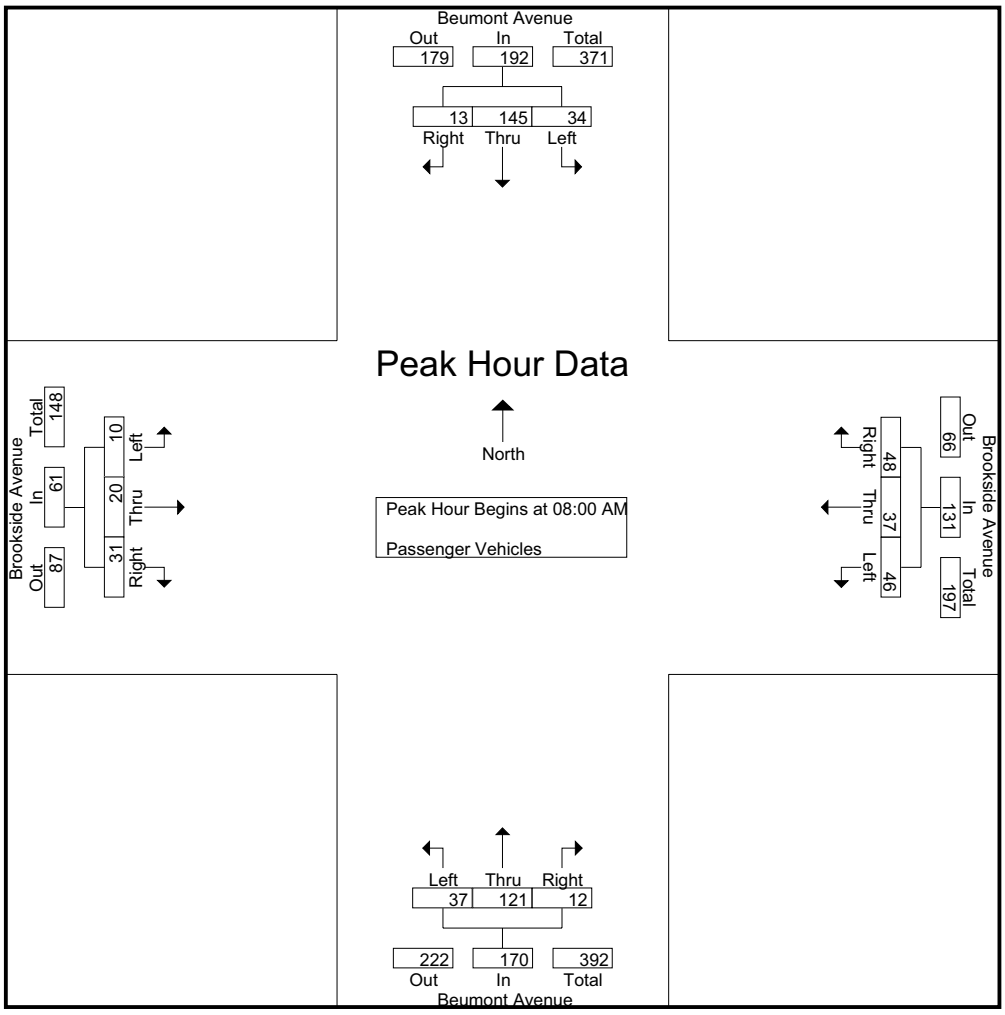

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	5	33	3	41	**13**	8	14	35	7	23	3	33	**5**	5	**9**	**19**
+15 mins.	8	33	2	43	10	10	7	27	**12**	30	2	44	1	**6**	8	15
+30 mins.	8	**40**	**5**	53	10	7	**15**	32	8	32	3	43	1	3	5	9
+45 mins.	**13**	39	3	**55**	13	**12**	12	**37**	10	**36**	**4**	**50**	3	6	9	18
Total Volume	34	145	13	192	46	37	48	131	37	121	12	170	10	20	31	61
% App. Total	17.7	75.5	6.8		35.1	28.2	36.6		21.8	71.2	7.1		16.4	32.8	50.8	
PHF	.654	.906	.650	.873	.885	.771	.800	.885	.771	.840	.750	.850	.500	.833	.861	.803

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City of Beaumont
N/S: Beaumont Avenue
E/W: Brookside Avenue
Weather: Sunny

File Name : BMTBEBRAM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
07:00 AM	0	7	0	7	1	0	0	1	0	2	1	3	0	0	0	0	11
07:15 AM	0	3	0	3	1	0	0	1	0	1	1	2	0	0	0	0	6
07:30 AM	1	3	0	4	0	0	0	0	1	1	0	2	0	1	0	1	7
07:45 AM	0	0	0	0	1	0	0	1	1	2	1	4	0	0	0	0	5
Total	1	13	0	14	3	0	0	3	2	6	3	11	0	1	0	1	29
08:00 AM	2	3	0	5	0	0	0	0	2	2	0	4	0	0	1	1	10
08:15 AM	0	3	0	3	0	1	1	2	0	2	0	2	0	0	0	0	7
08:30 AM	0	2	0	2	0	0	0	0	1	4	0	5	0	0	1	1	8
08:45 AM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	2	2	10
Total	2	11	0	13	0	1	1	2	3	13	0	16	0	0	4	4	35
Grand Total	3	24	0	27	3	1	1	5	5	19	3	27	0	1	4	5	64
Apprch %	11.1	88.9	0		60	20	20		18.5	70.4	11.1		0	20	80		
Total %	4.7	37.5	0	42.2	4.7	1.6	1.6	7.8	7.8	29.7	4.7	42.2	0	1.6	6.2	7.8	

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	**3**	0	**5**	0	0	0	0	**2**	2	0	4	0	0	1	1	**10**
08:15 AM	0	3	0	3	0	**1**	**1**	**2**	0	2	0	2	0	0	0	0	7
08:30 AM	0	2	0	2	0	0	0	0	1	4	0	**5**	0	0	1	1	8
08:45 AM	0	3	0	3	0	0	0	0	0	**5**	0	5	0	0	**2**	**2**	10
Total Volume	2	11	0	13	0	1	1	2	3	13	0	16	0	0	4	4	35
% App. Total	15.4	84.6	0		0	50	50		18.8	81.2	0		0	0	100		
PHF	.250	.917	.000	.650	.000	.250	.250	.250	.375	.650	.000	.800	.000	.000	.500	.500	.875

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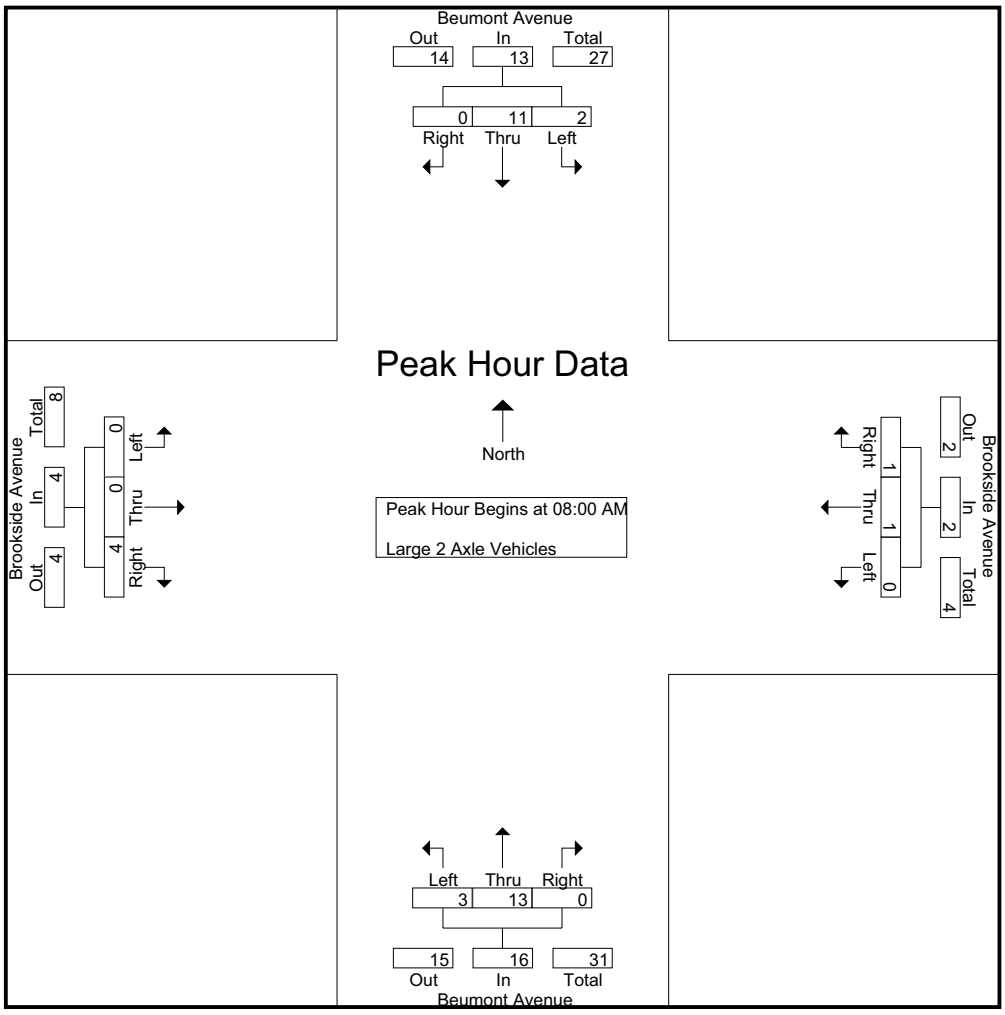

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**2**	**3**	0	**5**	0	0	0	0	**2**	2	0	4	0	0	1	1
+15 mins.	0	3	0	3	0	**1**	**1**	**2**	0	2	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	1	4	0	**5**	0	0	1	1
+45 mins.	0	3	0	3	0	0	0	0	0	**5**	0	5	0	0	**2**	**2**
Total Volume	2	11	0	13	0	1	1	2	3	13	0	16	0	0	4	4
% App. Total	15.4	84.6	0		0	50	50		18.8	81.2	0		0	0	100	
PHF	.250	.917	.000	.650	.000	.250	.250	.250	.375	.650	.000	.800	.000	.000	.500	.500

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City of Beaumont
N/S: Beaumont Avenue
E/W: Brookside Avenue
Weather: Sunny

File Name : BMTBEBRAM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 1

Groups Printed- 3 Axle Vehicles

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	2	0	1	0	1	0	1	0	1	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	2	2	0	4	0	1	0	1	0	3	0	3	8
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	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	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	2	2	0	4	0	1	0	1	0	3	0	3	9
Apprch %	0	100	0		50	50	0		0	100	0		0	100	0		
Total %	0	11.1	0	11.1	22.2	22.2	0	44.4	0	11.1	0	11.1	0	33.3	0	33.3	

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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	**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	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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File Name : BMTBEBRAM
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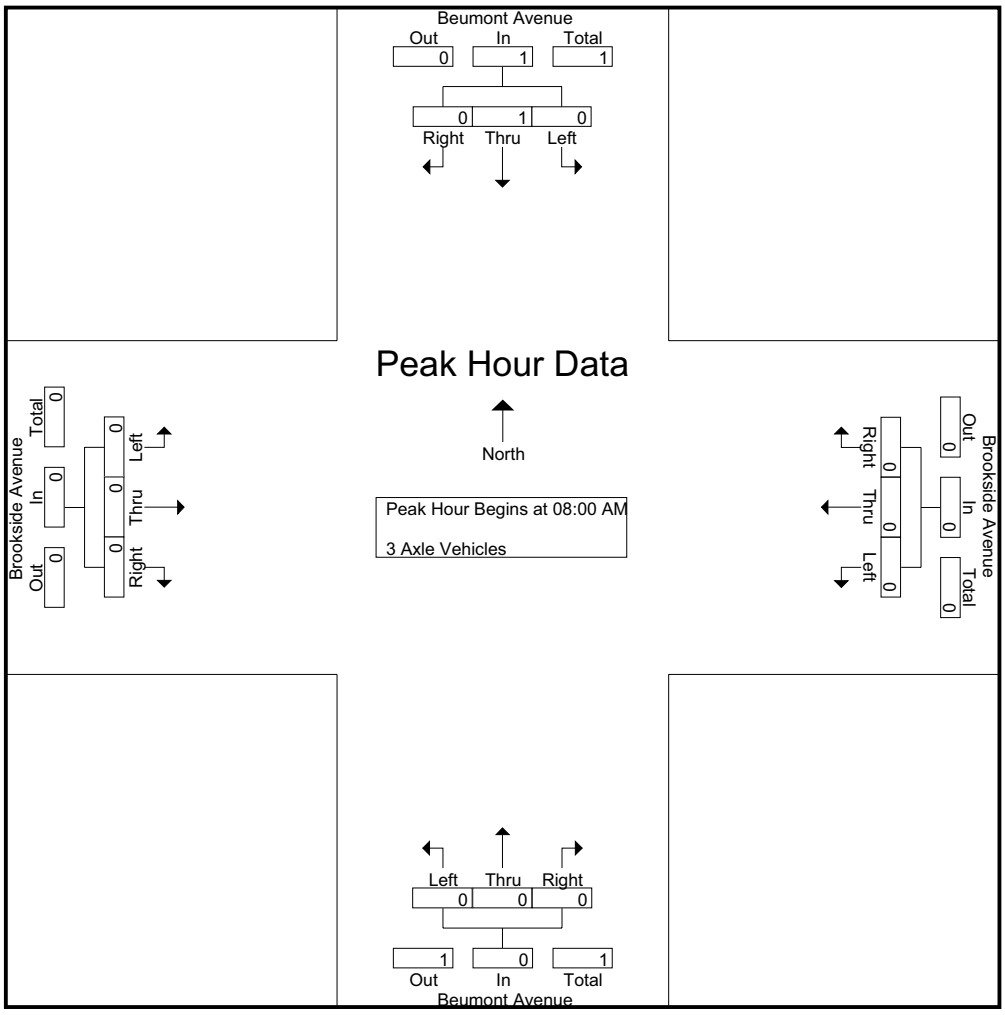

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 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	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	**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	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
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	0	0	0	0
Total	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
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	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	33.3	66.7	0		0	0	0		0	0	0		0	0	0		
Total %	33.3	66.7	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
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	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	**1**	1	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	33.3	66.7	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.500	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

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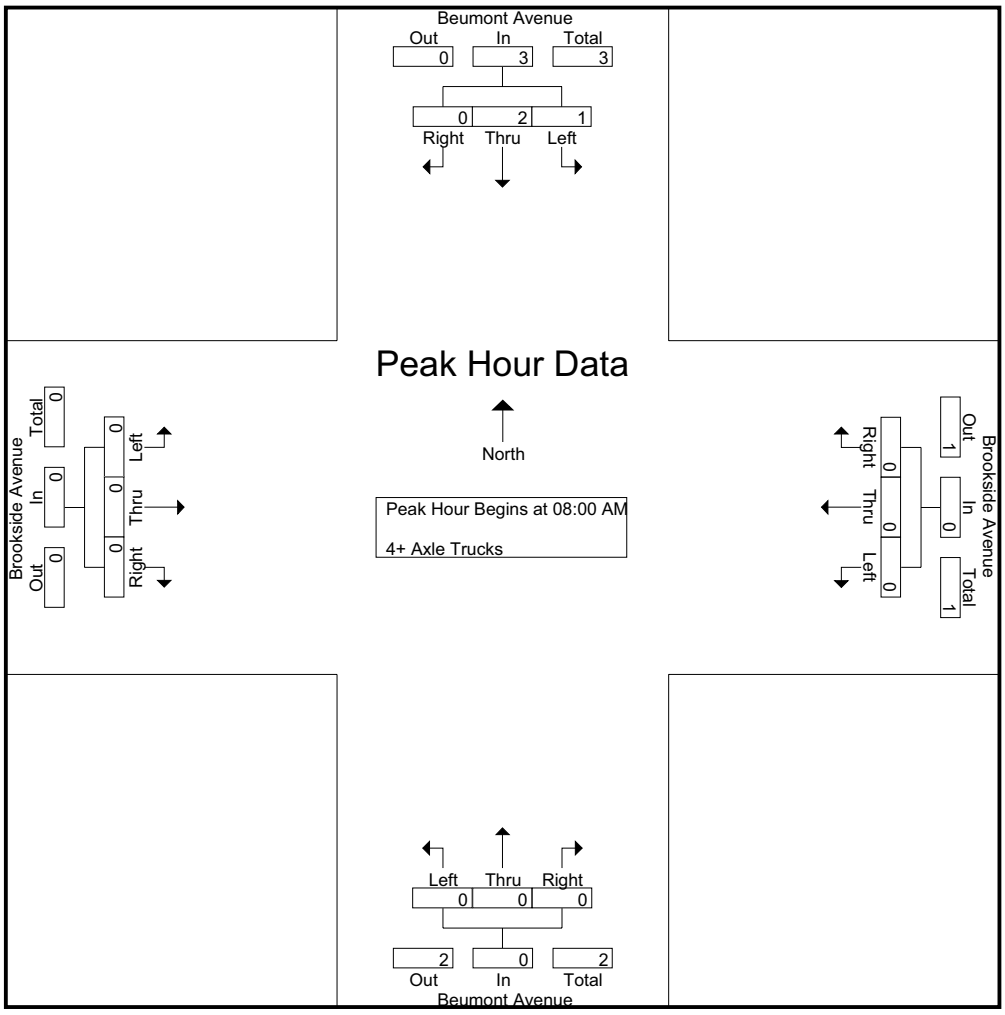

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+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	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**	1	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	33.3	66.7	0		0	0	0		0	0	0		0	0	0	
PHF	.250	.500	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : BMTBEBRPM
Site Code : 00000131
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
04:00 PM	19	46	3	68	15	7	11	33	11	67	9	87	3	13	11	27	215
04:15 PM	24	38	1	63	12	11	18	41	5	59	15	79	0	5	21	26	209
04:30 PM	15	54	2	71	18	9	16	43	12	44	11	67	2	9	6	17	198
04:45 PM	12	45	3	60	13	9	21	43	14	60	18	92	1	6	13	20	215
Total	70	183	9	262	58	36	66	160	42	230	53	325	6	33	51	90	837
05:00 PM	14	54	1	69	12	7	20	39	15	69	17	101	3	15	8	26	235
05:15 PM	19	68	2	89	14	13	22	49	8	52	21	81	2	18	16	36	255
05:30 PM	20	64	3	87	20	6	20	46	8	57	22	87	5	12	14	31	251
05:45 PM	13	44	2	59	16	16	11	43	16	46	21	83	1	18	12	31	216
Total	66	230	8	304	62	42	73	177	47	224	81	352	11	63	50	124	957
Grand Total	136	413	17	566	120	78	139	337	89	454	134	677	17	96	101	214	1794
Apprch %	24	73	3		35.6	23.1	41.2		13.1	67.1	19.8		7.9	44.9	47.2		
Total %	7.6	23	0.9	31.5	6.7	4.3	7.7	18.8	5	25.3	7.5	37.7	0.9	5.4	5.6	11.9	
Passenger Vehicles	129	400	17	546	109	72	130	311	86	430	121	637	16	89	101	206	1700
% Passenger Vehicles	94.9	96.9	100	96.5	90.8	92.3	93.5	92.3	96.6	94.7	90.3	94.1	94.1	92.7	100	96.3	94.8
Large 2 Axle Vehicles	7	12	0	19	10	5	9	24	2	24	13	39	1	7	0	8	90
% Large 2 Axle Vehicles	5.1	2.9	0	3.4	8.3	6.4	6.5	7.1	2.2	5.3	9.7	5.8	5.9	7.3	0	3.7	5
3 Axle Vehicles	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0	0	0	0.8	1.3	0	0.6	1.1	0	0	0.1	0	0	0	0	0.2
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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	14	54	1	69	12	7	20	39	15	**69**	17	**101**	3	15	8	26	235
05:15 PM	19	**68**	2	**89**	14	13	**22**	**49**	8	52	21	81	2	**18**	**16**	**36**	**255**
05:30 PM	**20**	64	**3**	87	**20**	6	20	46	8	57	**22**	87	**5**	12	14	31	251
05:45 PM	13	44	2	59	16	**16**	11	43	**16**	46	21	83	1	18	12	31	216
Total Volume	66	230	8	304	62	42	73	177	47	224	81	352	11	63	50	124	957
% App. Total	21.7	75.7	2.6		35	23.7	41.2		13.4	63.6	23		8.9	50.8	40.3		
PHF	.825	.846	.667	.854	.775	.656	.830	.903	.734	.812	.920	.871	.550	.875	.781	.861	.938

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File Name : BMTBEBRPM
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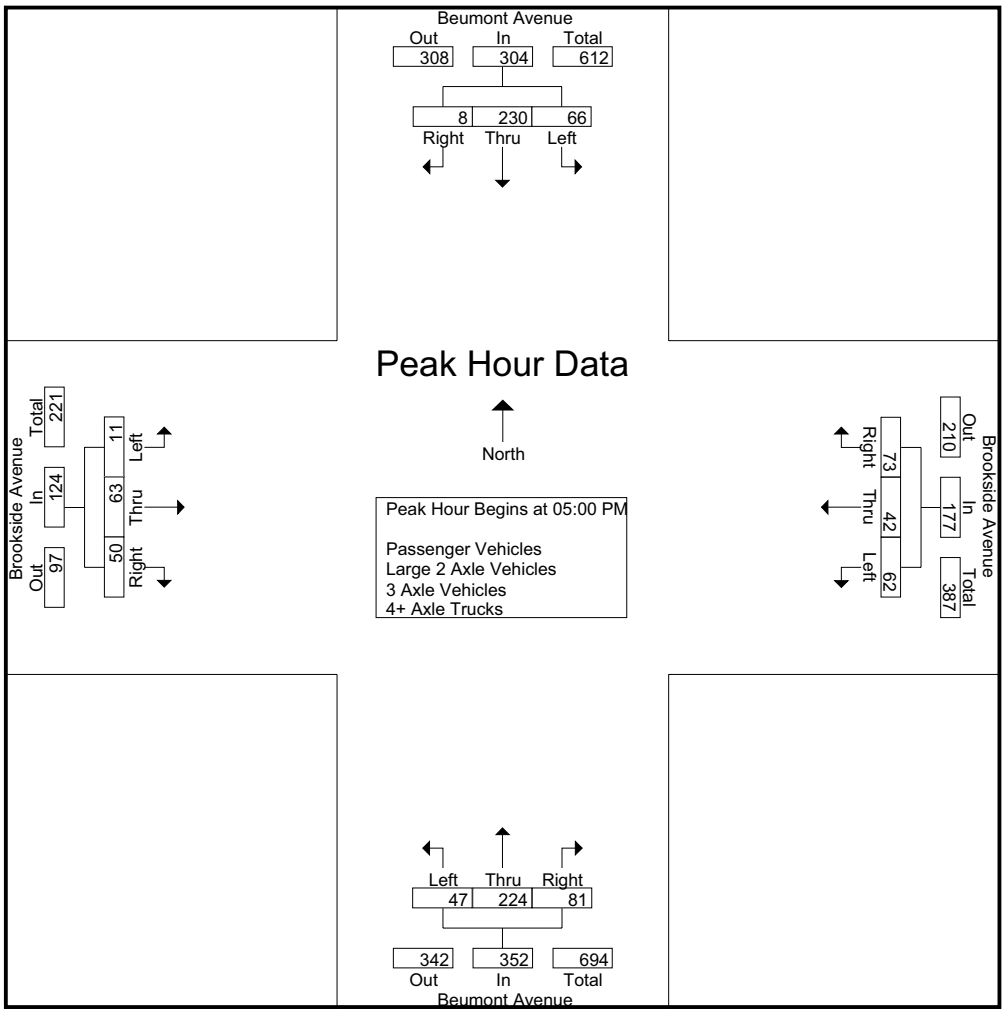

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	12	45	**3**	60	13	9	21	43	14	60	18	92	3	15	8	26
+15 mins.	14	54	1	69	12	7	20	39	**15**	**69**	17	**101**	2	**18**	**16**	**36**
+30 mins.	19	**68**	2	**89**	14	**13**	**22**	**49**	8	52	21	81	**5**	12	14	31
+45 mins.	**20**	64	3	87	**20**	6	20	46	8	57	**22**	87	1	18	12	31
Total Volume	65	231	9	305	59	35	83	177	45	238	78	361	11	63	50	124
% App. Total	21.3	75.7	3		33.3	19.8	46.9		12.5	65.9	21.6		8.9	50.8	40.3	
PHF	.813	.849	.750	.857	.738	.673	.943	.903	.750	.862	.886	.894	.550	.875	.781	.861

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Groups Printed- Passenger Vehicles

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
04:00 PM	17	45	3	65	15	7	10	32	10	62	6	78	3	10	11	24	199
04:15 PM	23	37	1	61	12	9	18	39	5	57	14	76	0	5	21	26	202
04:30 PM	14	54	2	70	17	7	15	39	10	42	10	62	2	9	6	17	188
04:45 PM	12	40	3	55	12	9	18	39	14	56	17	87	1	6	13	20	201
Total	66	176	9	251	56	32	61	149	39	217	47	303	6	30	51	87	790
05:00 PM	13	52	1	66	11	7	17	35	15	64	17	96	3	13	8	24	221
05:15 PM	18	65	2	85	10	12	22	44	8	51	20	79	1	18	16	35	243
05:30 PM	19	63	3	85	18	6	19	43	8	54	18	80	5	11	14	30	238
05:45 PM	13	44	2	59	14	15	11	40	16	44	19	79	1	17	12	30	208
Total	63	224	8	295	53	40	69	162	47	213	74	334	10	59	50	119	910
Grand Total	129	400	17	546	109	72	130	311	86	430	121	637	16	89	101	206	1700
Apprch %	23.6	73.3	3.1		35	23.2	41.8		13.5	67.5	19		7.8	43.2	49		
Total %	7.6	23.5	1	32.1	6.4	4.2	7.6	18.3	5.1	25.3	7.1	37.5	0.9	5.2	5.9	12.1	

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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	13	52	1	66	11	7	17	35	15	**64**	17	**96**	3	13	8	24	221
05:15 PM	18	**65**	2	**85**	10	12	**22**	**44**	8	51	**20**	79	1	**18**	**16**	**35**	**243**
05:30 PM	**19**	63	**3**	85	**18**	6	19	43	8	54	18	80	**5**	11	14	30	238
05:45 PM	13	44	2	59	14	**15**	11	40	**16**	44	19	79	1	17	12	30	208
Total Volume	63	224	8	295	53	40	69	162	47	213	74	334	10	59	50	119	910
% App. Total	21.4	75.9	2.7		32.7	24.7	42.6		14.1	63.8	22.2		8.4	49.6	42		
PHF	.829	.862	.667	.868	.736	.667	.784	.920	.734	.832	.925	.870	.500	.819	.781	.850	.936

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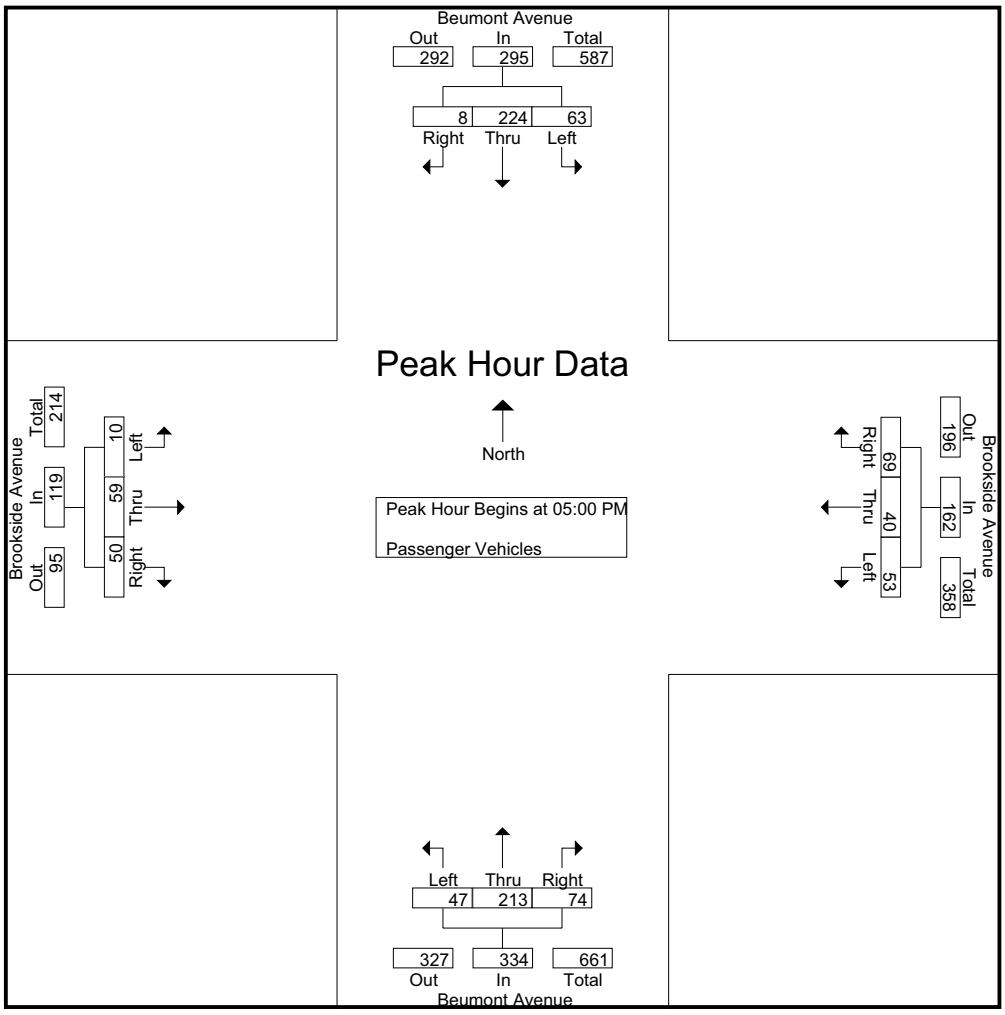

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	13	52	1	66	11	7	17	35	15	**64**	17	**96**	3	13	8	24
+15 mins.	18	**65**	2	**85**	10	12	**22**	**44**	8	51	**20**	79	1	**18**	**16**	**35**
+30 mins.	**19**	63	**3**	85	**18**	6	19	43	8	54	18	80	**5**	11	14	30
+45 mins.	13	44	2	59	14	**15**	11	40	**16**	44	19	79	1	17	12	30
Total Volume	63	224	8	295	53	40	69	162	47	213	74	334	10	59	50	119
% App. Total	21.4	75.9	2.7		32.7	24.7	42.6		14.1	63.8	22.2		8.4	49.6	42	
PHF	.829	.862	.667	.868	.736	.667	.784	.920	.734	.832	.925	.870	.500	.819	.781	.850

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Groups Printed- Large 2 Axle Vehicles

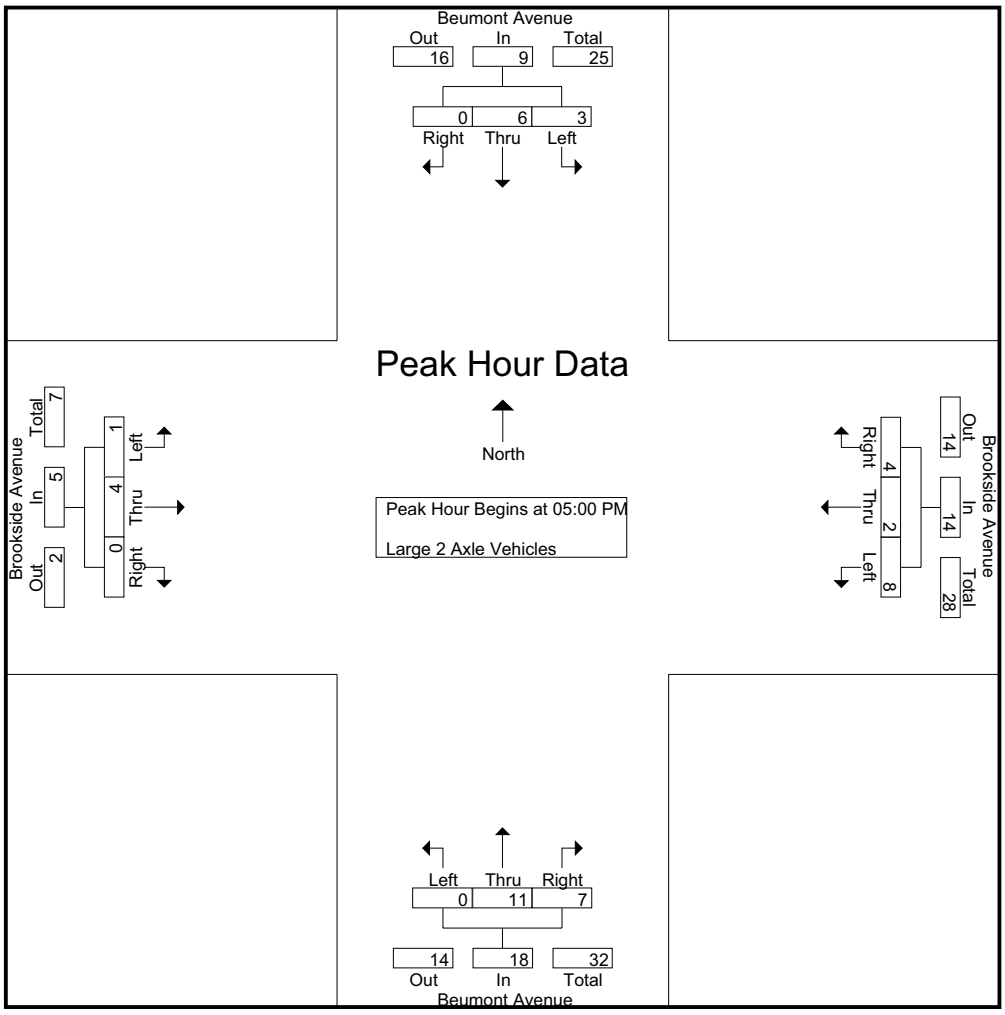
	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	1	0	3	0	0	1	1	1	5	3	9	0	3	0	3	16
04:15 PM	1	1	0	2	0	1	0	1	0	2	1	3	0	0	0	0	6
04:30 PM	1	0	0	1	1	2	1	4	1	2	1	4	0	0	0	0	9
04:45 PM	0	4	0	4	1	0	3	4	0	4	1	5	0	0	0	0	13
Total	4	6	0	10	2	3	5	10	2	13	6	21	0	3	0	3	44
05:00 PM	1	2	0	3	1	0	3	4	0	5	0	5	0	2	0	2	14
05:15 PM	1	3	0	4	4	1	0	5	0	1	1	2	1	0	0	1	12
05:30 PM	1	1	0	2	2	0	1	3	0	3	4	7	0	1	0	1	13
05:45 PM	0	0	0	0	1	1	0	2	0	2	2	4	0	1	0	1	7
Total	3	6	0	9	8	2	4	14	0	11	7	18	1	4	0	5	46
Grand Total	7	12	0	19	10	5	9	24	2	24	13	39	1	7	0	8	90
Apprch %	36.8	63.2	0		41.7	20.8	37.5		5.1	61.5	33.3		12.5	87.5	0		
Total %	7.8	13.3	0	21.1	11.1	5.6	10	26.7	2.2	26.7	14.4	43.3	1.1	7.8	0	8.9	

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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	**1**	2	0	3	1	0	**3**	4	0	**5**	0	5	0	**2**	0	**2**	**14**
05:15 PM	1	**3**	0	**4**	**4**	**1**	0	**5**	0	1	1	2	**1**	0	0	1	12
05:30 PM	1	1	0	2	2	0	1	3	0	3	**4**	**7**	0	1	0	1	13
05:45 PM	0	0	0	0	1	1	0	2	0	2	2	4	0	1	0	1	7
Total Volume	3	6	0	9	8	2	4	14	0	11	7	18	1	4	0	5	46
% App. Total	33.3	66.7	0		57.1	14.3	28.6		0	61.1	38.9		20	80	0		
PHF	.750	.500	.000	.563	.500	.500	.333	.700	.000	.550	.438	.643	.250	.500	.000	.625	.821

Counts Unlimited Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Beaumont
N/S: Beaumont Avenue
E/W: Brookside Avenue
Weather: Sunny

File Name : BMTBEBRPM
Site Code : 00000131
Start Date : 8/7/2012
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.	**1**	2	0	3	1	0	**3**	4	0	**5**	0	5	0	**2**	0	**2**
+15 mins.	1	**3**	0	**4**	**4**	**1**	0	**5**	0	1	1	2	**1**	0	0	1
+30 mins.	1	1	0	2	2	0	1	3	0	3	**4**	**7**	0	1	0	1
+45 mins.	0	0	0	0	1	1	0	2	0	2	2	4	0	1	0	1
Total Volume	3	6	0	9	8	2	4	14	0	11	7	18	1	4	0	5
% App. Total	33.3	66.7	0		57.1	14.3	28.6		0	61.1	38.9		20	80	0	
PHF	.750	.500	.000	.563	.500	.500	.333	.700	.000	.550	.438	.643	.250	.500	.000	.625

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Weather: Sunny

File Name : BMTBEBRPM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 1

Groups Printed- 3 Axle Vehicles

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
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	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	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	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	3
Apprch %	0	0	0		50	50	0		100	0	0		0	0	0		
Total %	0	0	0	0	33.3	33.3	0	66.7	33.3	0	0	33.3	0	0	0	0	

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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	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	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Beaumont
N/S: Beaumont Avenue
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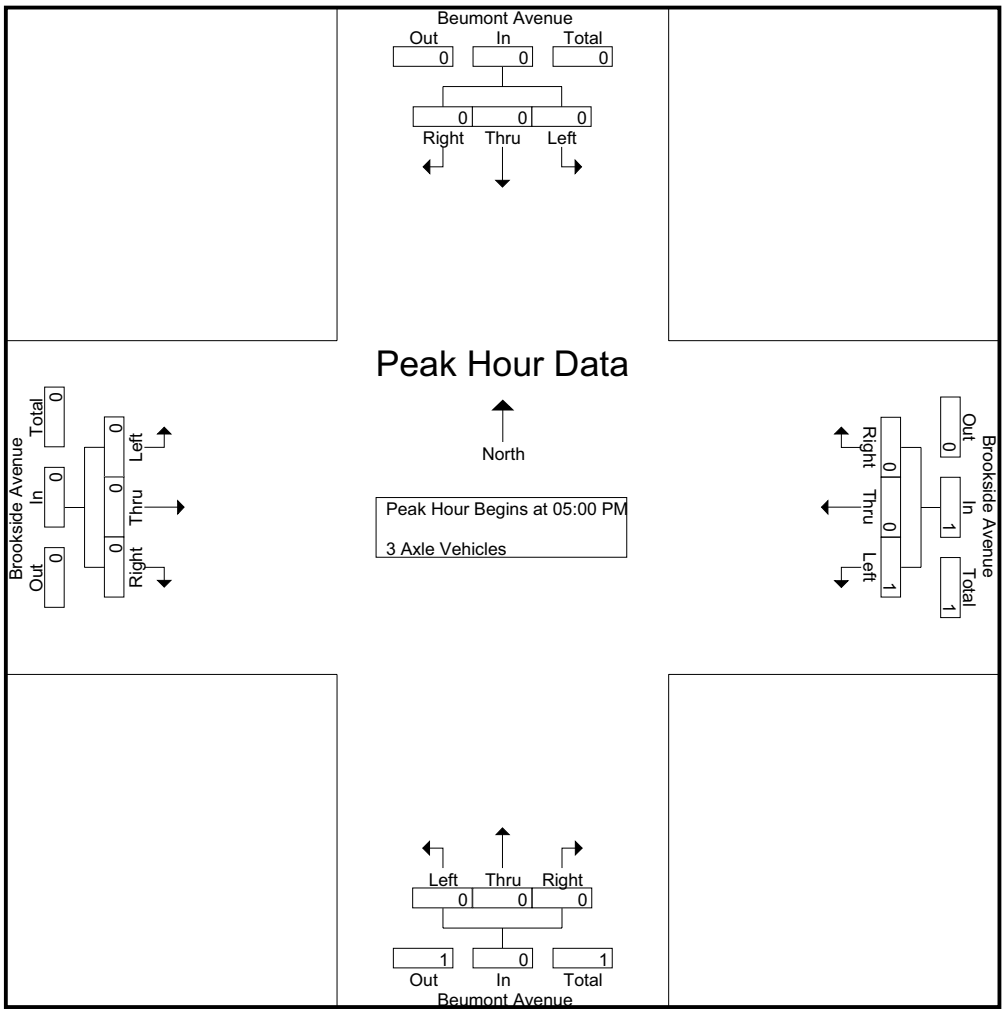
Weather: Sunny

File Name : BMTBEBRPM
Site Code : 00000131
Start Date : 8/7/2012
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	**1**	0	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Beaumont
N/S: Beaumont Avenue
E/W: Brookside Avenue
Weather: Sunny

File Name : BMTBEBRPM
Site Code : 00000131
Start Date : 8/7/2012
Page No : 1

Groups Printed- 4+ Axle Trucks

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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
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	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	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	

	Beumont Avenue Southbound				Brookside Avenue Westbound				Beumont Avenue Northbound				Brookside 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	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

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City of Beaumont
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File Name : BMTBEBRPM
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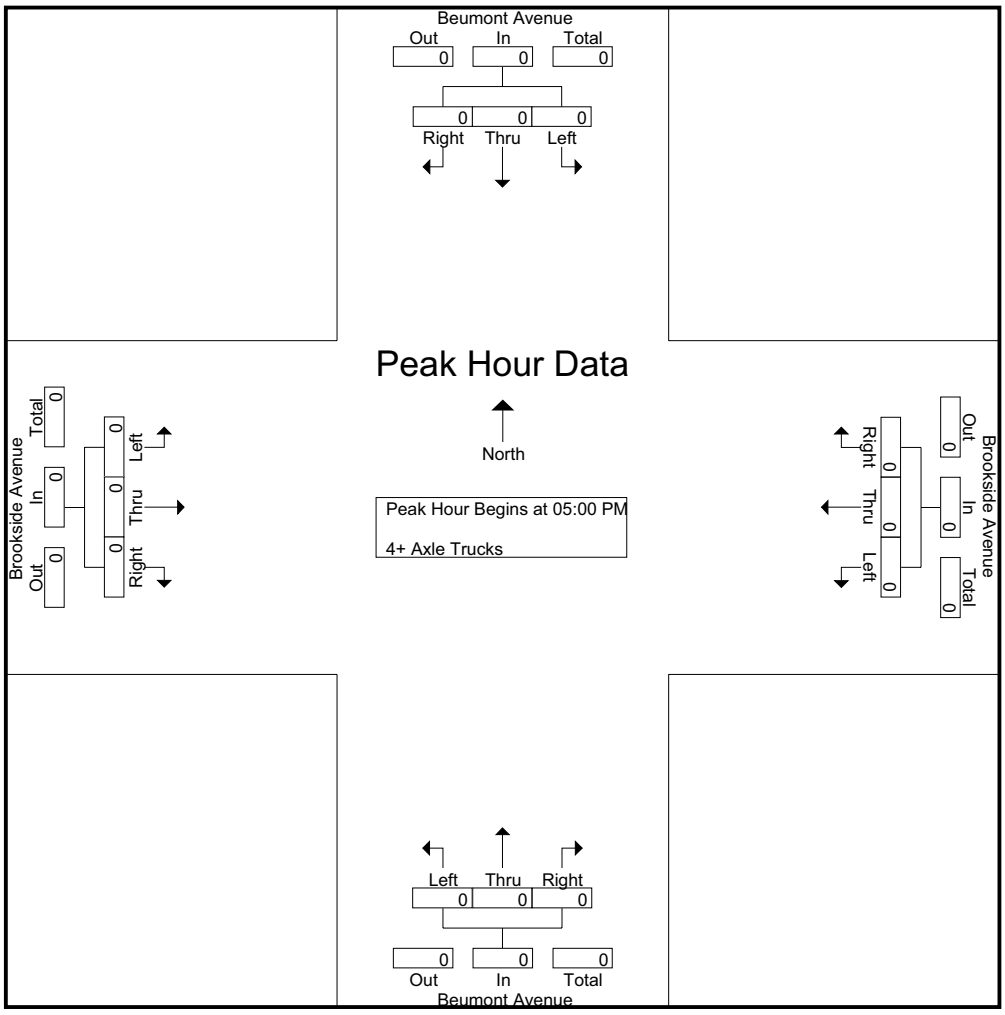
Page No : 2



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

ATTACHMENT C

Daily Traffic Count Data

EXISTING PEAK HOUR-TO-DAILY TRAFFIC VOLUME RELATIONSHIP

Roadway/Segment	LEG	ADT Count (2012)	AM Peak Hour Count (PCE) (2012)	AM Ratio	PM Peak Hour Count (2012)	PM Ratio
Orchard Street	West of Beaumont	1,288	61	0.05	100	0.08
Beaumont Avenue	Between Cherry Valley & Brookside	7,578	424	0.06	626	0.08
Brookside Avenue	West of Beaumont	2,370	161	0.07	225	0.09
TOTAL		**11,236**	**646**		**951**	
			AVERAGE	5.700%		8.500%
			ADT CALCULATION FACTOR			**7.0420**

ADT CALCULATIONS

ADT Calulation Factor: 7.042

Int Num	Roadway Names	LEG	Actual Count	Existing ADT	2014 ADT
1	Beaumont Av. / Orchard St.	North		3,894	4,289
		South		4,289	4,718
		West	**1,288**	1,288	1,420
		East		1,134	880
2	Beaumont Av. / Vineland St.	North		4,669	5,148
		South	**7,578**	7,578	8,355
		West		1,401	1,542
		East		2,134	2,352
3	Beaumont Av. / Cherry Valley Bl.	North	**7,578**	7,578	8,355
		South		7,570	8,345
		West		4,958	5,465
		East		2,253	2,493
4	Beaumont Av. / Brookside Av.	North		7,394	8,148
		South		8,169	9,007
		West	**2,370**	2,370	2,613
		East		4,296	4,739
TOTAL				**70,975**	**77,869**

Counts Unlimited, Inc
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City of Beaumont
Orchard Street
W/ Beaumont Avenue
24 Hour Directional Volume Count

BMTORWBE
Site Code: 051-12237
Date Start: 07-Aug-12
Date End: 07-Aug-12

Start Time	07-Aug-12 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	12			0	10				
12:15		1	16			1	4				
12:30		2	11			2	12				
12:45		0	10	4	49	1	18	4	44	8	93
01:00		0	11			0	13				
01:15		2	13			0	11				
01:30		0	9			1	10				
01:45		1	15	3	48	0	15	1	49	4	97
02:00		0	5			2	8				
02:15		0	10			0	12				
02:30		0	9			0	12				
02:45		1	16	1	40	0	8	2	40	3	80
03:00		1	11			0	14				
03:15		0	9			0	8				
03:30		2	6			1	6				
03:45		0	6	3	32	0	5	1	33	4	65
04:00		1	9			0	15				
04:15		0	14			0	10				
04:30		1	**6**			0	11				
04:45		1	**17**	3	46	0	14	0	50	3	96
05:00		2	**11**			0	9				
05:15		1	**16**			0	**13**				
05:30		1	6			1	**18**				
05:45		5	9	9	42	2	**15**	3	55	12	97
06:00		2	13			4	**18**				
06:15		1	17			5	5				
06:30		6	7			6	15				
06:45		4	9	13	46	**14**	8	29	46	42	92
07:00		9	6			**8**	3				
07:15		11	13			**14**	7				
07:30		9	6			**8**	9				
07:45		11	8	40	33	9	12	39	31	79	64
08:00		7	10			4	11				
08:15		12	3			6	8				
08:30		9	6			7	11				
08:45		7	9	35	28	12	7	29	37	64	65
09:00		9	12			11	9				
09:15		14	7			10	7				
09:30		6	5			10	2				
09:45		7	5	36	29	10	8	41	26	77	55
10:00		11	5			13	3				
10:15		10	2			10	2				
10:30		9	1			10	2				
10:45		9	1	39	9	8	3	41	10	80	19
11:00		**7**	3			7	3				
11:15		**9**	2			14	2				
11:30		**13**	0			8	1				
11:45		**12**	0	41	5	7	1	36	7	77	12
Total		227	407	227	407	226	428	226	428	453	835
Combined Total		634		634		654		654		1288	
AM Peak		11:00				06:45					
Vol.		41				44					
P.H.F.		0.732				0.786					
PM Peak			04:30				05:15				
Vol.			50				64				
P.H.F.			0.735				0.889				
Percentage		35.8%	64.2%			34.6%	65.4%				
ADT/AADT		ADT 1,288		AADT 1,288							

Counts Unlimited, Inc
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Corona, CA 92878
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City of Beaumont
Beaumont Avenue
B/ Cherry Valley Blvd - Brookside Avenue
24 Hour Directional Volume Count

BMTBECVBR
Site Code: 051-12237
Date Start: 07-Aug-12
Date End: 07-Aug-12

Start Time	07-Aug-12 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		5	70			3	51				
12:15		4	57			5	61				
12:30		4	71			3	65				
12:45		1	59	14	257	11	68	22	245	36	502
01:00		4	57			4	62				
01:15		1	65			3	54				
01:30		6	60			1	56				
01:45		5	56	16	238	5	69	13	241	29	479
02:00		1	75			2	47				
02:15		1	65			0	64				
02:30		3	64			3	48				
02:45		0	73	5	277	3	66	8	225	13	502
03:00		1	70			1	72				
03:15		3	66			0	76				
03:30		2	71			4	65				
03:45		4	63	10	270	1	83	6	296	16	566
04:00		6	81			2	75				
04:15		5	76			9	60				
04:30		4	63			6	70				
04:45		9	**85**	24	305	5	65	22	270	46	575
05:00		12	**90**			14	**74**				
05:15		14	**76**			11	**86**				
05:30		20	**80**			12	**90**				
05:45		14	60	60	306	22	**70**	59	320	119	626
06:00		17	77			24	71				
06:15		28	64			23	69				
06:30		36	82			41	57				
06:45		44	50	125	273	32	53	120	250	245	523
07:00		37	61			36	59				
07:15		34	61			45	67				
07:30		42	44			52	47				
07:45		40	63	153	229	57	50	190	223	343	452
08:00		48	37			47	36				
08:15		39	41			49	44				
08:30		55	46			50	46				
08:45		48	36	190	160	68	33	214	159	404	319
09:00		52	31			65	36				
09:15		46	33			46	30				
09:30		58	21			**53**	22				
09:45		51	25	207	110	**63**	27	227	115	434	225
10:00		64	18			**57**	19				
10:15		66	14			**60**	18				
10:30		54	9			52	12				
10:45		53	13	237	54	57	11	226	60	463	114
11:00		**57**	11			38	10				
11:15		**67**	9			54	10				
11:30		**68**	6			52	5				
11:45		**67**	10	259	36	79	4	223	29	482	65
Total		1300	2515	1300	2515	1330	2433	1330	2433	2630	4948
Combined Total		3815		3815		3763		3763		7578	
AM Peak		11:00				09:30					
Vol.		259				233					
P.H.F.		0.952				0.857					
PM Peak			04:45				05:00				
Vol.			331				320				
P.H.F.			0.919				0.889				
Percentage		34.1%	65.9%			35.3%	64.7%				
ADT/AADT		ADT 7,578		AADT 7,578							

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City of Beaumont
Brookside Avenue
W/ Beaumont Avenue
24 Hour Directional Volume Count

BMTBRWBE
Site Code: 051-12237
Date Start: 07-Aug-12
Date End: 07-Aug-12

Start Time	07-Aug-12 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	19			0	22				
12:15		0	21			1	12				
12:30		0	22			0	21				
12:45		0	23	1	85	0	27	1	82	2	167
01:00		1	19			1	20				
01:15		0	16			0	19				
01:30		0	19			0	17				
01:45		0	20	1	74	0	30	1	86	2	160
02:00		1	29			0	17				
02:15		0	17			0	17				
02:30		0	22			0	19				
02:45		0	27	1	95	0	23	0	76	1	171
03:00		1	19			0	17				
03:15		0	17			1	17				
03:30		0	20			1	22				
03:45		1	13	2	69	0	13	2	69	4	138
04:00		0	27			3	21				
04:15		1	21			0	18				
04:30		1	19			0	26				
04:45		1	19	3	86	3	26	6	91	9	177
05:00		2	**26**			2	17				
05:15		3	**35**			3	26				
05:30		1	**28**			6	13				
05:45		1	**29**	7	118	11	**37**	22	93	29	211
06:00		5	24			14	**25**				
06:15		7	21			8	**21**				
06:30		5	15			10	**19**				
06:45		8	15	25	75	12	15	44	80	69	155
07:00		8	21			12	22				
07:15		14	22			12	10				
07:30		12	16			16	26				
07:45		18	19	52	78	23	28	63	86	115	164
08:00		20	18			**16**	14				
08:15		12	14			**26**	18				
08:30		9	5			**24**	12				
08:45		20	10	61	47	**27**	8	93	52	154	99
09:00		13	5			16	8				
09:15		15	9			8	6				
09:30		29	6			14	7				
09:45		16	4	73	24	16	4	54	25	127	49
10:00		15	2			19	5				
10:15		**16**	2			19	4				
10:30		**23**	3			20	5				
10:45		**31**	5	85	12	21	1	79	15	164	27
11:00		**29**	3			25	7				
11:15		14	1			18	1				
11:30		17	1			16	2				
11:45		20	2	80	7	16	4	75	14	155	21
Total		391	770	391	770	440	769	440	769	831	1539
Combined Total		1161		1161		1209		1209		2370	
AM Peak		10:15				08:00					
Vol.		99				93					
P.H.F.		0.798				0.861					
PM Peak			05:00				05:45				
Vol.			118				102				
P.H.F.			0.843				0.689				
Percentage		33.7%	66.3%			36.4%	63.6%				
ADT/AADT		ADT 2,370		AADT 2,370							

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ATTACHMENT D

Existing (2012) Conditions
Intersection HCM Calculation Worksheets

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Existing Conditions
AM Peak Hour

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

Intersection #1 Beaumont Av. / Orchard St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[10.0]

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	1		0	1	0	0	1		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	11	65	2				7	129	7				4	8	22				6	9	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:	11	65	2				7	129	7				4	8	22				6	9	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:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	12	73	2				8	144	8				4	9	25				7	10	12			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	12	73	2				8	144	8				4	9	25				7	10	12			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
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:	152	xxxx	xxxxx				75	xxxx	xxxxx				269	259	144				277	265	73			
Potent Cap.:	1441	xxxx	xxxxx				1537	xxxx	xxxxx				688	649	909				679	644	995			
Move Cap.:	1441	xxxx	xxxxx				1537	xxxx	xxxxx				664	640	909				647	636	995			
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.01	0.01	0.03				0.01	0.02	0.01			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx				7.4	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	796	xxxxx				xxxx	754	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	0.2	xxxxx				xxxxx	0.1	xxxxx			
Shrd ConDel:	7.5	xxxx	xxxxx				7.4	xxxx	xxxxx				xxxxx	9.8	xxxxx				xxxxx	10.0	xxxxx			
Shared LOS:	A	*	*				A	*	*				*	A	*				*	A	*			
ApproachDel:	xxxxxx						xxxxxx						9.8						10.0					
ApproachLOS:	*						*						A						A					

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Beaumont Av. / Vineland St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.237
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

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 1	0	0 1	0	0 1!	0	0	0 1!	0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	81	26	7	144	12	2	4	23	50	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:	15	81	26	7	144	12	2	4	23	50	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	17	92	30	8	164	14	2	5	26	57	44	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	92	30	8	164	14	2	5	26	57	44	15
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	92	30	8	164	14	2	5	26	57	44	15
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:	0.16	0.84	1.00	0.04	0.89	0.07	0.07	0.14	0.79	0.49	0.38	0.13
Final Sat.:	108	583	813	34	692	58	53	107	614	356	278	93
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.04	0.24	0.24	0.24	0.04	0.04	0.04	0.16	0.16	0.16
Crit Moves:	****			****			****				****	
Delay/Veh:	8.7	8.7	7.1	8.8	8.8	8.8	7.5	7.5	7.5	8.5	8.5	8.5
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:	8.7	8.7	7.1	8.8	8.8	8.8	7.5	7.5	7.5	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.8			7.5			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.8			7.5			8.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.2

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Existing Conditions
AM Peak Hour

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

Intersection #3 Beaumont Av. / Cherry Valley Bl.

Cycle (sec):	75	Critical Vol./Cap.(X):	0.228
Loss Time (sec):	16	Average Delay (sec/veh):	23.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
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	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	72	114	10	10	174	39	23	25	39	10	59	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:	72	114	10	10	174	39	23	25	39	10	59	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	80	127	11	11	194	44	26	28	44	11	66	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	127	11	11	194	44	26	28	44	11	66	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:	80	127	11	11	194	44	26	28	44	11	66	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	3019	512
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.01	0.01	0.10	0.03	0.01	0.01	0.03	0.01	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.26	0.26
Volume/Cap:	0.34	0.25	0.03	0.05	0.39	0.10	0.11	0.06	0.10	0.05	0.08	0.08
Delay/Veh:	30.8	22.4	20.8	28.9	23.5	21.3	29.3	21.0	21.3	28.9	21.1	21.1
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:	30.8	22.4	20.8	28.9	23.5	21.3	29.3	21.0	21.3	28.9	21.1	21.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	2	0	0	4	1	1	0	1	0	1	1

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Existing Conditions
AM Peak Hour

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

Intersection #4 Beaumont Av. / Brookside Av.

Cycle (sec):	80	Critical Vol./Cap.(X):	0.233
Loss Time (sec):	16	Average Delay (sec/veh):	25.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	20	20	10	20	20	10	21	21
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	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	42	141	12	40	170	13	10	20	37	46	39	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:	42	141	12	40	170	13	10	20	37	46	39	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	49	165	14	47	198	15	12	23	43	54	46	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	165	14	47	198	15	12	23	43	54	46	58
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:	49	165	14	47	198	15	12	23	43	54	46	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.92	0.92
Lanes:	1.00	0.92	0.08	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.44	0.56
Final Sat.:	1805	1730	147	1805	1746	133	1805	1900	1615	1805	763	978
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.03	0.11	0.11	0.01	0.01	0.03	0.03	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.30	0.30	0.12	0.28	0.28	0.12	0.26	0.26	0.13	0.26	0.26
Volume/Cap:	0.19	0.32	0.32	0.21	0.41	0.41	0.05	0.05	0.10	0.23	0.23	0.23
Delay/Veh:	31.2	22.5	22.5	32.4	24.2	24.2	31.4	22.8	23.2	32.3	23.9	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:	31.2	22.5	22.5	32.4	24.2	24.2	31.4	22.8	23.2	32.3	23.9	23.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	1	4	4	0	0	1	1	2	2

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Existing Conditions
PM Peak Hour

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

Intersection #1 Beaumont Av. / Orchard St.

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.8]

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	1	0 1	0	0	1	0 0	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	34	169	5		12	120	2		9	10	33		13	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:	34	169	5		12	120	2		9	10	33		13	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:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	40	199	6		14	142	2		11	12	39		15	14	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	40	199	6		14	142	2		11	12	39		15	14	21	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
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:	144	xxxx	xxxxx		205	xxxx	xxxxx		470	455	142		476	452	199	
Potent Cap.:	1451	xxxx	xxxxx		1378	xxxx	xxxxx		507	504	912		503	506	847	
Move Cap.:	1451	xxxx	xxxxx		1378	xxxx	xxxxx		469	485	912		458	487	847	
Volume/Cap:	0.03	xxxx	xxxx		0.01	xxxx	xxxx		0.02	0.02	0.04		0.03	0.03	0.03	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.6	xxxx	xxxxx		7.6	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	684	xxxxx		xxxx	579	xxxxx	
SharedQueue:	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	0.3	xxxxx		xxxxx	0.3	xxxxx	
Shrd ConDel:	7.6	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	10.8	xxxxx		xxxxx	11.8	xxxxx	
Shared LOS:	A	*	*		A	*	*		*	B	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				10.8				11.8			
ApproachLOS:	*				*				B				B			

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Beaumont Av. / Vineland St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

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	1	0	0	1		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	24		204		58		8		169		5		8		30		20		41		17		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:	24		204		58		8		169		5		8		30		20		41		17		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:	25		215		61		8		178		5		8		32		21		43		18		11	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	25		215		61		8		178		5		8		32		21		43		18		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:	25		215		61		8		178		5		8		32		21		43		18		11	
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:	0.11		0.89		1.00		0.04		0.93		0.03		0.14		0.52		0.34		0.60		0.25		0.15	
Final Sat.:	74		627		820		33		699		21		93		348		232		392		163		96	
Capacity Analysis Module:																								
Vol/Sat:	0.34		0.34		0.07		0.25		0.25		0.25		0.09		0.09		0.09		0.11		0.11		0.11	
Crit Moves:			****						****						****								****	
Delay/Veh:	10.3		10.3		7.3		9.2		9.2		9.2		8.4		8.4		8.4		8.7		8.7		8.7	
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:	10.3		10.3		7.3		9.2		9.2		9.2		8.4		8.4		8.4		8.7		8.7		8.7	
LOS by Move:	B		B		A		A		A		A		A		A		A		A		A		A	
ApproachDel:	9.7						9.2						8.4						8.7					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	9.7						9.2						8.4						8.7					
LOS by Appr:	A						A						A						A					
AllWayAvgQ:	0.5		0.5		0.1		0.3		0.3		0.3		0.1		0.1		0.1		0.1		0.1		0.1	

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Existing Conditions
PM Peak Hour

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

Intersection #3 Beaumont Av. / Cherry Valley Bl.

Cycle (sec):	75	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	16	Average Delay (sec/veh):	24.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
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	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	66	244	22	16	194	50	80	97	119	11	35	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:	66	244	22	16	194	50	80	97	119	11	35	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	68	252	23	16	200	52	82	100	123	11	36	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	252	23	16	200	52	82	100	123	11	36	15
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:	68	252	23	16	200	52	82	100	123	11	36	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.40	0.60
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1615	1805	2413	1034
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.01	0.01	0.11	0.03	0.05	0.05	0.08	0.01	0.01	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.26	0.26
Volume/Cap:	0.29	0.50	0.05	0.07	0.40	0.12	0.35	0.20	0.29	0.05	0.06	0.06
Delay/Veh:	30.4	24.6	21.0	29.0	23.6	21.4	30.9	22.0	22.7	28.9	21.0	21.0
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:	30.4	24.6	21.0	29.0	23.6	21.4	30.9	22.0	22.7	28.9	21.0	21.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	0	4	1	2	2	2	0	0	0

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Existing Conditions
PM Peak Hour

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

Intersection #4 Beaumont Av. / Brookside Av.

Cycle (sec):	80	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	16	Average Delay (sec/veh):	26.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	20	20	10	20	20	10	21	21
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	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	47	230	85	68	233	8	12	65	50	67	43	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	230	85	68	233	8	12	65	50	67	43	75
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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	50	245	91	72	248	9	13	69	53	71	46	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	245	91	72	248	9	13	69	53	71	46	80
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:	50	245	91	72	248	9	13	69	53	71	46	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	1.00	1.00	0.95	1.00	0.85	0.95	0.91	0.91
Lanes:	1.00	0.73	0.27	1.00	0.97	0.03	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1805	1332	492	1805	1828	63	1805	1900	1615	1805	627	1093
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.04	0.14	0.14	0.01	0.04	0.03	0.04	0.07	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.30	0.30	0.12	0.28	0.28	0.12	0.26	0.26	0.13	0.26	0.26
Volume/Cap:	0.20	0.62	0.62	0.33	0.49	0.49	0.06	0.14	0.13	0.31	0.28	0.28
Delay/Veh:	31.2	26.8	26.8	33.3	25.0	25.0	31.4	23.5	23.4	32.9	24.3	24.3
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:	31.2	26.8	26.8	33.3	25.0	25.0	31.4	23.5	23.4	32.9	24.3	24.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	2	5	5	0	1	1	2	3	3

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

ATTACHMENT E

Cumulative Projects Data

City of Beaumont

550 E. 6th Street
Beaumont, CA 92223
(951) 769-8520
www.ci.beaumont.ca.us

MAJOR PROJECT STATUS AS OF SEPTEMBER 1, 2012

(Number Next to Project Title Correlates with Current Development Project Map)

PROJECT NAME	LOCATION	TOTAL AC.	RES. AC.	COM./IND. AC.	NO. D.U.	PROJECT STATUS
PROJECTS UNDER DEVELOPMENT:						
Seneca Springs (Tracts 31519, 31520, 31521) (#22)	W/Manzinita and S/ 1st Street	295.1	224.9	13.7	955	Specific Plan, Homes Under Construction
Tract No. 30748, Tournament Hills Tract No. 31288, Tournament Hills 2 (#2)	Southwesterly of Desert Lawn Dr. & Champions Dr. and N/San Timoteo Canyon Road	263.00	239.90	-	1094	Tract 30748 Under Construct. Tract 31288, Amendment to Oak Valley Spec. Plan and EIR Adden.
Sundance (#17)	N/8th St.; W/Highland Springs Ave.	1162.00	905.00	15.00	4716	Specific Plan, Project Under Development.
Fairway Canyon SCPGA, Tract No. 31462 (#29)	N/ San Timoteo Canyon Rd.; SW/I-10	1555.70	678.00	46.40	3566	Specific Plan, Project Under Development
Tract No. 31426, Aspen Creek (#31)	E/Manzanita Park Rd.; N/First Street	30.87	30.87	-	106	Homes Under Construction
Heartland (#6)	N/SR 60; W/Potrero Blvd.	417.20	207.60	61.80	922	Specific Plan, Preliminary graded
Four Seasons (#23) Tract No. 32260 & 33096	S/I-10; W/Highland Springs Avenue	570.60	423.70	8.80	2041	Specific Plan, Homes Under Construction

PROJECT NAME	LOCATION	TOTAL AC.	RES. AC.	COM./IND. AC.	NO. D.U.	PROJECT STATUS
Rolling Hills Ranch Industrial/ Winco / Prologis (#18)	S/SR 60; W/Viele Ave.	155.00	-	155.00	-	Preliminary graded
Beumont Unified School District High School Stadium and Expansion	Brookside Avenue; west of Beaumont Ave.	38.25	-	-	-	Under Constuction
American Center	1302 E. 6th Street	0.28	-	0.28	-	Under Constuction
San Gorgonio Village, Kohls (#45)	Between 1st and 2nd Street & Penn. And Commerce Way	22.50	-	22.50	-	Phase 1 (Kohls) Completed, Phase 2 Preliminary graded
Subtotal for Projects Under Development:		**4510.50**	**2709.97**	**323.48**	**13400**	
PROJECTS NOT UNDER DEVELOPMENT:						
Dowling Orchard Business Park (#20)	NW corner of 4th St. and Nicholas Rd.	26.34	-	26.34	-	Phase 2 Approved
Kirkwood Ranch (#14)	N/I-10; S/Oak Valley Parkway	128.00	128.00	-	403	Specific Plan (1991) Tentative Tract Map 27357 Approved
Farmer Boys (#21)	1538 Second Street Marketplace	0.62	-	0.62	-	Plot Plan Approved (12-PP-02) / Pending Parcel Map Approval
Ramona Tire / Firestone (#21)	1488 Second Street Marketplace	0.44	-	0.44	-	Application Submitted/Pending Public Hearing
Family Dollar	649 E. 6th Street	1.17	-	1.17	-	Plot Plan Approved (12-PP-01) / Pending Building Permits
Tract No. 31162, Taurek (#32)	S/Fourth St.; W/Viele Ave.; Outside Beaumont City Limits	130.00	130.00	-	244	Tentative Tract Map Submitted; Annexation, Map and EIR Pending Public Hearing
Potrero Creek Estates (#26)	S/I-10; W/Highland Springs Ave.	737.10	307.80	-	700	Specific Plan (1989)

PROJECT NAME	LOCATION	TOTAL AC.	RES. AC.	COM./IND. AC.	NO. D.U.	PROJECT STATUS
Tract No. 32850 (#39)	E/Manzanita Park Rd.; N/First Street	29.09	29.09	-	95	Tract 32850 Approved
Noble Creek Vistas (#10)	N/14th St.; W/Beaumont Ave.	332.28	222.50	-	648	Specific Plan/Annex. complete.
Jack Rabbit Trail (#42)	S/SR 60; W/Jack Rabbit Trail	542.00	402.00	4.50	2000	Specific Plan/ Annexation Pending
Hidden Canyon Industrial (#36)	Southeast corner of SR 60 and Jack Rabbit Trail	196.50	-	158.83	-	Specific Plan / Plot Plan Approved (11-PP-04)
Sunny-Cal Specific Plan (#40)	North of Brookside and west of I-10	324.00	216.05	10.08	571	Specific Plan / Annex. Pending
American Villas	693 W. American Ave.	2.30	2.30	-	36	Plot Plan Approved (07-PP-08)
8th Street Condos	1343 E. 8th St.	1.39	1.39	-	16	Plot Plan Approved (07-PP-02)
Pennsylvania Avenue Apartments	850 Pennsylvania Avenue	0.41	0.41	-	8	Plot Plan Submitted (12-PP-03) Pending Public Hearing
Beaumont Commons (#13)	Xenia between 6th & 8th Street	4.14	4.14	-	120	06-PP-16 Plot Plan Approved, Affordable Housing
Tuscany Townhomes, TM 35142 (#7)	Xenia and 8th Street	10.90	10.90	-	188	06-PP-14 Plot Plan Approved
Tournament Hills 3, TM 36307	North of Oak Valley Parkway, 1 mile west of Desert Lawn Dr.	63.56	63.56	-	233	Tract 31288, Amendment to Oak Valley Specific Plan. 10-TM-01 Submitted
Oak Valley Senior Center (#30)	Northwest corner of Oak Valley Parkway & Oak View Dr	9.41	9.41	-	372	Conditional Use Permit Submitted (10-CUP-05) Pending Public Hearing
Mountain Bridge (#12)	Oak Valley Parkway and E/ I-10	38.17	-	38.17	-	Plot Plan Approved (05-PP-04)
Subtotals for Projects Not Under Development:		**2577.82**	**1527.55**	**240.15**	**5634**	
Estimated Totals - All Projects		**7088.32**	**4237.52**	**563.63**	**19034**	

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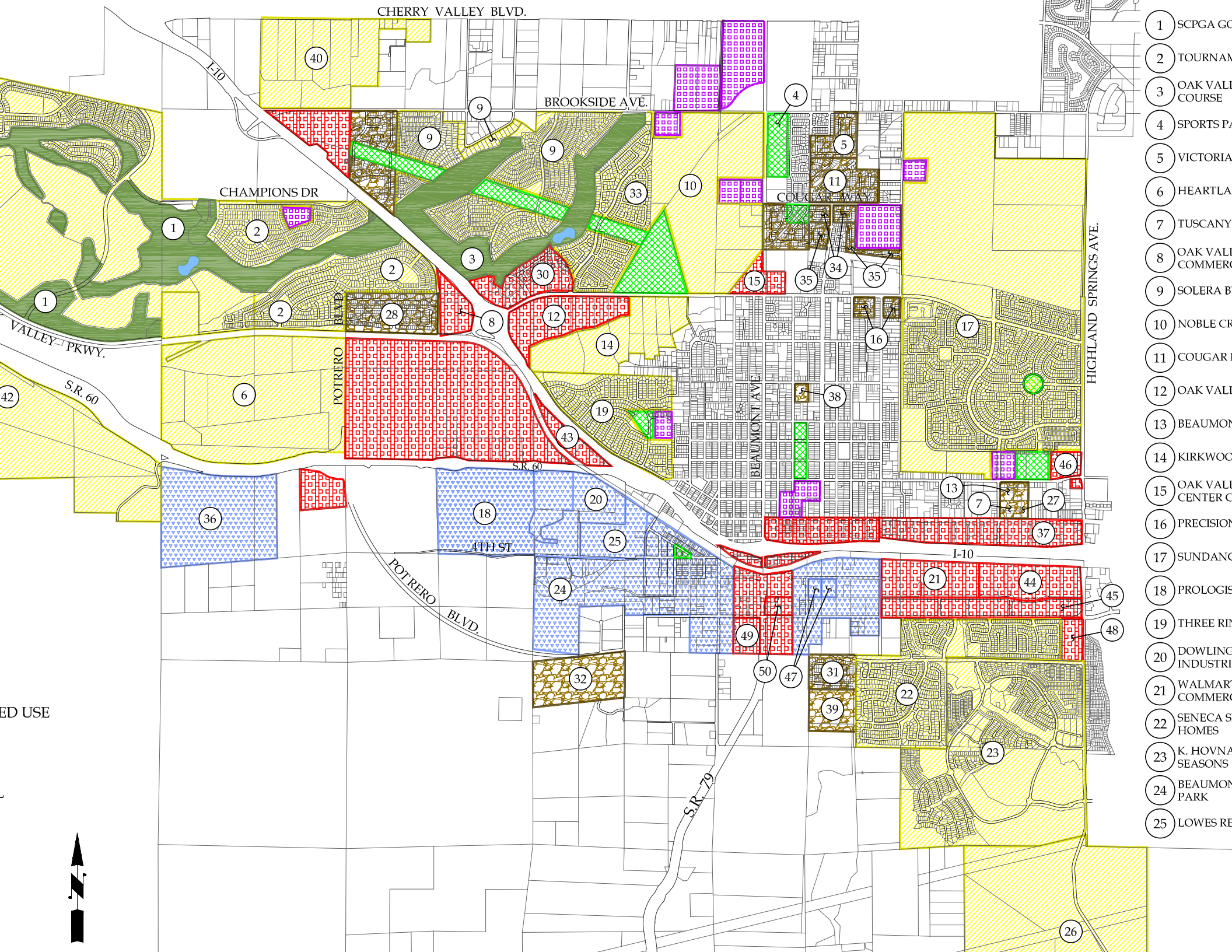
CHERRY VALLEY BLVD.
I-10
BROOKSIDE AVE.
CHAMPIONS DR
VALLEY PKWY.
S.R. 60
POTRERO BLVD.
BEAUMONT AVE.
HIGHLAND SPRINGS AVE.
COUGAR WAY
4TH ST.
POTRERO BLVD.
I-10
S.R. 79
1 SCPGA GC
2 TOURNAM
3 OAK VALL COURSE
4 SPORTS PA
5 VICTORIA
6 HEARTLA
7 TUSCANY
8 OAK VALL COMMERC
9 SOLERA B
10 NOBLE CR
11 COUGAR
12 OAK VALL
13 BEAUMON
14 KIRKWOC
15 OAK VALL CENTER C
16 PRECISION
17 SUNDANC
18 PROLOGIS
19 THREE RI
20 DOWLING INDUSTRI
21 WALMAR COMMERC
22 SENECA S HOMES
23 K. HOVNA SEASONS
24 BEAUMON PARK
25 LOWES RE
ED USE
N

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41 Corporate Park, Suite 300
Irvine, CA 92606

Prepared by:

Aric Evatt, PTP
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Pranesh Tarikere

PRELIMINARY DRAFT

Prepared for:

Hugh Holbert
1921 Baja Vista Way
Camarillo, CA 93010

TRACT MAP NO. 30545
TRAFFIC STUDY
CITY OF CALIMESA, CALIFORNIA

February 28, 2013

JN: 08521-02 Report
AE:CH:PT:rd

EXHIBIT 4-5

CUMULATIVE DEVELOPMENT LOCATION MAP

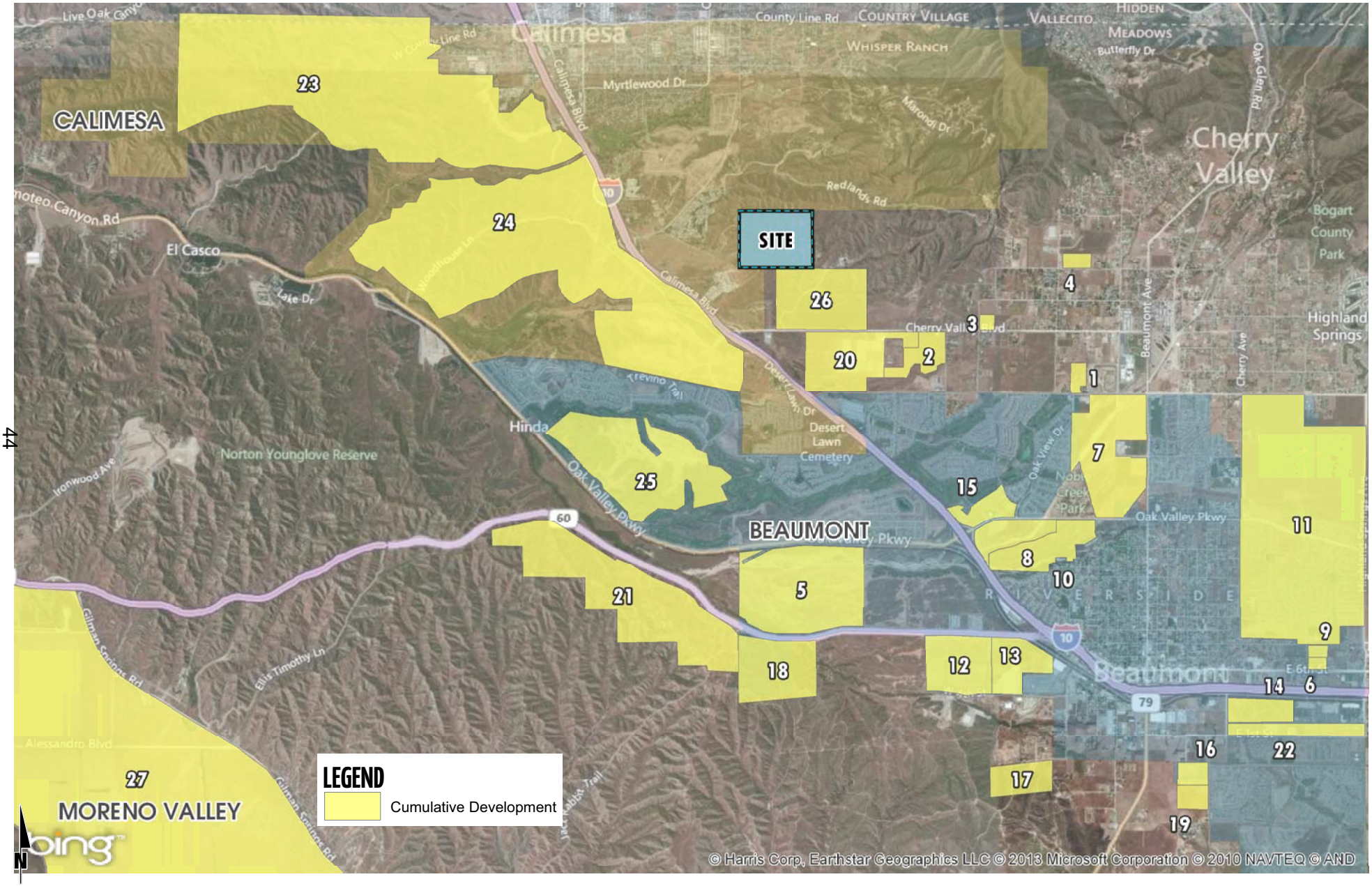

Table 4-3

Summary of Cumulative Development Projects

No.	Project Name	Land Use	Quantity[1,2]	
1	CUP 03629	Mini-warehouse	90	TSF
2	TR 31966	Single Family Residential	60	DU
3	TPM 35520	Single Family Residential	2	DU
4	TR 33913	Single Family Residential	18	DU
5	Heartland[3]	Single Family Residential	988	DU
		Commercial Retail	126	TSF
6	Tuscany Townhomes	Condos/Townhomes	188	DU
7	Noble Creek Vistas	Single Family Residential	648	DU
8	Oak Valley Village (Mountain Bridge)	Commercial Retail	441.71	TSF
9	Beaumont Commons	Single Family Residential	120	DU
	American Villas	Single Family Residential	36	DU
	8th Street Condos	Condos/Townhomes	16	DU
	Pennsylvania Ave Apartments	Apartments	8	DU
10	Kirkwood Ranch	Single Family Residential	403	DU
11	Sundance	Single Family Residential	4716	DU
		Commercial Retail	163.35	TSF
12	Rolling Hills Ranch Industrial Prologis[4]	High-Cube Warehouse	1200	TSF
13	Dowling Orchard Business Park[4]	High-Cube Warehouse	548.82	TSF
14	Farmer Boys	Commercial Retail	6.75	TSF
	Ramona Tire / Firestone	Commercial Retail	4.79	TSF
	American Center	Commercial Retail	3.05	TSF
	Family Dollar	Commercial Retail	12.74	TSF
15	Oak Valley Senior Center	Senior Attached Housing	372	DU
16	Aspen Creek (TT 31426)	Single Family Residential	106	DU
17	Jerome Taurek	Single Family Residential	244	DU
18	Hidden Canyon Industrial	High-Cube Warehouse	2890.00	TSF
19	Pacific Scene (Tract No. 32850)	Single Family Residential	95	DU
20	Sunny-Cal Specific Plan	Single Family Residential	597	DU
21	Jack Rabbit Trail	Single Family Residential	2000	DU
		Commercial Retail	49.01	TSF
22	San Gorgonio Village[5]	Commercial Retail	122.927	TSF
23	TTM 33931 Fiesta Oak Valley / Mesa Verde Estates	Single Family Residential	3092	DU
		Condos/Townhomes	766	DU
		Middle School	900	ST
		Elementary School	1200	ST
		Commercial Retail	200	TSF
24	Summerwind Ranch	Single Family Residential	3683	DU
		Middle School	900	ST
		Elementary School	1200	ST
		Commercial Retail	1000	TSF
		Business Park	1579	TSF
25	Sun Cal / Various Builders	Single Family Residential	2366	DU
		Commercial Retail	505.30	TSF
26	I-10 Gateway Job Center	High Cube Warehouse	2560	TSF
27	World Logistics Center	High-Cube Warehouse	21450	TSF

[1] TSF = Thousand Square Feet; DU = Dwelling Unit; ST=Students

[2] Commercial / Industrial Square Footage calculated based on FAR of 0.25

[3] General Plan Land Use obtained from Heartland Tentative Tract Map 27971 TIA, October 3, 2006 by Urban Crossroads

[4] Land Use and Quantity obtained from Potrero Blvd Interchange, Phase 1 Focused Traffic Analysis, September 26, 2011 by Urban Crossroads

[5] Phase 1 Kohls completed. Commercial SF obtained from City's website (http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/118)

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ATTACHMENT F

Opening Year (2014) With Construction Conditions
Intersection HCM Calculation Worksheets

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Opening Year (2014) With Construction Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Beaumont Av. / Orchard St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.205
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

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:	11	65	2	7	129	7	4	8	22	6	9	11
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	12	72	2	8	142	8	4	9	24	7	10	12
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:	12	72	2	8	142	8	4	9	24	7	10	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	14	80	2	9	159	9	5	10	27	7	11	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	80	2	9	159	9	5	10	27	7	11	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:	14	80	2	9	159	9	5	10	27	7	11	14
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:	0.14	0.83	0.03	0.05	0.90	0.05	0.12	0.23	0.65	0.23	0.35	0.42
Final Sat.:	117	692	21	42	773	42	97	193	531	182	273	334
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.21	0.21	0.21	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:		****		****					****			****
Delay/Veh:	7.8	7.8	7.8	8.2	8.2	8.2	7.3	7.3	7.3	7.5	7.5	7.5
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:	7.8	7.8	7.8	8.2	8.2	8.2	7.3	7.3	7.3	7.5	7.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.2			7.3			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.2			7.3			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Opening Year (2014) With Construction Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Beaumont Av. / Vineland St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

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:	15	81	26	7	144	12	2	4	23	50	39	13
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	17	89	29	8	159	13	2	4	25	55	43	14
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:	17	89	29	8	159	13	2	4	25	55	43	14
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	19	102	33	9	181	15	3	5	29	63	49	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	102	33	9	181	15	3	5	29	63	49	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:	19	102	33	9	181	15	3	5	29	63	49	16
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	0.67	0.21	0.04	0.89	0.07	0.07	0.14	0.79	0.49	0.38	0.13
Final Sat.:	97	523	168	34	697	58	52	104	600	351	273	91
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.26	0.26	0.26	0.05	0.05	0.05	0.18	0.18	0.18
Crit Moves:	****			****					****		****	
Delay/Veh:	8.4	8.4	8.4	8.9	8.9	8.9	7.6	7.6	7.6	8.7	8.7	8.7
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:	8.4	8.4	8.4	8.9	8.9	8.9	7.6	7.6	7.6	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.9			7.6			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.9			7.6			8.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.2

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Opening Year (2014) With Construction Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Beaumont Av. / Cherry Valley Bl.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	72	114	10	10	174	39	23	25	39	10	59	10
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	79	126	11	11	192	43	25	28	43	11	65	11
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:	79	126	11	11	192	43	25	28	43	11	65	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	89	140	12	12	214	48	28	31	48	12	73	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	140	12	12	214	48	28	31	48	12	73	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:	89	140	12	12	214	48	28	31	48	12	73	12
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:	0.37	0.58	0.05	0.04	0.79	0.17	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	265	420	37	34	585	131	532	574	647	531	993	172
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.37	0.37	0.37	0.05	0.05	0.07	0.02	0.07	0.07
Crit Moves:		****		****					****		****	
Delay/Veh:	10.1	10.1	10.1	10.2	10.2	10.2	9.3	8.8	8.2	9.2	8.8	8.7
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:	10.1	10.1	10.1	10.2	10.2	10.2	9.3	8.8	8.2	9.2	8.8	8.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	10.1			10.2			8.7			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.1			10.2			8.7			8.9		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.1	0.0	0.1	0.1

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Opening Year (2014) With Construction Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Beaumont Av. / Brookside Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

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:	10	24	24	10	20	20	10	20	20	10	21	21
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0	1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	42	141	12	40	170	13	10	20	37	46	39	50
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	46	155	13	44	187	14	11	22	41	51	43	55
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:	46	155	13	44	187	14	11	22	41	51	43	55
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	54	181	15	51	219	17	13	26	48	59	50	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	181	15	51	219	17	13	26	48	59	50	64
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:	54	181	15	51	219	17	13	26	48	59	50	64
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	0.72	0.06	0.18	0.76	0.06	1.00	1.00	1.00	1.00	0.44	0.56
Final Sat.:	150	502	43	126	537	41	509	547	612	529	266	342
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.41	0.41	0.41	0.03	0.05	0.08	0.11	0.19	0.19
Crit Moves:		****		****					****		****	
Delay/Veh:	10.6	10.6	10.6	11.1	11.1	11.1	9.4	9.0	8.4	9.8	9.4	9.4
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:	10.6	10.6	10.6	11.1	11.1	11.1	9.4	9.0	8.4	9.8	9.4	9.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	10.6			11.1			8.7			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			11.1			8.7			9.5		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.6	0.6	0.6	0.0	0.0	0.1	0.1	0.2	0.2

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Opening Year (2014) With Construction Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Beaumont Av. / Orchard St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	0	Average Delay (sec/veh):	9.0
Optimal Cycle:	0	Level Of Service:	A

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:	34	169	5	12	120	2	9	10	33	13	12	18
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	37	186	6	13	132	2	10	11	36	14	13	20
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:	37	186	6	13	132	2	10	11	36	14	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	44	220	7	16	156	3	12	13	43	17	16	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	220	7	16	156	3	12	13	43	17	16	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:	44	220	7	16	156	3	12	13	43	17	16	23
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:	0.16	0.82	0.02	0.09	0.90	0.01	0.17	0.19	0.64	0.30	0.28	0.42
Final Sat.:	131	650	19	70	698	12	125	139	457	210	194	291
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.22	0.22	0.22	0.09	0.09	0.09	0.08	0.08	0.08
Crit Moves:	****			****				****			****	
Delay/Veh:	9.5	9.5	9.5	8.7	8.7	8.7	8.0	8.0	8.0	8.1	8.1	8.1
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:	9.5	9.5	9.5	8.7	8.7	8.7	8.0	8.0	8.0	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.5			8.7			8.0			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			8.7			8.0			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Opening Year (2014) With Construction Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Beaumont Av. / Vineland St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

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:	24	204	58	8	169	5	8	30	20	41	17	10
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	26	225	64	9	186	6	9	33	22	45	19	11
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:	26	225	64	9	186	6	9	33	22	45	19	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:	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:	28	236	67	9	196	6	9	35	23	48	20	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	236	67	9	196	6	9	35	23	48	20	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:	28	236	67	9	196	6	9	35	23	48	20	12
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:	0.08	0.72	0.20	0.04	0.93	0.03	0.14	0.52	0.34	0.60	0.25	0.15
Final Sat.:	67	568	161	33	699	21	90	336	224	380	158	93
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.28	0.28	0.28	0.10	0.10	0.10	0.12	0.12	0.12
Crit Moves:	****				****		****				****	
Delay/Veh:	10.4	10.4	10.4	9.3	9.3	9.3	8.5	8.5	8.5	8.9	8.9	8.9
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:	10.4	10.4	10.4	9.3	9.3	9.3	8.5	8.5	8.5	8.9	8.9	8.9
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.4			9.3			8.5			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			9.3			8.5			8.9		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.1

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Opening Year (2014) With Construction Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Beaumont Av. / Cherry Valley Bl.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	66	244	22	16	194	50	80	97	119	11	35	15
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	73	269	24	18	214	55	88	107	131	12	39	17
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:	73	269	24	18	214	55	88	107	131	12	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	75	277	25	18	221	57	91	110	135	13	40	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	277	25	18	221	57	91	110	135	13	40	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:	75	277	25	18	221	57	91	110	135	13	40	17
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:	0.20	0.73	0.07	0.06	0.75	0.19	1.00	1.00	1.00	1.00	1.40	0.60
Final Sat.:	128	473	43	39	473	122	500	538	600	445	674	301
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.47	0.47	0.47	0.18	0.21	0.23	0.03	0.06	0.06
Crit Moves:	****			****					****		****	
Delay/Veh:	15.3	15.3	15.3	12.8	12.8	12.8	10.9	10.5	9.8	10.2	9.7	9.4
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:	15.3	15.3	15.3	12.8	12.8	12.8	10.9	10.5	9.8	10.2	9.7	9.4
LOS by Move:	C	C	C	B	B	B	B	B	A	B	A	A
ApproachDel:	15.3			12.8			10.4			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.3			12.8			10.4			9.7		
LOS by Appr:	C			B			B			A		
AllWayAvgQ:	1.2	1.2	1.2	0.8	0.8	0.8	0.2	0.2	0.3	0.0	0.1	0.0

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

MESA VERDE TRAFFIC IMPACT ANALYSIS (JN 8274)
Opening Year (2014) With Construction Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Beaumont Av. / Brookside Av.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

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:	10	24	24	10	20	20	10	20	20	10	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	47	230	85	68	233	8	12	65	50	67	43	75
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	52	254	94	75	257	9	13	72	55	74	47	83
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:	52	254	94	75	257	9	13	72	55	74	47	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	55	270	100	80	274	9	14	76	59	79	51	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	270	100	80	274	9	14	76	59	79	51	88
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:	55	270	100	80	274	9	14	76	59	79	51	88
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:	0.13	0.64	0.23	0.22	0.75	0.03	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	83	405	150	134	459	16	436	464	510	454	188	328
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.67	0.60	0.60	0.60	0.03	0.16	0.12	0.17	0.27	0.27
Crit Moves:	****			****			****			****		
Delay/Veh:	18.0	18.0	18.0	16.1	16.1	16.1	10.4	10.9	9.7	11.4	11.1	11.1
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:	18.0	18.0	18.0	16.1	16.1	16.1	10.4	10.9	9.7	11.4	11.1	11.1
LOS by Move:	C	C	C	C	C	C	B	B	A	B	B	B
ApproachDel:	18.0			16.1			10.3			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.0			16.1			10.3			11.2		
LOS by Appr:	C			C			B			B		
AllWayAvgQ:	1.7	1.7	1.7	1.3	1.3	1.3	0.0	0.2	0.1	0.2	0.3	0.3

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