

Appendix D
El Sobrante Landfill Traffic Evaluation



June 6, 2008

Mr. Jeramey Harding
T&B PLANNING
8885 Rio San Diego Drive, Suite 227
San Diego, CA 92108

Subject: EI Sobrante Landfill Traffic Evaluation

Dear Mr. Harding:

INTRODUCTION

The purpose of this traffic evaluation is to identify any potential traffic impacts as a result of the change in operational characteristics being proposed by the EI Sobrante Landfill. The EI Sobrante Landfill is generally located easterly of the I-15 Freeway and Temescal Canyon Road in unincorporated Riverside County.

BACKGROUND INFORMATION

The EI Sobrante Landfill has been in operation since 1986, and is owned and operated by USA Waste of California, Inc. (USA Waste). In 1998, the County of Riverside entered into the Second EI Sobrante Landfill Agreement when the Board of Supervisors approved what is referred to as the "EI Sobrante Landfill Expansion Project". The "EI Sobrante Landfill Expansion Project", which was fully permitted in 2001, allowed for the following:

- Increase daily disposal tonnage to 10,000 tons per day (tpd)
- Operate 24-hours a day, 7 days a week, 360 days a year
- Waste delivery during 20 hours of the day (between 4:00 AM and 12:00 AM)
- Expand the disposal footprint from 178 acres to 495 acres
- Increase its permitted traffic volume to 1,305 daily trips

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A traffic study was prepared by Albert Grover & Associates in April 1994 in support of the landfill expansion project. The County of Riverside Transportation and Land Management Department issued Conditions of Approval for the expansion of the project based on the findings and conclusions outlined in the traffic study. The following is a brief summary of the traffic related conditions, which have since been satisfied by Waste Management, Inc.:

- The addition of traffic signals at the I-15 Freeway ramps on Temescal Canyon Road and at the intersection of Temescal Canyon Road and Dawson Canyon Road.
- Dawson Canyon Road (access into the El Sobrante Landfill) was widened.
- Temescal Canyon Road was widened with an additional lane in each direction between the I-15 Freeway and Dawson Canyon Road.
- Addition of turn lanes at Dawson Canyon Road and the I-15 Freeway Northbound on-ramp on Temescal Canyon Road.

It is also important to note that the County of Riverside Department of Environmental Health Local Enforcement Agency (LEA) issued a revised solid waste facility permit indicating the maximum permitted traffic volume of 1,305 vehicles per day of incoming waste materials.

In 2003, the Second Agreement was amended to allow the landfill to grind green waste for "Alternative Daily Cover" (ADC) in place of soil cover and to convert landfill gas to electricity. In March of 2007, the Board of Supervisors approved the Second Amendment to the Second El Sobrante Landfill Agreement and authorized the Chairman to execute the Amendment on behalf of the Board.

Currently, the landfill operates pursuant to the Second Agreement and amendments thereto. Excerpts from the El Sobrante Landfill Expansion Plan (Years 1996 to 2001, 10,000 tons per day) Traffic Impact Analysis, the Conditions of Approval issued by the

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County of Riverside and the revised Solid Waste Facility Permit are provided as attachments to this assessment letter.

Data has been provided by USA Waste to be used as the basis of a conservative representation of the facility's current 20-hour operations. The data which shows the current 20-hour operations with the permitted maximum of 1,305 daily incoming trips is shown on Table 1. It should be noted that the volumes shown on Table 1 are inbound trips (i.e. one-way) only. It is important to note that the approved 1,305 daily inbound trips is the theoretical maximum permitted for this facility which may not be observed, even on the most conservative day. The typical day, as analyzed in this traffic assessment, is most-likely the worst-case condition that would be observed on any given day.

PROPOSED PROJECT

USA Waste is proposing to amend the Solid Waste Facility Permit (SWFP) for the El Sobrante Landfill to allow for the following operational changes as contemplated pursuant to the second amendment to the Second Agreement:

- **Extend the hours at the gate for waste delivery.** As mentioned previously, the facility is currently permitted to accept waste for disposal 20 hours a day (4:00 AM to 12:00 AM-Midnight). The project proposes to increase this by four (4) hours, thus allowing for acceptance of material for a continuous 24-hour period. The permitted days of operations will remain Sunday through Saturday, 7 days a week, 360 days a year.
- **Change the maximum disposal tonnage limits from a daily limit to a weekly limit.** As mentioned previously, the facility is currently permitted to accept 10,000 tons per day of waste 7 days a week. Instead of using daily tonnage limits (10,000 tpd), the project proposes to incorporate a weekly maximum tonnage limit of 70,000 tons per week.

Using the trip data provided in Table 1 as a base, vehicle trips were reallocated throughout a 24-hour period by USA Waste based on both the expected operational characteristics the El Sobrante site and associated transfer stations the site serves. Table 2 shows the projected volumes, by vehicle type, for the facility with the proposed 24-hour operations. It is important to note that the data reflects that the currently approved and permitted maximum number of incoming vehicles per day (1,305) will not be exceeded as part of the change in operations. Table 3 shows the projected volumes, by vehicle type, for the facility with the proposed 24-hour operations for a typical day (less than 1,305 daily inbound trips). Similar to Table 1, Tables 2 and 3 also present inbound trips only and the passenger vehicles include both the existing and project employee trips. As indicated on Table 2, a reduction during the AM peak hour (8:00-9:00AM) and a nominal change during the PM peak hour (4:00-5:00PM) are anticipated with the proposed 24-hour operations as compared to the current 20-hour operations. Likewise, Table 3 shows an estimated reduction during both the AM and PM peak hours with the proposed 24-hour operations on a typical day.

Based on recent traffic count data, it was determined that the AM and PM peak hours for the study area intersections are 8:00-9:00AM and 4:00-5:00PM, respectively. The inbound project trips during these peak hours were used for the purposes of the peak hour analysis. The project trip generation for the current 20-hour and proposed 24-hour operations are shown on Table 4. For purposes of calculating intersection operational efficiency and capacity, passenger car equivalents (PCEs) for the heavy trucks were also taken into account. Outbound trips were determined based on the observed inbound/outbound splits on the traffic count data. For the purposes of this analysis, 60%/40% and 38%/62% (inbound/outbound) splits were assumed for the AM and PM peak hours, respectively.

ANALYSIS METHODOLOGY

Traffic operations are quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an infrastructure facility (roadway segment, intersection, or freeway facility) representing progressively worsening traffic conditions. The definitions of Level of Service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A": Completely free-flow conditions.
- LOS "B": Free flow conditions, with the presence of other vehicles more noticeable.
- LOS "C": The influence of traffic density on operations becomes marked.
- LOS "D": The ability to maneuver is severely restricted due to traffic congestion.
- LOS "E": Operations at or near capacity, an unstable level.
- LOS "F": Forced or breakdown flow.

For both signalized and unsignalized intersections, the current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board *Special Report 209*). The criteria used to evaluate Level of Service conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

For signalized intersections, average total delay per vehicle for the overall intersection is used to determine level of service. Any location where the volume exceeds the capacity is defined as having LOS "F" conditions.

For intersections which are currently stop-controlled with stop controls on the minor street only, the calculation of level of service is dependent on the frequency and size of gaps occurring in the traffic flow of the main street. The level of service criteria for this type of intersection analysis is based on average total delay per vehicle for the worst minor street movement(s) be reported.

The average total delay per vehicle for the overall intersection is usually expressed as in terms of seconds. The following thresholds are used in assigning a letter value to the resulting LOS:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE FOR SIGNALIZED INTERSECTIONS (SECONDS)	AVERAGE TOTAL DELAY PER VEHICLE FOR UNSIGNALIZED INTERSECTIONS (SECONDS)
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

A number of assumptions are required regarding specific input values to the HCM methodology. Intersection analysis input parameters used for the purposes of this traffic assessment are consistent with those parameters outlined in the Riverside County Transportation Department Traffic Impact Study Preparation Guidelines, August 2005 (see Attachments A through C).

CURRENT CONDITIONS

Based on both the original traffic analysis and our discussions with USA Waste, the regional traffic accessing the El Sobrante Landfill approaches the site from the I-15 Freeway at Temescal Canyon Road, while local traffic may access the landfill from either the north or south on Temescal Canyon Road. Exhibit A identifies the existing roadway conditions for study area roadways, including the number of through travel lanes for existing roadways and the existing intersection controls. It should be noted that field observations were conducted through the Temescal Canyon Road interchange area with the I-15 Freeway up to Dawson Canyon Road during the AM peak hour. It was observed that vehicles stopped at these intersections would be served within a

single cycle without the presence of queues or any platooning affects between the intersections. Heavy trucks exiting and entering the I-15 Freeway and heading to or from either direction on Temescal Canyon Road were also noted. However, it did not appear that these heavy trucks negatively impacted the operations at the intersections. Lastly, there were no queues observed on the I-15 Freeway on and off ramps for either the northbound or southbound directions.

For the purposes of this analysis, intersection level of service calculations are based upon the passenger car equivalent (PCE) adjusted volumes. PCE adjusted turning volumes were based on the manual AM and PM peak hour classified turning movement counts conducted by Counts Unlimited, Inc. for Urban Crossroads in March 2008. Traffic count data is included in Attachment D. A PCE factor of 2.2 has been applied to the heavy trucks (3-axles or greater), consistent with the PCE factor used in the traffic study conducted by Albert Grover & Associates.

The passenger car equivalent 2009 conditions with 20-hour operations AM and PM peak hour intersection volumes are illustrated on Exhibit B. These turning volumes are based on manual AM and PM peak hour turning movement counts made in March 2008 along with a 2% growth factor and the project assuming current 20-hour operations based on the theoretical maximum incoming daily traffic of 1,305 vehicles.

Peak hour traffic operations for 2009 conditions with 20-hour operations (assuming the theoretical maximum of 1,305 daily inbound trips) have been evaluated for the study area intersections. The results of this analysis are summarized in Table 5, based on the existing intersection geometrics and traffic control devices at each analysis location. As shown in Table 5, the study area intersections are anticipated to operate at level of service (LOS) "C" or better during the peak hours under 2009 conditions with 20-hour operations.

Intersection operations analysis worksheets for 2009 conditions with 20-hour operations (assuming the theoretical maximum of 1,305 daily inbound trips) are included in Attachment E.

CONDITIONS WITH THE PROPOSED PROJECT

The passenger car equivalent 2009 conditions with 24-hour operations AM and PM peak hour intersection volumes are illustrated on Exhibit C. The passenger car equivalent 2009 conditions 24-hour operations AM and PM peak hour intersection volumes for a typical day (less than 1,305 daily trips) are illustrated on Exhibit D. These turning volumes are based on manual AM and PM peak hour turning movement counts made in March 2008 along with a 2% growth factor and the project assuming the proposed 24-hour operations.

As shown on Table 2, the AM peak hour shows an anticipated reduction of 23 vehicles and a nominal change is anticipated for the PM peak hour under the proposed 24-hour operations as compared to the currently approved 20-hour operations (see Table 1). Similarly, Table 3 shows an anticipated reduction of 28 vehicles during the AM peak hour and a reduction of 8 vehicles during the PM peak hour on a typical day under the proposed 24-hour operations as compared to the data on Table 1.

Based on the anticipated AM and PM peak hour volumes for the project under the proposed 24-hour operations, it is projected that delays will improve during the AM and PM peak hours, particularly at the intersections of Temescal Canyon Road and Dawson Canyon Road, and Clay Canyon Drive and Dawson Canyon Road. Table 6 presents the intersection analysis for 2009 conditions with the proposed 24-hour operations (assuming the theoretical maximum of 1,305 daily trips). Table 7 presents the intersection analysis for 2009 conditions on a typical day with the proposed 24-hour operations.

Table 8 shows the change in delay at each of the study area intersections between the current 20-hour and proposed 24-hour operations, assuming the theoretical maximum of

1,305 daily trips. The change in delay range from a reduction of 0.1 to 1.2 seconds during the AM peak hour and nominal changes during the PM peak hour. Additionally, Table 8 shows that levels of service at the study area intersections are anticipated to remain the same during the peak hours with the proposed change in operational hours.

Likewise, Table 9 compares the delay and levels of service anticipated for the current 20-hour operations (assuming 1,305 daily trips) and the proposed 24-hour operations on a typical day. The change in delays anticipated for the typical day includes reductions of 0.1 to 1.4 seconds during the AM peak hour and 0.0 to 0.5 seconds during the PM peak hour. Lastly, Table 9 shows that levels of service at the study area intersections are anticipated to remain the same during the peak hours with the proposed change in operational hours.

Intersection operations analysis worksheets for 2009 conditions with 24-hour operations (assuming the theoretical maximum of 1,305 daily inbound trips) are included in Attachment F. Intersection operations analysis worksheets for 2009 conditions with 24-hour operations (on a typical day) are included in Attachment G.

CONCLUSIONS

The most important point to consider from a traffic perspective is that the proposed change in operations of the El Sobrante Landfill does not include altering or increasing the currently approved and permitted maximum of 1,305 daily inbound trips, which is noted on Tables 1 and 2. Based on this fact, it is anticipated that the proposed change in hours of operations will not adversely effect traffic circulation as some landfill traffic will be shifted to off-peak times in the late evening or early morning providing some relief to commuters during the busy morning and afternoon commutes.

Table 8 shows the anticipated reduction in delays for the proposed 24-hour operations assuming the theoretical maximum of 1,305 daily trips as compared to the current 20-hour operations. The reduction of delay is 0.0 seconds during the PM peak hour and ranges

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from 0.1 to 1.2 seconds during the AM peak hour. Table 9 shows the anticipated reduction in delays for the proposed 24-hour on a typical day as compared to the current 20-hour operations. The reduction of delay ranges from 0.0 seconds to 1.4 seconds during the AM and PM peak hours. It should be noted that the levels of service at the study area intersections are not anticipated to change during the peak hours with the proposed 24-hour operations.

Lastly, it is important to note that transportation improvements associated with the approved and permitted 1,305 daily vehicle trips were already identified by the County of Riverside Transportation and Land Management Department issued Conditions of Approval, and have already been mitigated by the USA Waste. As such, no additional roadway improvements have not been identified or recommended as part of this analysis.

If you have any questions or comments, please contact me directly at (949) 660-1994 ext. 204.

Respectfully submitted,

URBAN CROSSROADS, INC.

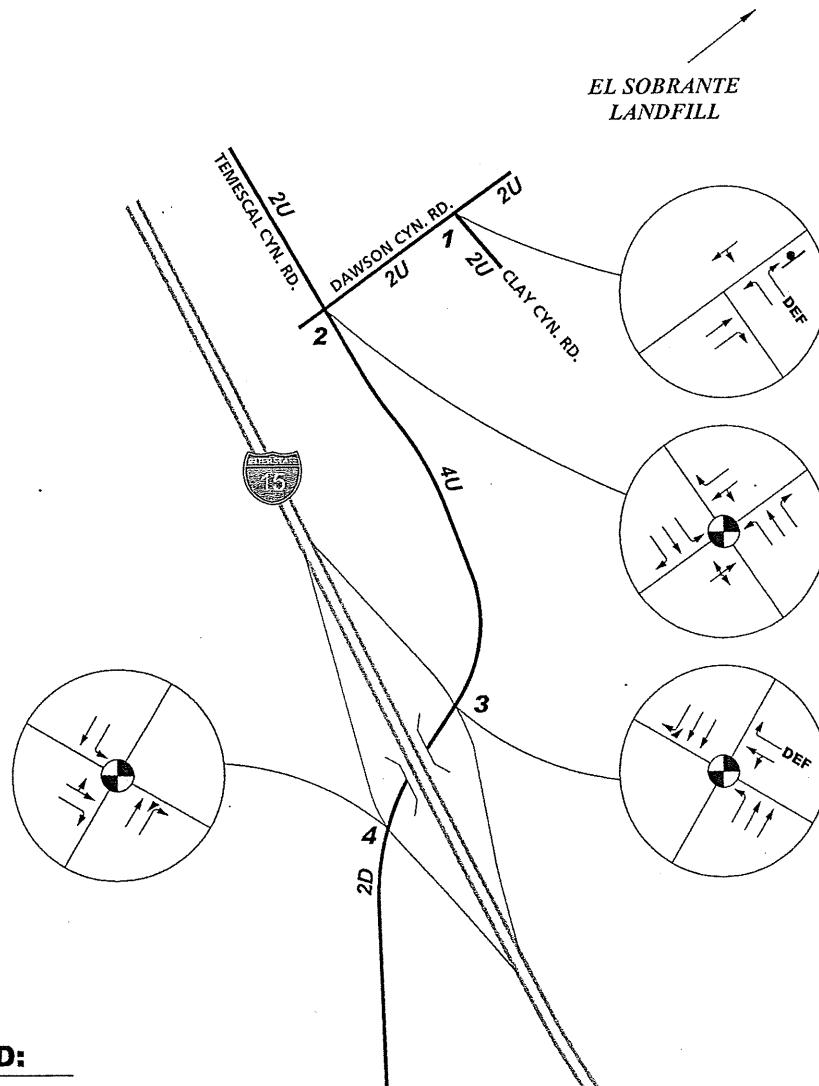
Aric Evatt
Principal

AE:CH:pc
JN: 05213-04
Attachments

Charlene S. Hwang, P.E.
Senior Transportation Engineer

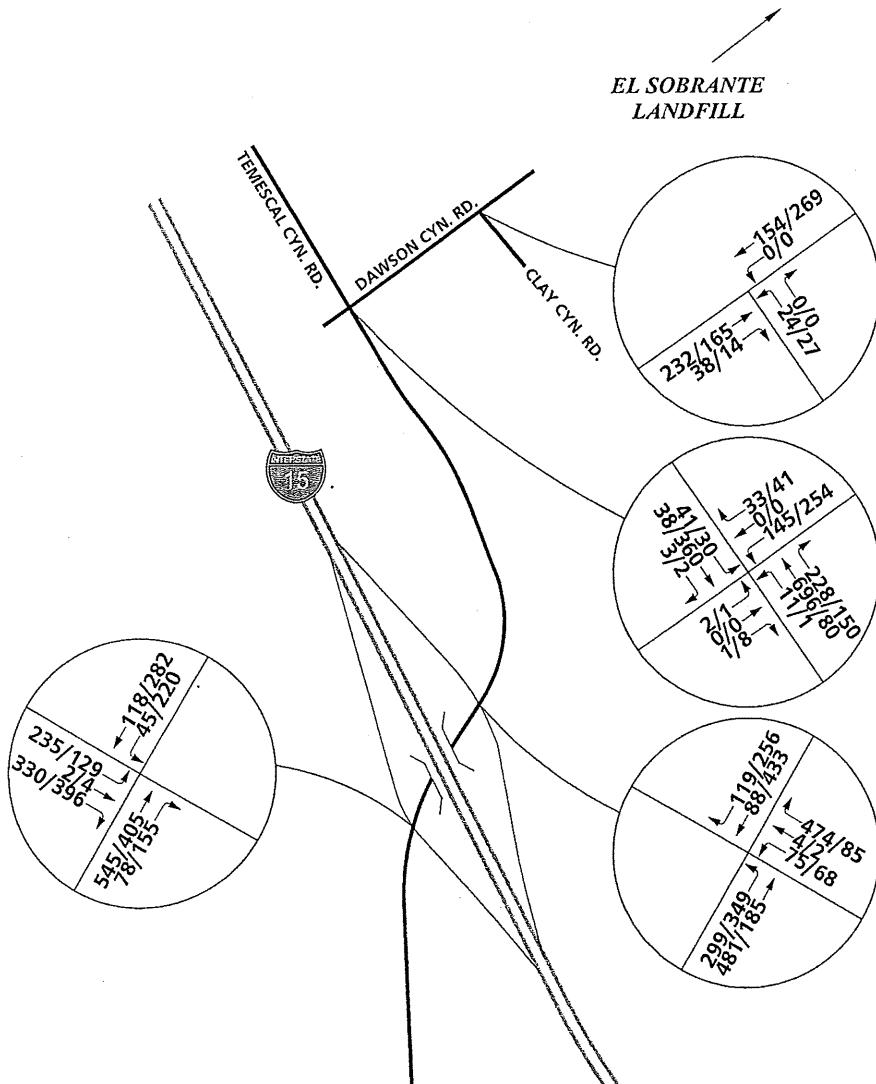


EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS

**LEGEND:**

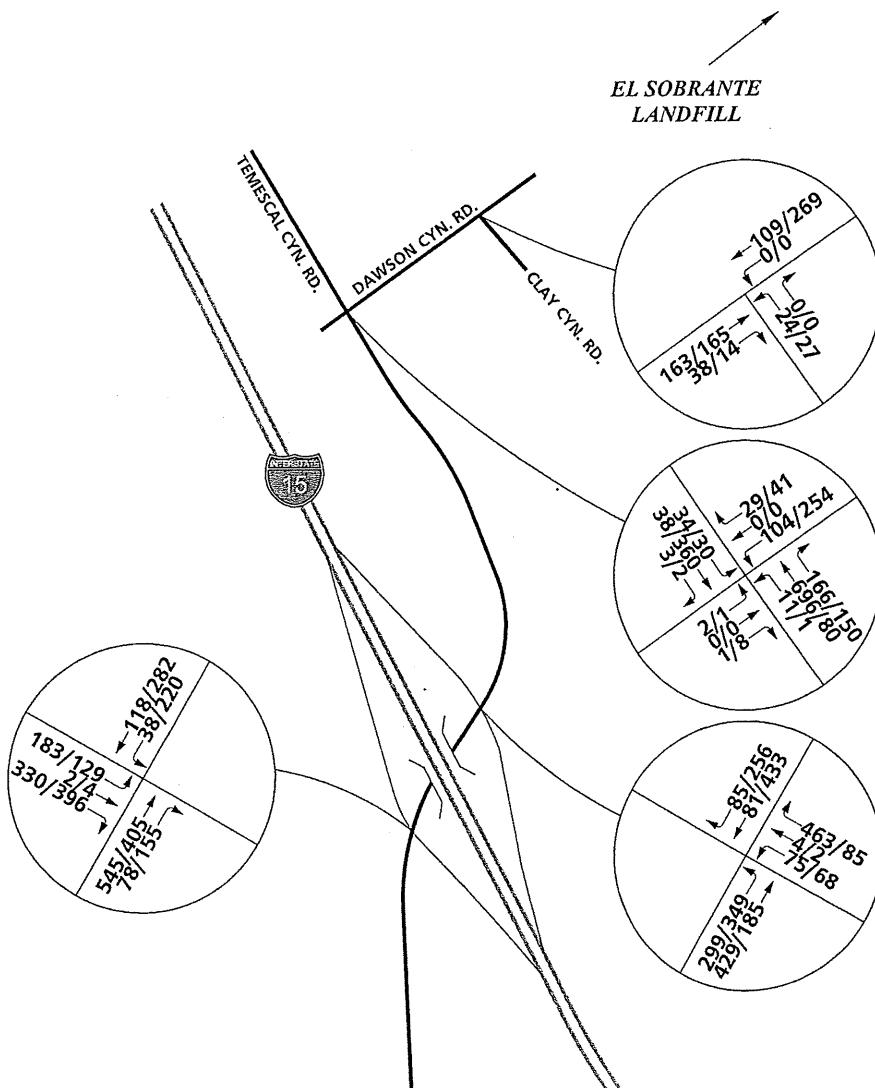
- = TRAFFIC SIGNAL
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- = FREE RIGHT TURN
- DEF = DEFACATO RIGHT TURN LANE
- 4 = INTERSECTION NUMBER

2009 CONDITIONS WITH CURRENT 20-HOUR OPERATIONS AM AND PM PEAK HOUR INTERSECTION VOLUMES

**LEGEND:**

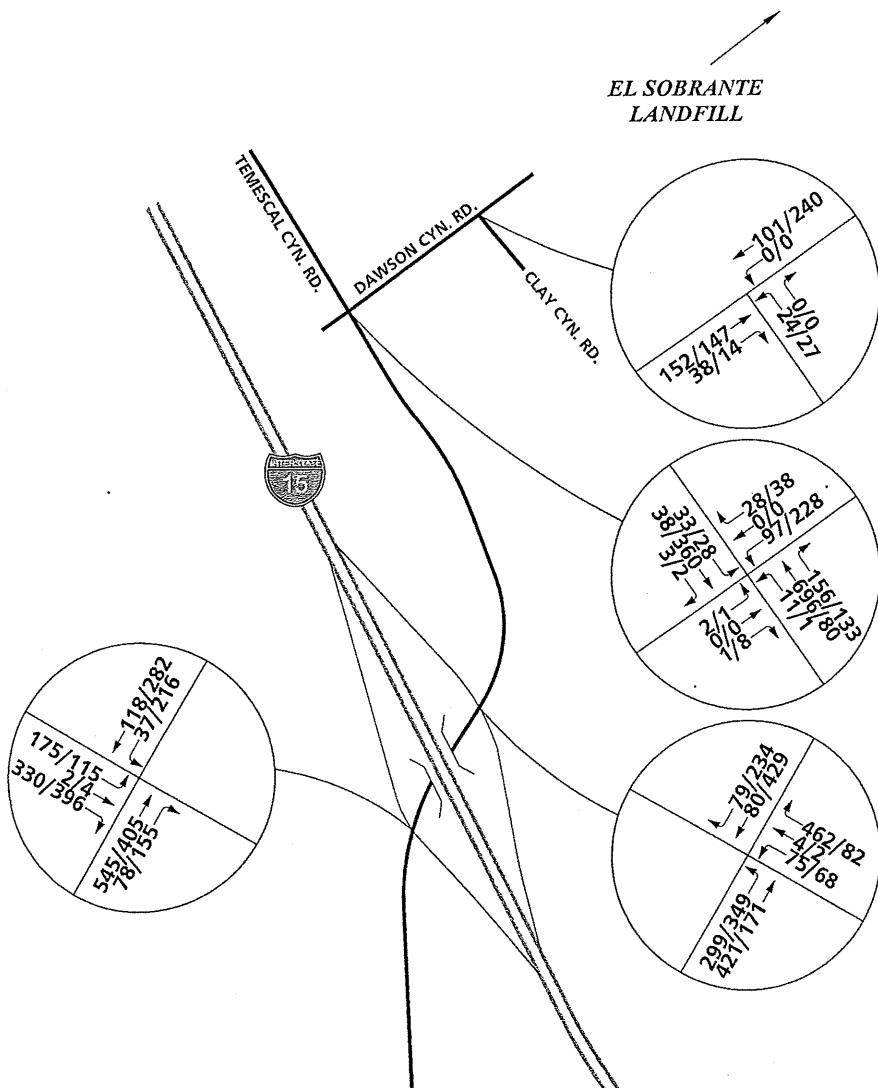
10/10 = AM/PM VOLUME

2009 CONDITIONS WITH PROPOSED 24-HOUR OPERATIONS AM AND PM PEAK HOUR INTERSECTION VOLUMES

**LEGEND:**

10/10 = AM/PM VOLUME

2009 CONDITIONS WITH PROPOSED 24-HOUR OPERATIONS (TYPICAL DAY) AM AND PM PEAK HOUR INTERSECTION VOLUMES

**LEGEND:**

10/10 = AM/PM VOLUME

TABLE 1

CURRENT 20-HOUR OPERATIONS WITH 1,305 DAILY TRIPS

VEHICLE TYPE	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	TOTALS
Car or Pick-up Truck (Employees)	0	0	0	0	0	11	0	0	11	16	1	0	16	0	0	0	0	0	0	0	2	0	0	0	57
Van/Pickup(2-Wheel Trailer (<3.25 Tons))	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Van/Pickup(4-Wheel Trailer (>3.25 Tons))	0	0	0	0	0	0	0	0	9	9	13	25	20	22	13	23	25	17	8	0	0	0	0	0	184
Car/Van/Pickup/Truck w/ 2-4 wheel Trailer	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10-16 Wheel Tractor-Trailer	0	0	0	0	0	0	0	0	3	3	0	3	5	2	2	6	0	2	0	0	2	0	0	0	31
18-Wheel Tractor-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Commercial Waste Hauler (Non-compacted)	0	0	0	0	0	2	3	3	5	3	3	8	10	6	6	6	6	2	0	0	0	0	0	0	54
6-Wheel Truck (>2 Tons)	0	0	0	0	2	2	2	5	6	9	11	5	3	16	5	6	2	0	0	0	0	0	0	0	76
Commercial Waste Hauler (Front End Load)	0	0	0	0	2	0	2	5	18	14	20	19	14	5	5	16	17	9	0	0	0	0	0	0	146
Commercial Waste Hauler (Roll-off)	0	0	0	0	0	5	0	3	3	0	3	0	3	2	2	2	0	0	0	0	0	0	0	0	22
Commercial Waste Hauler (Rear-Side Load)	0	0	0	0	0	0	0	0	2	0	2	3	5	0	0	2	3	5	2	0	0	0	0	0	24
Transfer Trailer	0	0	0	0	73	36	39	47	55	48	45	56	42	53	30	22	14	9	16	8	9	8	19	687	
Star Transfer Rig	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SUBTOTAL	0	0	0	0	88	40	57	84	114	92	110	148	97	89	115	87	76	35	9	18	10	9	8	19	1,305

TABLE 2

PROPOSED 24-HOUR OPERATIONS WITH 1,305 DAILY TRIPS

VEHICLE TYPE	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	TOTALS
Car or Pick-up (Employees)	2	0	0	1	0	2	7	3	31	0	0	1	0	8	0	2	0	0	1	0	0	7	0	0	65
Van/Pickup(2-Wheel Trailer (<2.5 Tons))	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6
Van/Pickup(4-Wheel Trailer (>2.5 Tons))	0	0	0	0	0	0	0	0	9	9	13	25	20	22	13	23	25	17	8	0	0	0	0	0	184
Car/Van/Pickup/Truck w/ 2-4-wheel Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10-16 Wheel Tractor-Trailer	0	0	0	0	0	0	0	0	3	3	3	0	3	5	2	2	6	0	2	0	0	2	0	0	31
18-Wheel Tractor-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6
Commercial Waste Hauler (Non-compacted)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
6-Wheel Truck (>2 Tons)	0	0	0	2	2	2	2	2	5	6	9	11	5	3	16	5	6	2	0	0	0	0	0	0	76
Commercial Waste Hauler (Front End Load)	0	0	0	0	2	0	0	2	5	18	14	20	19	14	5	5	16	17	9	8	0	0	0	0	154
Commercial Waste Hauler (Foil-off)	0	0	0	0	0	0	0	0	5	0	3	3	0	3	2	2	2	0	0	0	0	0	0	0	22
Commercial Waste Hauler (Front-Side Load)	0	0	0	0	0	0	0	0	0	0	2	0	3	5	0	0	2	3	5	2	0	0	0	0	24
Local Route Truck Totals	2	0	0	1	4	6	21	29	74	42	64	77	50	39	62	59	54	21	9	0	2	7	0	0	623
Transfer Trailer	33	31	34	32	32	30	16	17	24	35	38	39	46	43	36	22	10	8	12	31	31	32	31	679	
Star Transfer Rig	0	0	0	0	0	0	0	0	0	0	0	0	0	3											
SUBTOTAL	35	31	34	33	36	40	45	91	66	99	115	89	85	105	95	76	31	17	12	33	38	32	31	1,305	

TABLE 3
PROPOSED 24-HOUR OPERATIONS ON A TYPICAL DAY (LESS THAN 1,395 DAILY TRIPS)

VEHICLE TYPE	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	TOTALS
Car or Pick-up Truck (Employees)	2	0	0	1	0	2	7	3	31	0	0	1	0	8	0	2	0	0	1	0	0	7	0	0	65
Van/Pickup/2-Wheel Trailer (<3.25 Tons)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	0	0	6
Van/Pickup/2-Wheel Trailer (>3.25 Tons)	0	0	0	0	0	0	0	0	9	9	13	25	20	22	19	23	25	17	8	0	0	0	0	0	0
Car/Van/Pickup/Truck w/ 2-4 wheel Trailer	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190
10-16 Wheel Tractor-Trailer	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
18-Wheel Tractor-Trailer	0	0	0	0	0	0	0	0	3	3	0	0	3	5	2	2	6	0	2	0	0	0	0	0	31
Commercial Waste Hauler (Non-compact)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
C-Wheel Truck (>2 Tons)	0	0	0	0	0	0	0	0	2	2	2	2	5	6	9	11	5	9	8	3	0	0	0	0	97
Commercial Waste Hauler (Front End Load)	0	0	0	0	0	0	0	0	2	0	2	0	5	14	19	14	5	5	6	2	0	0	0	0	76
Commercial Waste Hauler (Roll-off)	0	0	0	0	0	0	0	0	5	0	3	3	0	3	2	2	2	0	0	0	0	0	0	0	149
Commercial Waste Hauler (Rear-Side Load)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Local Route Truck Totals	2	0	0	1	4	6	23	37	69	49	71	77	61	50	62	65	54	21	9	0	2	7	0	0	675
Transfer Trailer	25	27	28	30	29	28	12	12	17	21	22	24	20	23	21	24	14	9	8	9	21	26	28	27	592
Star Transfer Rig	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
SUBTOTAL	27	27	28	31	33	34	43	49	86	70	93	101	81	73	83	86	68	30	17	9	23	33	28	27	1,180

TABLE 4
PROJECT TRIP GENERATION SUMMARY

LAND USE	AM			PM			DAILY
	IN	OUT	TOTAL	IN	OUT	TOTAL	
CURRENT 20-HOUR OPERATIONS							
Passenger Cars	16	11	27	2	3	5	63
Heavy Trucks	98	65	163	74	121	195	1,242
SUBTOTAL	114	76	190	76	124	200	1,305
PCE ¹	216	144	359	163	266	428	2,732
TOTAL	232	154	386	165	269	434	2,795
PROPOSED 24-HOUR OPERATIONS							
Passenger Cars	31	21	52	2	3	5	71
Heavy Trucks	60	40	100	74	121	195	1,234
SUBTOTAL	91	61	152	76	124	200	1,305
PCE ¹	132	88	220	163	266	428	2,715
TOTAL	163	109	272	165	269	434	2,786
PROPOSED 24-HOUR OPERATIONS ON A TYPICAL DAY							
Passenger Cars	31	21	52	2	3	5	71
Heavy Trucks	55	37	92	66	108	174	1,109
SUBTOTAL	86	57	143	68	111	179	1,180
PCE ¹	121	81	202	145	237	382	2,440
TOTAL	152	101	253	147	240	387	2,511

¹ A Passenger Car Equivalent (PCE) factor of 2.2 has been applied to heavy trucks.

TABLE 5

INTERSECTION ANALYSIS FOR 2009 CONDITIONS WITH CURRENT 20-HOUR OPERATIONS

INTERSECTION	TRAFFIC CONTROL ³	INTERSECTION APPROACH LANES ¹								DELAY ² (SECS.)		LEVEL OF SERVICE			
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND		WEST-BOUND					
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM
I-15 Southbound Ramps (NS) at:															
• Temescal Canyon Rd. (EW)	TS	0	0	0	0	1	1	0	1	1>>	1	1	0	23.6	22.2
I-15 Northbound Ramps (NS) at:															
• Temescal Canyon Rd. (EW)	TS	0	1	1	0	0	0	1	2	0	0	2	1>>	25.0	17.3
Temescal Canyon Rd. (NS) at:															
• Dawson Canyon Rd. (EW)	TS	1	1	1	1	1	1	0	1	0	0	1	1	19.9	19.8
Clay Canyon Rd. (NS) at:															
• Dawson Canyon Rd. (EW)	CSS	1	0	1	0	0	0	0	1	1	0	1	0	11.6	12.0

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; >> = Free Right Turn Lane

² Delay and level of service calculated using the following analysis software: Traffix, Version 7.9 R3 (2007). 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 TS = Traffic Signal; CSS = Cross Street Stop

TABLE 6

INTERSECTION ANALYSIS FOR 2009 CONDITIONS WITH PROPOSED 24-HOUR OPERATIONS

INTERSECTION	TRAFFIC CONTROL ³	INTERSECTION APPROACH LANES ¹								DELAY ² (SECS.)		LEVEL OF SERVICE					
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND		WEST-BOUND							
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM		
I-15 Southbound Ramps (NS) at:																	
• Temescal Canyon Rd. (EW)	TS	0	0	0	0	1	1	0	1	>>	1	1	0	23.5	22.2	C	C
I-15 Northbound Ramps (NS) at:																	
• Temescal Canyon Rd. (EW)	TS	0	1	1	0	0	0	1	2	0	0	2	>>	24.9	17.3	C	B
Temescal Canyon Rd. (NS) at:																	
• Dawson Canyon Rd. (EW)	TS	1	1	1	1	1	1	0	1	0	0	1	1	18.7	19.8	B	B
Clay Canyon Rd. (NS) at:																	
• Dawson Canyon Rd. (EW)	CSS	1	0	1	0	0	0	0	1	1	0	1	0	10.5	12.0	B	B

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; >> = Free Right Turn Lane

² Delay and level of service calculated using the following analysis software: Traffix, Version 7.9 R3 (2007). 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 TS = Traffic Signal; CSS = Cross Street Stop

TABLE 7

**INTERSECTION ANALYSIS FOR 2009 CONDITIONS WITH PROPOSED 24-HOUR OPERATIONS
ON A TYPICAL DAY**

INTERSECTION	TRAFFIC CONTROL ³	INTERSECTION APPROACH LANES ¹								DELAY ² (SECS.)		LEVEL OF SERVICE					
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND		WEST-BOUND							
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
I-15 Southbound Ramps (NS) at:																	
• Temescal Canyon Rd. (EW)	TS	0	0	0	0	1	1	0	1	>>	1	1	0	23.4	22.1	C	C
I-15 Northbound Ramps (NS) at:																	
• Temescal Canyon Rd. (EW)	TS	0	1	1	0	0	0	1	2	0	0	2	>>	24.9	17.3	C	B
Temescal Canyon Rd. (NS) at:																	
• Dawson Canyon Rd. (EW)	TS	1	1	1	1	1	1	0	1	0	0	1	1	18.5	19.4	B	B
Clay Canyon Rd. (NS) at:																	
• Dawson Canyon Rd. (EW)	CSS	1	0	1	0	0	0	0	1	1	0	1	0	10.3	11.5	B	B

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; >> = Free Right Turn Lane

² Delay and level of service calculated using the following analysis software: Traffix, Version 7.9 R3 (2007). 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 TS = Traffic Signal; CSS = Cross Street Stop

TABLE 8

**SUMMARY OF INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS FOR
CURRENT 20-HOUR OPERATIONS VS. PROPOSED 24-HOUR OPERATIONS (WITH 1,305 DAILY TRIPS)**

INTERSECTION	TRAFFIC CONTROL ²	Current 20-Hour Operations				Proposed 24-Hour Operations				Δ DELAY ³ (SECS.)	
		DELAY ¹ (SECS.)		LEVEL OF SERVICE		DELAY ¹ (SECS.)		LEVEL OF SERVICE			
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-15 Southbound Ramps (NS) at:											
• Temescal Canyon Rd. (EW)	TS	23.6	22.2	C	C	23.5	22.2	C	C	-0.1	0.0
I-15 Northbound Ramps (NS) at:											
• Temescal Canyon Rd. (EW)	TS	25.0	17.3	C	B	24.9	17.3	C	B	-0.1	0.0
Temescal Canyon Rd. (NS) at:											
• Dawson Canyon Rd. (EW)	TS	19.9	19.8	B	B	18.7	19.8	B	B	-1.2	0.0
Clay Canyon Rd. (NS) at:											
• Dawson Canyon Rd. (EW)	CSS	11.6	12.0	B	B	10.5	12.0	B	B	-1.1	0.0

¹ Delay and level of service calculated using the following analysis software: Traffix, Version 7.9 R3 (2007). 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.

² TS = Traffic Signal; CSS = Cross Street Stop

³ Δ DELAY = Proposed 24-hour Operations - Current 20-hour Operations

TABLE 9

**SUMMARY OF INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS FOR
CURRENT 20-HOUR OPERATIONS VS. PROPOSED 24-HOUR OPERATIONS (ON A TYPICAL DAY)**

INTERSECTION	TRAFFIC CONTROL ²	Current 20-Hour Operations				Proposed 24-Hour Operations				Δ DELAY ³ (SECS.)	
		DELAY ¹ (SECS.)		LEVEL OF SERVICE		DELAY ¹ (SECS.)		LEVEL OF SERVICE			
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-15 Southbound Ramps (NS) at: • Temescal Canyon Rd. (EW)	TS	23.6	22.2	C	C	23.4	22.1	C	C	-0.2	-0.1
I-15 Northbound Ramps (NS) at: • Temescal Canyon Rd. (EW)	TS	25.0	17.3	C	B	24.9	17.3	C	B	-0.1	0.0
Temescal Canyon Rd. (NS) at: • Dawson Canyon Rd. (EW)	TS	19.9	19.8	B	B	18.5	19.4	B	B	-1.4	-0.4
Clay Canyon Rd. (NS) at: • Dawson Canyon Rd. (EW)	CSS	11.6	12.0	B	B	10.3	11.5	B	B	-1.3	-0.5

¹ Delay and level of service calculated using the following analysis software: Traffix, Version 7.9 R3 (2007). 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.

² TS = Traffic Signal; CSS = Cross Street Stop

³ Δ DELAY = Proposed 24-hour Operations (on a typical day) - Current 20-hour Operations

ATTACHMENT A

EXCERPTS FROM EL SOBRANTE LAND FILL EXPANSION PLAN (YEARS 1996 TO 2001, 10,000 TONS PER DAY) TRAFFIC IMPACT ANALYSIS AS PREPARED BY ALBERT GROVER & ASSOCIATES (APRIL 1994)

TRAFFIC IMPACT STUDY

FOR

EL SOBRANTE LANDFILL EXPANSION PLAN (YEARS 1996 TO 2001, 10,000 TONS PER DAY)

PREPARED FOR

WESTERN WASTE INDUSTRIES

21061 S. Western Avenue
Torrance, CA 90501

REVISED

APRIL 1994

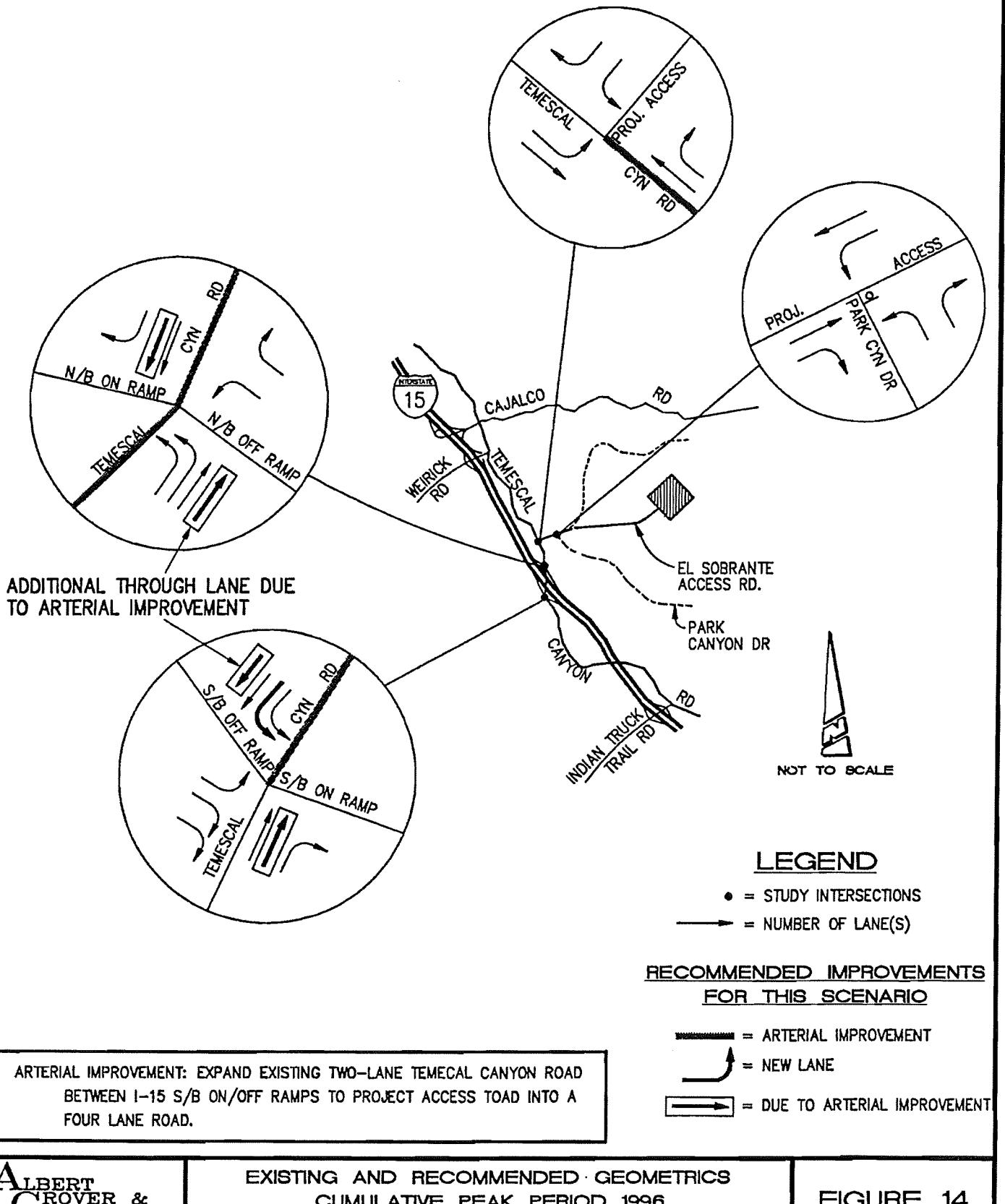
PREPARED BY



TRAFFIC No. 0860

DATE: 4/27/94

Albert Grover & Associates



ALBERT
GROVER &
ASSOCIATES
A

EXISTING AND RECOMMENDED GEOMETRICS
CUMULATIVE PEAK PERIOD 1996
WITHOUT PROJECT TRAFFIC

FIGURE 14

ATTACHMENT B

**COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT
DEPARTMENT, CONDITIONS OF APPROVAL (MARCH 27, 1998)**

EXHIBIT "E"



COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY

Transportation Department



David E. Barnhart
Director of Transportation

TRANSPORTATION PLANNING DIVISION

March 27, 1998

Robert A. Nelson, Director
Waste Resources Management District
1995 Market Street
Riverside, CA 92501-1370

COUNTY OF RIVERSIDE
WASTE MANAGEMENT
98 MAR 31 PM 1:21

RE: El Sobrante Landfill Expansion - Transportation Related Conditions of Approval

Dear Mr. Nelson:

The Transportation Planning staff has reviewed the traffic study submitted by Albert Grover & Associates in support of the Environmental Impact Report (EIR) for the El Sobrante Landfill Expansion project. The traffic study was prepared in accordance with County approved guidelines. The Department generally concurs with the findings of the traffic study and the traffic related impacts addressed in the study and the EIR.

The traffic study indicates that it is possible to achieve a minimum Level of Service (LOS) of "C" for the following intersections that would be affected (some of the intersections require improvement to meet the LOS of "C"):

- Temescal Canyon Road/I-15 southbound ramps
- Temescal Canyon Road/I-15 northbound ramps
- Temescal Canyon Road/Landfill Access Road
- Temescal Canyon Road/Weirick Road
- Temescal Canyon Road/Cajalco Road
- Project Access Road/Park Canyon Drive

The County's Comprehensive General Plan Circulation Policies require a minimum LOS "C" for this project. As such, the proposed project is consistent with the General Plan policies.

The Transportation Department recommends that the following conditions of approval be attached to the USA Waste permit for expansion of the landfill operation.

Mr. Robert A. Nelson, Director-Waste Resources
El Sobrante Expansion
March 27, 1998
Page -2-

CONDITIONS OF APPROVAL

1. Upon permit approval, USA Waste shall immediately amend their operating plan to require all trucks hauling out of county imported waste to exclusively utilize the Temescal Canyon Road Interchange at I-15 for access to and from the landfill site.
2. Within 90 days of permit approval, the applicant shall pay a Traffic Signal Mitigation Fee in accordance with Riverside County Ordinance No. 748. Said fee shall based upon industrial/per net acre. The project net acreage is 4.5 acres. The remaining acreage is not subject to mitigation at this time. (See Table 1 for estimated costs)
3. Within three (3) months after the Start Date, USA Waste shall commence construction of and diligently pursue the completion of the following road improvements:
 - a. An additional lane in each direction on Temescal Canyon Road from I-15 Northbound on/off-ramps to the El Sobrante Access Road. The structural section of the additional lanes shall satisfy a Traffic Index of 11.5.
 - b. Eight-foot paved shoulder on the west side of Temescal Canyon Road adjacent to the intersection of Temescal Canyon Road and the El Sobrante Access Road.
 - c. Improvements of the intersection of Temescal Canyon Road/El Sobrante Access Road to provide the following intersection geometrics and any required widening:

Westbound: One right turn lane and one left turn lane on the El Sobrante Access Road. This improvement to be accomplished in conjunction with the improvements to the lower portion of the El Sobrante Access Road as required by Condition No. 3d.

Southbound: None

Northbound: Extend existing right turn lane on Temescal Canyon Road.
 - d. Improve the lower portion of the El Sobrante Access Road (from the intersection of Temescal Canyon Road to the cul-de-sac) so that it will meet a Traffic Index of 11.5, and so that it complies with Standard 106-B for improved drainage protection from the 100-year, 24-hour storm, or as approved by the Director of the County Transportation Department. The improvement of the lower portion of the Access

Mr Robert A Nelson, Director-Waste Resources
El Sobrante Expansion
March 27, 1998
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CONDITIONS OF APPROVAL (CON'T)

Road shall be designed based on direction of the Riverside County Flood Control District, and maximum water depth of 9 inches across the Access Road, generally as depicted in the attached exhibit - "Proposed Conceptual Access Road Improvements." Coldwater Wash Channel improvements and rock slope protection shall continue southeasterly from the access road along the entire length of Temescal Canyon Road to the Hydro-Conduit driveway as approved by the Transportation Department.

- e. The applicant shall construct the following traffic signals (these signals are over and above the Traffic Signal Mitigation Fee payment made by the applicant pursuant to County Ordinance No. 748, and are not subject to credit or reimbursement):

Temescal Canyon Road (E/W) at:

- i. El Sobrante Access Road.
- ii. I-15 Northbound on/off ramps (as approved by Caltrans).
- iii. I-15 Southbound on/off ramps (as approved by Caltrans).

4. Within three (3) months after the Start Date, USA Waste or its successor-in-interest shall initiate construction and diligently pursue to completion the following road improvements at the intersections of Temescal Canyon Road with Southbound and Northbound I-15 on/off-ramps to provide the following intersection geometrics, including any required widening or as approved by Caltrans and the Riverside County Transportation Department.

Eastbound: An additional through lane on Temescal Canyon Road between Southbound and Northbound on/off-ramps.

Westbound: An additional through lane on Temescal Canyon Road between Southbound and Northbound on/off-ramps, and one right turn lane from Temescal Canyon Road onto Northbound on-ramp.

Southbound: One left turn lane on off-ramp.

Northbound: An additional lane on on-ramp.

Mr. Robert A. Nelson, Director-Waste Resources
El Sobrante Expansion
March 27, 1998
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CONDITIONS OF APPROVAL (CON'T)

5. Within 90 days following the end of calendar year in which the total tonnage of waste landfilled at El Sobrante exceeds 1,440,000 tons, USA Waste shall establish and be responsible for a Development Monitoring Program which shall include the following:
 - a. Consult with and obtain clearance from Caltrans District 8 and the South Coast Air Quality Management District to assure compliance and coordination with the Regional Mobility and Air Quality Management Plans.
 - b. Develop a program to minimize in and outbound transfer trucks during peak hours.
 - c. A construction traffic control plan for offsite, public roads shall be developed to control construction-related traffic impacts during periodic construction of landfill cells to reduce construction related traffic impacts to local residents and businesses.

Estimated costs for all off-site road improvements are summarized in the attached Table 1-El Sobrante Landfill Expansion - Estimated Cost of Off-Site Improvements.

With the inclusion of the above conditions of approval, the Department finds that the roadways and intersections affected by the project will operate at a minimum LOS of "C", thus mitigating project related traffic and circulation impacts to a level of insignificance. If you have questions regarding the conditions of approval, please feel free to call us at (909) 275-6800.

Sincerely,



Edwin D. Studor,
Transportation Planning Manager

EDS:jas
Attachments
cc: George Johnson, County Transportation Department
Lesley Likins, Waste Management
Les Bittenson, USA Waste
Robert Mason, Environmental Solutions

Table 1
El Sobrante Landfill Expansion
Estimated Cost of Off-Site Improvements
(As Required by Conditions of Approval)

Condition/Required Improvement	Category	Low Estimate	High Estimate	Average Cost
2. Traffic Signal Mitigation Fee (Ord. No. 748)	1	\$12,172 ¹	\$12,172 ¹	\$12,172 ¹
Subtotal of Condition No. 2		\$12,172	\$12,172	\$12,172
3a. Widen Temescal Cyn Rd: I-15 to Access Rd	3	\$408,000	\$685,000	\$546,500
3b. Eight foot shoulder on Temescal Cyn Rd	2	\$61,000	\$80,000	\$70,500
3c. Temescal Cyn Rd @ El Sobrante Access	2	\$14,000	\$27,000	\$21,000
3d. Improve lower portion of Access Rd	2	\$919,000	\$1,563,000	\$1,241,000
3e. Non-Ord. No. 748 Traffic Signals				
i. Temescal Cyn Rd @ Access Rd	2	\$115,000	\$115,000	\$115,000
ii. Temescal Cyn Rd @ I-15 N/Bound Ramp	3	\$161,000	\$161,000	\$161,000
iii. Temescal Cyn Rd @ I-15 S/Bound Ramp	3	\$161,000	\$161,000	\$161,000
Subtotal Condition No. 3		\$1,839,000	\$2,792,000	\$2,316,000
4. Improvements at Temescal Canyon Road/I-15 Interchange	1	\$802,000	\$2,115,000	\$1,458,500
Subtotal Condition No. 4		\$803,000	\$2,115,000	\$1,458,500
TOTAL ESTIMATED COSTS		\$2,654,172	\$4,919,172	\$3,786,672
Category 1 Subtotal				\$1,470,672
Category 2 and 3 Subtotal				\$2,316,000

April 2, 1998

¹Traffic Signal Mitigation Fee is subject to Annual Adjustment.

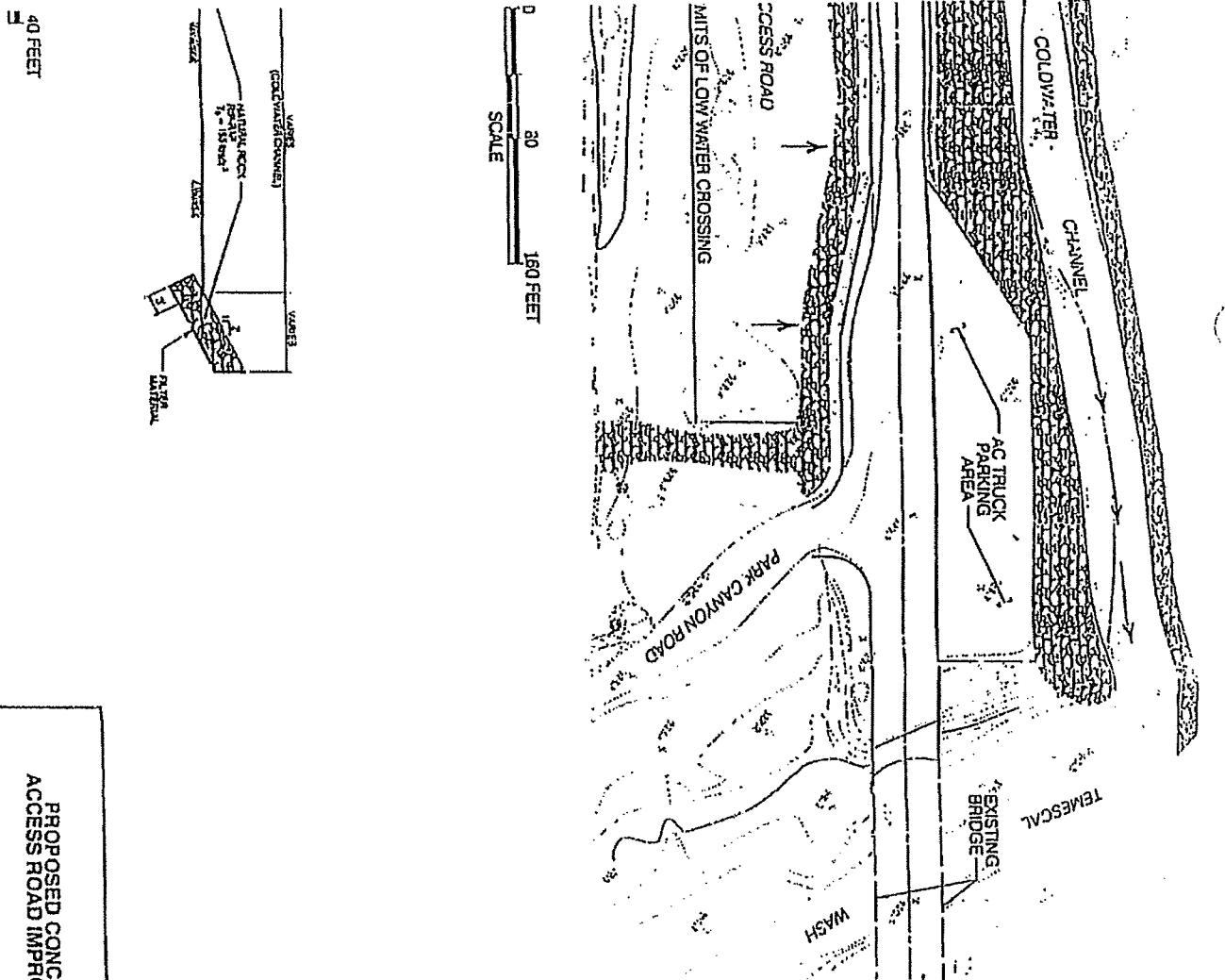


EXHIBIT "F"

RIVERSIDE COUNTY
CONDITIONS OF APPROVAL

El Sobrante Landfill Expansion Project

Date: Board of Supervisors, August 18, 1998

The Second El Sobrante Landfill Agreement shall incorporate each of the following documents:

- Environmental Impact Report (EIR), consisting of Draft EIR, dated April 1994, Final EIR, dated April 1996, and the Update to the Final EIR, dated July, 1998.
- Mitigation Monitoring Program (MMP), dated August 18, 1998

To the extent that the following Conditions of Approval require mitigation measures in addition to those outlined in the EIR, these Conditions shall control.

1. USA WASTE OF CALIFORNIA, INC. ("USA WASTE") or its successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside, its agents, officers, and employees from any claim, action, or proceeding against the County of Riverside or its agents, officers, or employees to attack, set aside, void or annul an approval of the County of Riverside, its advisory agencies, appeal boards or legislative body concerning Environmental Impact Report for the El Sobrante Landfill Expansion Project (State Clearinghouse No. 90020076) and the Second El Sobrante Landfill Agreement. The County of Riverside will promptly notify USA WASTE or its successor-in-interest of any such claim, action, or proceeding against the County of Riverside and will cooperate fully in the defense. If the County fails to promptly notify USA WASTE or its successor-in-interest of any such claim, action, or proceeding or fails to cooperate fully in the defense, USA WASTE or its successor-in-interest shall not, thereafter, be responsible to defend, indemnify, or hold harmless the County of Riverside.
2. These Conditions and those mitigation measures outlined in the EIR shall be implemented and monitored in accordance with the MMP. USA WASTE or its successor-in-interest shall comply with the MMP.
3. USA WASTE or its successor-in-interest shall comply with the conditions set forth in the County Transportation Department letter, dated March 27, 1998, a copy of which is set forth as a portion of Exhibit "E" of the Agreement.

El Sobrante Landfill Expansion Project

Conditions of Approval

BOS August 18, 1998

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4. The development of the El Sobrante Landfill Expansion Project shall be in accordance with the mandatory requirements of all applicable Riverside County ordinances and shall conform substantially with the project description in the EIR (State Clearinghouse No. 90020076), as filed in the office of the Riverside County Waste Management Department.
5. Whenever a specified material, design, system or action is required by the project or any exhibit thereto, USA WASTE or its successor-in-interest may substitute such material, design, system or action, provided that:
 - a) Such material, design, system or action complies with all applicable Federal, State, and local regulations; and,
 - b) Any Federal, State or local regulatory agency having jurisdiction has approved the use of the material, design, system or action for similar facilities (i.e., Class III landfills); and,
 - c) The General Manager - Chief Engineer of the Riverside County Waste Management Department, with concurrence of the appropriate regulatory agency(ies), has determined that such material, design, system or action is technically equal, or superior to, those required in these conditions.
6. Transportation of out-of-County waste from areas other than Los Angeles County, Orange County, San Bernardino County, and San Diego County shall not be permitted without additional environmental review and approval.
7. Out-of-County waste from Los Angeles County, Orange County, and San Diego County shall be transported to the El Sobrante Landfill by transfer trucks, and not packer trucks.
8. Out-of-County waste from San Bernardino County may be transported to the El Sobrante Landfill by packer truck up until July 1, 2000, at which time the waste from San Bernardino County shall be transported by transfer trucks.
- 9.a. The liner system (inclusive of the bottom liner and the sideslope liner) of the landfill shall exceed the requirements of Subtitle D and California Code of Regulations (CCR) Title 27 and shall be composed of the alternative bottom liner (identified as Alternative Bottom Liner B2) and the alternative sideslope liner (identified as Sideslope Liner Alternative S2), which are both described and evaluated in *Evaluation of Liner System Alternatives, El Sobrante Landfill Expansion, Riverside County, California*, prepared by GeoSyntec Consultants and dated February 1998.

El Sobrante Landfill Expansion Project

Conditions of Approval

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- b. If it is determined that this liner system alternative will not meet the requirements of the regulatory agencies, a substitute liner system must be approved by the regulatory agencies, and evidence of such a determination shall be forwarded to the El Sobrante Landfill Administrative Review Committee of Riverside County. In this event, the substitute liner system shall be composed of a bottom liner and sideslope liner that are at least equal to Alternative Bottom Liner B2 and Sideslope Liner Alternative S2, respectively, and must be approved by the Administrative Review Committee.
- 10. The final cover of the landfill shall conform to Subtitle D and CCR Title 23 and shall consist of a minimum of four (4) feet of vegetative layer, in accordance with the augmented cover described in the EIR (State Clearinghouse No. 90020076). Any change from the augmented cover shall require clearance from the Riverside County Waste Management Department, the California Integrated Waste Management Board, Regional Water Quality Control Board, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game.
- 11. Prior to any offsite grading, USA WASTE or its successor-in-interest shall obtain and record appropriate offsite easements.
- 12. Prior to construction and construction/operation activities, the following pre-monitoring measures shall be implemented to avoid or lessen boundary concentrations of NO₂:
 - a. Normal landfill operations and cell construction/closure activities shall be preplanned to avoid potentially adverse alignments (both horizontally and vertically) during anticipated periods of meteorological conditions which could result in the greatest property boundary concentration.
 - b. During periods when both disposal and construction activities are occurring, downwind property line monitoring of NO₂ shall be implemented for wind and stability conditions which could result in the highest boundary concentrations.
- 13. During construction and construction/operation activities, the following post-monitoring measures shall be implemented to avoid or lessen boundary concentrations of NO₂:
 - a. If monitoring determines that the 1-hour NO₂ standard (i.e., 470 µg/m³) is being approached (i.e., within 95 percent of the standard or approximately 450 µg/m³), construction or cell closure activities shall be curtailed until the appropriate tiered mitigation measures can be implemented, or until adverse meteorological conditions no longer exist.

El Sobrante Landfill Expansion Project

Conditions of Approval

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- b. The waste placement and/or clay preparation areas shall be moved to a preplanned alternative working location to separate emissions from clay placement construction emissions.
 - c. Construction procedures shall be configured such that operations requiring heavy equipment do not occur simultaneously (e.g., clay placement and protective soil placement by scrapers will not be done during periods with adverse meteorological conditions).
 - d. Construction scheduling will be slowed to reduce daily equipment usage.
 - e. Hours of construction with designated pieces of equipment (e.g., scrapers) shall be constrained to occur outside of peak adverse meteorological conditions.
- 14.a. A Citizen Oversight Committee shall be formed by the Board of Supervisors pursuant to Board Policy A-21 upon approval of the project. The Citizen Oversight Committee shall be composed of a total of five (5) members, whose term of service will be established upon formation of the Committee. Three (3) of the five (5) members will be appointed by the Supervisor of the district in which the landfill is located. Of these three (3), two (2) members must reside within a three (3) mile radius of the landfill property. One (1) member shall be a representative from a corporate operation within a three (3) mile radius of the landfill property. The remaining two (2) members will be appointed by the entire Board of Supervisors and shall be chosen at large to represent the affected communities of interest.
- b. The Citizen Oversight Committee shall meet at least once annually to review the Annual Status Report submitted by the Administrative Review Committee, which will include all the reports and data that will be provided by USA WASTE or its successor-in-interest, and shall submit written comments on the project to the Board of Supervisors as they deem necessary.
- 15.a. USA WASTE or its successor-in-interest shall deposit 50 cents per ton into a Third Party, Environmental Impairment Trust, which fund shall be established and maintained throughout the life of the project. Any balance in the existing fund contributed by USA WASTE or its successor-in-interest under the First El Sobrante Landfill Agreement, as amended, shall continue to accrue with deposits from all waste delivered to the site on or after the start date, including interest earnings on the funds, until the fund has reached a total of \$2,000,000, at which time deposits may be discontinued until withdrawals cause the fund to fall below the \$2,000,000 cap. The cap shall increase annually by 90% of the change in the Consumer Price Index (CPI) starting in the year 2002.

El Sobrante Landfill Expansion Project

Conditions of Approval

BOS August 18, 1998

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who has direct responsibility for any phase of the development or operations at El Sobrante Landfill, including but not by way of limitation, any similar personnel for USA WASTE or its successor-in-interest having a responsibility for transferring or delivering waste to the Project, is convicted, indicted by a Grand Jury, or named as a defendant in a felony complaint filed in the Superior Court or a complaint filed in Federal Court associated with conduct of doing business for USA WASTE or its successor-in-interest, this person shall upon written request from the County be immediately removed from any assignment whatsoever, directly associated with the development or operation of the El Sobrante Landfill during the pendency of trial and/or following conviction.

- c. In the event any director, official or employee of USA WASTE or its successor-in-interest ever be convicted of a felony associated with the solid waste management business, said director, official or employee will be immediately terminated.
- 20.a. Within three (3) years of the Start Date, USA WASTE or its successor-in-interest shall submit to the County of Riverside an evaluation of the technological and economical feasibility of using natural gas fuel or other alternative fuel in transfer trucks. The technological feasibility of the evaluation shall include review comments by the South Coast Air Quality Management District. The evaluation shall be subject to County approval. If the County finds that natural gas fuel or other alternative fuel in transfer trucks is technologically and economically feasible, USA WASTE or its successor-in-interest shall develop and implement a program to phase-in transfer trucks capable of using these fuels. The program shall be subject to County approval.
- b. If the County concludes that transfer trucks capable of using alternative fuels are not technologically and economically feasible, USA WASTE or its successor-in-interest shall periodically re-evaluate the feasibility of using alternative fuels in transfer trucks. Such re-evaluations shall be at least every three (3) years. USA WASTE or its successor-in-interest shall, however, conduct such a re-evaluation anytime deemed appropriate by the County.
- 21. USA WASTE or its successor-in-interest shall consult with Caltrans regarding the length of the left turn lane on the southbound off ramp from I-15 to Temescal Canyon Road. The length of the left turn lane shall be sufficient to assure that trucks in the left turn lane do not interfere with vehicles in the right turn lane of the off ramp.
- 22. The Administrative Review Committee (formed pursuant to Section 13 of the Second El Sobrante Landfill Agreement) shall have the following functions:
 - a. Review and approval of minor changes to the landfill site plan and/or project plan, which are exempt under the California Environmental Quality Act (CEQA). Changes to the landfill site plan and/or project plan that require revisions to the landfill's operating permits or that require additional CEQA analysis must be reviewed and approved by the Board of Supervisors and the appropriate regulatory agencies.

**El Sobrante Landfill Expansion Project
Conditions of Approval
BOS August 18, 1998
Page 7**

- b. Review Mitigation Monitoring Reports submitted by USA WASTE or its successor-in-interest.
 - c. Require USA WASTE or its successor-in-interest to submit additional information regarding performance at the landfill for review.
 - d. Solicit and consider input received from the Citizens Oversight Committee.
 - e. Solicit input from technical experts necessary to perform the review.
 - f. Within 60 days of its annual meeting, the Administrative Review Committee will submit an annual report to the Board of Supervisors and the Citizens Oversight Committee regarding the conformance status of USA WASTE or its successor-in-interest with the conditions imposed on the project. A copy of the Annual Status Report is to be made available for public review at accessible locations.
- 23.a. USA WASTE or its successor-in-interest shall be responsible for the control and cleanup of litter and debris from the landfill and/or waste-hauling vehicles along the landfill access road to its intersection with Temescal Canyon Road, along Temescal Canyon Road between the landfill access road and the intersection of Interstate 15 (I-15) and Temescal Canyon Road.
- b. At a minimum, USA WASTE or its successor-in-interest shall inspect and remove litter and debris from these roadways on a weekly basis and within 48 hours upon receipt of notice or complaint.

FIRST AMENDMENT TO
SECOND EL SOBRANTE LANDFILL AGREEMENT
A PUBLIC-PRIVATE PROJECT
between
COUNTY OF RIVERSIDE
and
USA WASTE OF CALIFORNIA, INC.

10 This First Amendment to Second El Sobrante Landfill Agreement
11 (hereinafter "First Amendment") is entered into by and between the
12 COUNTY OF RIVERSIDE, CALIFORNIA (hereinafter called "COUNTY") and USA
13 WASTE OF CALIFORNIA, INC., a Delaware corporation (hereinafter called
14 "USA WASTE").

RECITALS

- A. WHEREAS, the Second El Sobrante Landfill Agreement (hereinafter called "Second Agreement") was adopted by the parties on September 1, 1998; and
 - B. The development of the expanded landfill has proceeded in accordance with the Project Plan, and is currently operational; and
 - C. USA WASTE desires to amend the scope of the Project Plan to add two new activities, a landfill gas to energy facility and a yard trimmings chipping, grinding and processing facility; and

ATTACHMENT C

**COUNTY OF RIVERSIDE DEPARTMENT OF ENVIRONMENTAL HEALTH LOCAL
ENFORCEMENT AGENCY (LEA), REVISED SOLID WASTE FACILITY PERMIT
(AUGUST 28, 2007)**



PHL

COUNTY OF RIVERSIDE • COMMUNITY HEALTH AGENCY
DEPARTMENT OF ENVIRONMENTAL HEALTH

August 28, 2007

Mark de Bie, Division Chief
Permitting and LEA Support Division, WCMP
California Integrated Waste Management Board
1001 I Street
P.O. Box 4025
Sacramento, CA 95812-4025

RE: El Sobrante Landfill Permit Revision (33-AA-0217)

Dear Mr. de Bie:

The Department of Environmental Health Local Enforcement Agency (LEA) has received the above facility's concurred permit. Enclosed is a copy of the issued permit for the Permitting and Inspection Branch.

If you have any questions regarding this letter, please call me at (951) 955-8982.

Sincerely,

Parvaneh Byrth, R.E.H.S., M.S.

cc: Damon Defrates, Waste Management Inc.

SOLID WASTE FACILITY PERMIT

1. Facility/Permit Number: Page 1 of 4
33-AA-0217

2. Name and Street Address of Facility: El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 92883-5020	3. Name and Mailing Address of Operator: USA Waste Services of California, Inc. 10910 Dawson Canyon Road Corona, CA 92883-5020	4. Name and Mailing Address of Owner: USA Waste Services of California, Inc. 10910 Dawson Canyon Road Corona, CA 92883-5020
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5. Specifications:

- a. Permitted Operations: Composting Facility (mixed wastes) Processing Facility
 Composting Facility (yard waste) Transfer Station
 Landfill Transformation Facility
 Material Recovery Facility Other:
- b. Permitted Hours of Operation: 24 hours per day, Monday through Sunday, except on New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day. The site may accept waste from 4:00 a.m. to 12:00 a.m. (Midnight), Monday through Sunday. For application of daily cover, the operating day will be from 3:00 a.m. Monday to 8:00 p.m. Saturday.
- c. Permitted Tons per Operating Day:
- | | Total: | Tons/Day |
|--|--------|----------|
| Non-Hazardous - General..... | 10,000 | Tons/Day |
| Non-Hazardous - Sludge..... | 10,000 | Tons/Day |
| Non-Hazardous - Separated or commingled recyclables..... | 00 | Tons/Day |
| Non-Hazardous - Other (See Section 14 of Permit)..... | 00 | Tons/Day |
| Designated (See Section 14 of Permit)..... | 00 | Tons/Day |
| Hazardous (See Section 14 of Permit)..... | 00 | Tons/Day |
- d. Permitted Traffic Volume:
- | | Total: | Vehicles/Day |
|--|--------|--------------|
| Incoming waste materials..... | 1305 | Vehicles/Day |
| Outgoing waste materials (for disposal)..... | 1305 | Vehicles/Day |
| Outgoing materials for material recovery operations..... | | Vehicles/Day |

e. Key Design Parameters (Detailed parameters are shown on site plans bearing EA and CIWMB validations):

	Total	Disposal	Transfer	MRF	Composting	Transformation
Permitted Area (in acres)	1322 acres	481 acres	N/A	N/A	N/A	N/A
Site Capacity		184.93 million yd ³	N/A	N/A	N/A	N/A
Max. Elevation (Ft. MSL)		1832 ft				
Max. Depth (Ft. BGS)		170 ft				
Estimated Closure Date		2030				

Upon a significant change in design or operation from that described herein, this permit is subject to revocation or suspension. The attached permit findings and conditions are integral parts of this permit and supersede the conditions of any previously issued solid waste facility permits.

6. Approval:

Gary Root, Director

7. Enforcement Agency Name and Address:

Local Solid Waste Management Enforcement Agency for
Riverside County
4080 Lemon Street, 9th Floor
P.O. Box 1280
Riverside, CA 92502-1280

8. Received by CIWMB:

JUN 25 2007

9. CIWMB Concurrence Date:

AUG 14 2007

10. Permit Review Due Date:

Aug. 14, 2012

11. Permit Issued Date:

Aug. 20, 2007

SOLID WASTE FACILITY PERMIT

Facility/Permit Number:

Page 2 of 4

33-AA-0217

12. Legal Description of Facility:

Section 26 and 23, Township 4 South, Range 6 West, San Bernardino Baseline and Meridian

13. Findings:

- a. The Countywide Integrated Waste Management Plan was approved by the CIWMB on 9/23/98. The location of the facility is identified on pages 4-17 of the Countywide Siting Element, pursuant to Public Resources Code, Section 50001(a).
- b. This permit is consistent with standards adopted by the CIWMB, pursuant to Public Resources Code, Section 44010.
- c. The design and operation of this facility is consistent with the State Minimum Standards for Solid Waste Handling and Disposal as determined by the Enforcement Agency.
- d. The Riverside County Fire Department has determined that the facility is in conformance with applicable fire standards as required by Public Resources Code, Section 44151.
- e. A project Environmental Impact Report (EIR), consisting of a Draft EIR, Final EIR, and an Update to the Final EIR, was prepared to evaluate the El Sobrante Landfill Expansion Project under the California Environmental Quality Act (CEQA). On September 1, 1998, the Riverside County Board of Supervisors adopted Resolution No. 98-275 certifying the project EIR (SCH # 90020076).
- f. A Notice of Determination was filed with the Governor's Office of Planning and Research on September 2, 1998, for the El Sobrante Landfill Expansion Project.
- g. Riverside County Board of Supervisors approved the Addendum to El Sobrante Landfill Expansion Project EIR (State Clearinghouse [SCH] No. 90020076) on November 4, 2003, which finds that changes in the hours that define "operating day" in terms of daily cover do not cause new significant environmental impacts or increase the severity of previously identified impacts in the EIR.
- h. Riverside County Board of Supervisors approved the Notice of Exemption 2003-3/Amendment No. 1 to Second El Sobrante Landfill Agreement on June 26, 2003. The project is an amendment to the Second El Sobrante Landfill Agreement to allow the following additional activities at the landfill: 1) green waste grinding operation; and, 2) generation of electricity from landfill gas.

14. Prohibitions:

The permittee is prohibited from accepting the following wastes:

Hazardous, radioactive, medical (as defined in Chapter 6.1, Division 20 of the Health and Safety Code), liquid, designated, sewage sludge in any form, incinerator ash or other wastes requiring special treatment or handling, except as identified in the Joint Technical Document and as approved by the enforcement agency and other federal, state and local agencies.

New operations may not begin without prior submittal of amendments to the JTD, the permit is revised or modified, and/or written approvals are received from the enforcement agency and other appropriate agencies.

15. The following documents describe and/or restrict the operation of this facility:

	Date		Date
Joint Technical Document and Amendments	12/2004, 4/2007	Prelim. Closure and Postclosure Maintenance Plan Revised December 2004	7/2001
Waste Discharge Requirements Order No. 01-53	7/2001	Closure Financial Assurance Documentation Revised December 2004	7/2001
SCAQMD Permit to Operate #F33202,F24059,F27625	2000	Operating Liability Certification Revised February 2004	4/2000
Environmental Impact Report (SCH #90020076) Draft EIR Final EIR	4/94 4/96	Land Use and/or Conditional Use Permit	Not required
Update to Final EIR Notice of Exemption 2003-3	7/98 6/2003	Second El Sobrante Landfill Agreement	
Mitigation Monitoring Program	8/98	Final Partial Closure/Post Closure Maintenance Plan Revised April 2005	12/2003

SOLID WASTE FACILITY PERMIT

Facility/Permit Number: Page 3 of 4
33-AA-0217

16. Self Monitoring:

The results of all self monitoring programs shall be reported as follows:

(Note: monitoring reports are due within 45 days after the end of the reporting period. For example, 1st quarter = January – March, the report is due by May 15, etc. Information required on an annual basis shall be submitted with the 4th quarter monitoring report, unless otherwise stated.)

Program	Reporting Frequency	Agency Reported To
Maintain daily records of the types and quantities of municipal solid waste received each day. Daily records shall be available to the EA upon request. For reporting purposes, the quarterly report shall provide, in tons, the monthly total of waste received and the peak daily load received during the quarter.	Quarterly	Enforcement Agency
Results of the hazardous waste load checking program, including the quantities and types of hazardous wastes, medical wastes or otherwise prohibited wastes found in the waste stream and the disposition of these materials.	Quarterly	Enforcement Agency
Maintain daily records of the number and types of vehicles using the facility per day. Daily records shall be available to the EA upon request. For reporting purposes, the quarterly report shall provide the monthly total of the number of vehicles that used the facility during the quarter.	Quarterly	Enforcement Agency
Copies of all written complaints by the public regarding this facility and the operator's actions taken to resolve these complaints.	Quarterly	Enforcement Agency
Results of the landfill gas monitoring program.	Quarterly	Enforcement Agency
Wet weather preparedness report/winter operations plan.	Annual – due by November 1	Enforcement Agency
Fill sequencing plan for the forthcoming year.	Annually	Enforcement Agency
Remaining site capacity.	Annually	Enforcement Agency
Maintain daily tonnage records of processed and unprocessed green material. Include a tonnage record of contaminants, etc. removed from the unprocessed green material for landfill disposal.	Quarterly	Enforcement Agency

SOLID WASTE FACILITY PERMIT

Facility/Permit Number:
33-AA-0217

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17. Enforcement Agency (EA) Conditions:

- a. The operator shall comply with all State Minimum Standards for solid waste handling and disposal as specified in Title 27, California Code of Regulations.
- b. The operator shall maintain a log of special/unusual occurrences. This log shall include, but is not limited to, fires, explosions, the discharge and disposition of hazardous or unpermitted wastes, and significant injuries, accidents or property damage. Each log entry shall be accompanied by a summary of any actions taken by the operator to mitigate the occurrence. The log shall be available to site personnel and the EA at all times.
- c. Additional information concerning the design and operation of the facility shall be furnished upon request and within the time frame specified by the EA.
- d. The maximum permitted daily tonnage for disposal for this facility is 10,000 tons per day, and shall not receive more than this amount without a revision of this permit.
- e. For both unprocessed and processed green material, the maximum acceptance rate is 2,284 tons per day or 14,788 tons per week.
- f. Two different criteria will be used to determine the frequency of daily cover placement.
 1. **24 Hour Continuous Operation:** When the landfill is conducting 24-hour operations at the working face of the landfill, daily cover will be placed on any disposed waste that will not receive new waste within a 12-hour period.
 2. **All Other Operations:** When the landfill is operating less than 24-hour per day, daily cover will be placed on the disposed waste at the end of each working day. When earthen daily cover is applied, the working face is sloped and covered with soil to reduce the amount of infiltration into the waste from precipitation and the associated surface water runoff. The daily cover will be compacted to six inches by heavy equipment.
- g. This permit is subject to review by the EA and may be suspended, revoked, or modified at any time for sufficient cause.
- h. The EA reserves the right to suspend or modify waste receiving and handling operations when deemed necessary due to an emergency, a potential health hazard, or the creation of a public nuisance.
- i. Any change that would cause the design or operation of the facility not to conform to the terms and conditions of this permit is prohibited. Such a change may be considered a significant change, requiring a permit revision. In no case shall the operator implement any change not authorized by the permit without first submitting a written notice of the proposed change, in the form of a JTD amendment, to the EA at least 150 days in advance of the change.
- j. A copy of this permit shall be maintained at the facility.

ATTACHMENT D

TRAFFIC COUNT DATA (MARCH 27, 2008)

**EXISTING (2008) CONDITIONS
WITHOUT PROJECT**

I-15 SB Ramps / Temescal Canyon Rd.												I-15 NB Ramps / Temescal Canyon Rd.												
Adj.	♂	397	####	PM	-81	AM	####	0	♂	DATE	Adj.	♂	0	####	PM	AM	####	0	DATE					
←	Flow	♂	386	####	AM	-112	AM	####	0	♂	DATE	←	Flow	♂	0	####	AM	AM	####	0	DATE			
↔	Origin	ADT	0	PM	388	4	86	PM	ADT	Origin	↔	Origin	ADT	0	PM	0	0	PM	ADT	Origin	↔	ADT		
664	440	ADT	0	AM	AM	324	2	172	AM	ADT	138	452	452	138	ADT	AM	AM	0	AM	AM	AM	AM		
####	0	PM	AM	PM	AM	224	2	60	AM	AM	####	0	PM	AM	PM	AM	AM	0	AM	AM	AM	AM		
45	459	397	534	⇒	EB	1	WB	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
152	76	152	76	↓	NB	42	22	176	42	WB	10	-98	-132	158	433	60	301	⇒	EB	2	WB	↔	64	385
549	610	PM	AM	PM	AM	0	0	0	AM	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
↔	Origin	ADT	0	PM	0	0	0	PM	ADT	Origin	↔	Origin	ADT	0	PM	0	0	PM	ADT	Origin	↔	ADT		
Flow	♂	100	####	AM	0	0	0	AM	####	0	♂	Flow	♂	0	####	AM	9	0	26	AM	####	508	♂	Flow
Adj.	♂	332	####	PM	0	0	0	PM	####	0	♂	Adj.	♂	0	####	PM	0	-15	PM	####	128	♂	Adj.	

Temescal Canyon Road / Dawson Canyon Road												Clay Canyon Road / Damon Canyon Road												
Adj.	♂	368	####	PM	-11	AM	####	93	♂	DATE	Adj.	♂	0	####	PM	AM	####	0	DATE					
↔	Flow	♂	58	####	AM	12	AM	####	702	↑	Flow	♂	0	####	AM	AM	####	0	DATE					
3	14	ADT	0	PM	2	353	24	PM	ADT	Origin	↔	Origin	ADT	0	PM	0	0	PM	ADT	Origin	↔	ADT		
####	0	PM	AM	PM	AM	3	37	6	AM	ADT	24	26	26	24	ADT	AM	AM	0	AM	AM	AM	AM		
1	2	1	2	↓	EB	3	WB	↔	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	1	6	1	4	↓	NB	6	12	84	154	-78	-142	97	-176	97	176	0	0	WB	↔	4	WB	↔	0
PM	AM	PM	AM	PM	AM	11	682	19	AM	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	3	ADT	0	PM	1	78	1	PM	ADT	Origin	↔	Origin	ADT	0	PM	0	0	PM	ADT	Origin	↔	ADT		
Flow	♂	44	####	AM	0	0	0	AM	####	712	↑	Flow	♂	0	37	####	AM	0	0	AM	####	24	♂	Flow
Adj.	♂	373	####	PM	0	0	0	PM	####	80	↑	Adj.	♂	0	14	####	PM	0	0	PM	####	26	♂	Adj.

EXISTING (2008) CONDITIONS FLOW CONSERVATION

I-15 SB Ramps / Temescal Canyon Rd.												I-15 NB Ramps / Temescal Canyon Rd.															
Adj.	Flow	0	495	####	PM	17	PM	####	0	0	DATE	Adj.	Flow	0	4	####	PM	AM	####	515	0	DATE					
↔	Origin ADT	0	PM	368	4	65	PM	####	0	0	Flow	↔	Origin ADT	0	PM	0	0	0	0	0	0	0	Flow				
↔	ADT	0	AM	324	2	172	AM	####	0	0	ADT	158	476	476	158	ADT	0	PM	0	0	0	0	ADT	165	580		
####	0	PM	PM	368	4	103	PM	AM	AM	PM	ADT	158	476	476	158	ADT	0	PM	0	0	0	0	ADT	165	580		
####	0	PM	AM	324	2	192	AM	PM	AM	PM	ADT	342	293	293	0	PM	AM	AM	AM	AM	AM	AM	PM	AM	PM		
45	397	489	397	534	⇒	EB	1	WB	⇒	116	276	116	256	10	0	0	0	0	0	0	0	0	0	0	0	0	
152	76	152	76	152	0	NB	0	0	0	42	200	42	200	0	0	0	0	0	0	0	0	0	0	0	0	0	
549	610	610	610	610	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	0	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
↔	Origin ADT	0	PM	0	0	0	PM	0	0	AM	PM	ADT	726	500	500	726	ADT	0	PM	65	4	456	AM	AM	AM	AM	
Flow	0	120	####	AM	0	0	0	PM	0	0	ADT	Origin ADT	0	0	0	ADT	0	PM	67	2	74	PM	AM	AM	AM		
Adj.	0	356	####	PM	0	0	0	PM	0	0	Flow	Flow	0	0	0	AM	0	0	0	0	0	0	AM	0	0	0	
Temescal Canyon Road / Dawson Canyon Road												Clay Canyon Road / Dawson Canyon Road												Flow			
Adj.	Flow	0	362	####	PM	3	PM	####	115	0	DATE	Adj.	Flow	0	4	####	PM	AM	####	0	0	0	0	0	DATE		
↔	Origin ADT	0	PM	2	353	24	PM	0	0	0	Flow	↔	Origin ADT	0	PM	0	0	0	0	0	0	0	0	0	0	0	
3	14	14	ADT	0	AM	3	37	6	AM	ADT	155	190	190	155	ADT	0	PM	0	0	0	0	0	ADT	131	164		
####	0	PM	AM	AM	PM	3	37	36	AM	PM	ADT	353	27	27	0	PM	AM	AM	AM	AM	AM	AM	PM	AM	PM		
1	2	1	2	0	EB	3	WB	⇒	0	0	ADT	97	176	176	0	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM		
0	0	0	0	0	EB	3	WB	⇒	0	0	ADT	14	37	40	0	0	0	0	0	0	0	0	0	0	0		
6	1	6	1	0	NB	0	0	0	124	154	0	154	36	35	22	0	0	0	0	0	0	0	0	0	0	0	
PM	AM	PM	AM	AM	PM	11	682	177	AM	PM	ADT	213	111	111	213	ADT	0	PM	24	0	0	0	AM	AM	AM	AM	
9	3	3	ADT	0	PM	1	78	84	PM	0	0	ADT	Origin ADT	0	0	0	ADT	0	PM	26	0	0	0	AM	AM	AM	AM
Flow	0	162	####	AM	0	0	0	PM	0	0	ADT	Flow	0	0	0	AM	0	0	0	0	0	0	AM	0	0	0	
Adj.	0	515	####	PM	0	0	0	PM	0	0	Adj.	Adj.	0	0	0	AM	0	0	0	0	0	0	AM	0	0	0	

EXISTING (2008) PEAK HOUR CLASSIFIED COUNTS (IN PCE)

AM PEAK HOUR

I-15 SB RAMPS / TEMESCAL CANYON ROAD												PHF	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	0.928
Passenger	0	0	0	41	0	210	0	387	63	21	90	0	
2-Axle	0	0	0	8	0	17	0	14	6	3	8	0	
3-Axle	0	0	0	46	1	31	0	37	2	4	1	0	
PCE	0	0	0	101	2	68	0	81	4	9	2	0	
4+ Axle	0	0	0	10	0	13	0	3	1	4	7	0	
PCE	0	0	0	22	0	29	0	7	2	9	15	0	
Existing (08)	0	0	0	172	2	324	0	489	76	42	116	0	

I-15 NB RAMPS / TEMESCAL CANYON ROAD												PHF	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	0.955
Passenger	52	4	416	0	0	0	197	314	0	0	37	32	
2-Axle	4	0	14	0	0	0	12	22	0	0	16	1	
3-Axle	2	0	8	0	0	0	38	38	0	0	9	26	
PCE	4	0	18	0	0	0	84	84	0	0	20	57	
4+ Axle	2	0	4	0	0	0	0	6	0	0	5	5	
PCE	4	0	9	0	0	0	0	13	0	0	11	11	
Existing (08)	65	4	456	0	0	0	293	433	0	0	84	101	

TEMESCAL CANYON ROAD / DAWSON CANYON ROAD												PHF	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	0.942
Passenger	11	672	36	2	23	3	2	0	1	11	0	8	
2-Axle	0	8	3	2	5	0	0	0	0	5	0	1	
3-Axle	0	0	10	1	0	0	0	0	0	8	0	0	
PCE	0	0	22	2	0	0	0	0	0	0	18	0	
4+ Axle	0	1	30	0	4	0	0	0	0	23	0	0	
PCE	0	2	66	0	9	0	0	0	0	51	0	0	
Existing (08)	11	682	127	6	37	3	2	0	1	84	0	9	

CLAY CANYON ROAD / DAWSON CANYON ROAD												PHF	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	0.863
Passenger	20	0	0	0	0	0	0	30	24	0	9	0	
2-Axle	2	0	0	0	0	0	0	7	4	0	3	0	
3-Axle	0	0	0	0	0	0	0	23	4	0	19	0	
PCE	0	0	0	0	0	0	0	51	9	0	42	0	
4+ Axle	1	0	0	0	0	0	0	40	0	0	35	0	
PCE	2	0	0	0	0	0	0	88	0	0	77	0	
Existing (08)	24	0	0	0	0	0	0	176	37	0	131	0	

EXISTING (2008) PEAK HOUR CLASSIFIED COUNTS (IN PCE)

PM PEAK HOUR

I-15 SB RAMPS / TEMESCAL CANYON ROAD												PHF	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	0.960
Passenger	0	0	0	35	0	365	0	362	145	176	245	0	
2-Axle	0	0	0	3	0	12	0	17	3	4	6	0	
3-Axle	0	0	0	16	2	2	0	4	0	8	4	0	
PCE	0	0	0	35	4	4	0	9	0	18	9	0	
4+ Axle	0	0	0	6	0	3	0	4	2	1	3	0	
PCE	0	0	0	13	0	7	0	9	4	2	7	0	
Existing (08)	0	0	0	86	4	388	0	397	152	200	266	0	

I-15 NB RAMPS / TEMESCAL CANYON ROAD												PHF	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	0.911
Passenger	65	2	49	0	0	0	308	91	0	0	355	56	
2-Axle	2	0	5	0	0	0	16	12	0	0	19	5	
3-Axle	0	0	9	0	0	0	7	16	0	0	13	37	
PCE	0	0	20	0	0	0	15	35	0	0	29	81	
4+ Axle	0	0	0	0	0	0	1	9	0	0	3	13	
PCE	0	0	0	0	0	0	2	20	0	0	7	29	
Existing (08)	67	2	74	0	0	0	342	158	0	0	409	171	

TEMESCAL CANYON ROAD / DAWSON CANYON ROAD												PHF	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	0.901
Passenger	1	77	15	15	339	2	1	0	8	56	0	22	
2-Axle	0	1	4	0	1	0	0	0	0	1	0	5	
3-Axle	0	0	11	1	1	0	0	0	0	11	0	0	
PCE	0	0	24	2	2	0	0	0	0	24	0	0	
4+ Axle	0	0	14	3	5	0	0	0	0	33	0	4	
PCE	0	0	31	7	11	0	0	0	0	73	0	9	
Existing (08)	1	78	74	24	353	2	1	0	8	154	0	36	

CLAY CANYON ROAD / DAWSON CANYON ROAD												PHF	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	0.893
Passenger	25	0	0	0	0	0	0	28	13	0	45	0	
2-Axle	1	0	0	0	0	0	0	3	1	0	5	0	
3-Axle	0	0	0	0	0	0	0	9	0	0	14	0	
PCE	0	0	0	0	0	0	0	20	0	0	31	0	
4+ Axle	0	0	0	0	0	0	0	21	0	0	35	0	
PCE	0	0	0	0	0	0	0	46	0	0	77	0	
Existing (08)	26	0	0	0	0	0	0	97	14	0	158	0	

EXISTING (2008) AM PEAK HOUR CLASSIFIED COUNTS

Count Date: March 27, 2008 (Thursday)

I-15 SB RAMPS / TEMESCAL CANYON ROAD								PHF 0.928				
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EVR	WBL	WBT	WBR	
Passenger	0	0	41	0	210	0	387	63	21	90	0	
2-Axle	0	0	8	0	17	0	14	6	3	8	0	
3-Axle	0	0	46	1	31	0	37	2	4	1	0	
4+ Axle	0	0	10	0	13	0	3	1	4	7	0	
Total	0	0	105	1	271	0	441	72	32	106	0	

I-15 NB RAMPS / TEMESCAL CANYON ROAD								PHF 0.955				
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EVR	WBL	WBT	WBR	
Passenger	52	4	416	0	0	0	197	314	0	0	37	32
2-Axle	4	0	14	0	0	0	12	22	0	0	16	1
3-Axle	2	0	8	0	0	0	38	38	0	0	9	26
4+ Axle	2	0	4	0	0	0	0	6	0	0	5	5
Total	60	4	442	0	0	0	247	380	0	0	67	64

TEMESCAL CANYON ROAD / DAWSON CANYON ROAD								PHF 0.942				
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EVR	WBL	WBT	WBR	
Passenger	11	672	36	2	23	3	2	0	1	11	0	8
2-Axle	0	8	3	2	5	0	0	0	0	5	0	1
3-Axle	0	0	10	1	0	0	0	0	0	8	0	0
4+ Axle	0	1	30	0	4	0	0	0	0	23	0	0
Total	11	681	79	5	32	3	2	0	1	47	0	9

CLAY CANYON ROAD / DAWSON CANYON ROAD								PHF 0.863				
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EVR	WBL	WBT	WBR	
Passenger	20	0	0	0	0	0	30	24	0	9	0	
2-Axle	2	0	0	0	0	0	7	4	0	3	0	
3-Axle	0	0	0	0	0	0	23	4	0	19	0	
4+ Axle	1	0	0	0	0	0	40	0	0	35	0	
Total	23	0	0	0	0	0	100	32	0	66	0	

EXISTING (2008) PM PEAK HOUR CLASSIFIED COUNTS

Count Date: March 27, 2008 (Thursday)

	I-15 SB RAMPS / TEMESCAL CANYON ROAD						<u>PHF</u> 0.960					
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Passenger	0	0	0	35	0	365	0	362	145	176	245	0
2-Axle	0	0	0	3	0	12	0	17	3	4	6	0
3-Axle	0	0	0	16	2	2	0	4	0	8	4	0
4+ Axle	0	0	0	6	0	3	0	4	2	1	3	0
Total	0	0	0	60	2	382	0	387	150	189	258	0

	I-15 NB RAMPS / TEMESCAL CANYON ROAD						<u>PHF</u> 0.911					
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Passenger	65	2	49	0	0	0	308	91	0	0	355	56
2-Axle	2	0	5	0	0	0	16	12	0	0	19	5
3-Axle	0	0	9	0	0	0	7	16	0	0	13	37
4+ Axle	0	0	0	0	0	0	1	9	0	0	3	13
Total	67	2	63	0	0	0	332	128	0	0	390	111

	TEMESCAL CANYON ROAD / DAWSON CANYON ROAD						<u>PHF</u> 0.901					
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Passenger	1	77	15	15	339	2	1	0	8	56	0	22
2-Axle	0	1	4	0	1	0	0	0	0	1	0	5
3-Axle	0	0	11	1	1	0	0	0	0	11	0	0
4+ Axle	0	0	14	3	5	0	0	0	0	33	0	4
Total	1	78	44	19	346	2	1	0	8	101	0	31

	CLAY CANYON ROAD / DAWSON CANYON ROAD						<u>PHF</u> 0.893					
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Passenger	25	0	0	0	0	0	0	28	13	0	45	0
2-Axle	1	0	0	0	0	0	0	3	1	0	5	0
3-Axle	0	0	0	0	0	0	0	9	0	0	14	0
4+ Axle	0	0	0	0	0	0	0	21	0	0	35	0
Total	26	0	0	0	0	0	0	61	14	0	99	0

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15STEAM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 1

County of Riverside
N/S: I-15 Southbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

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

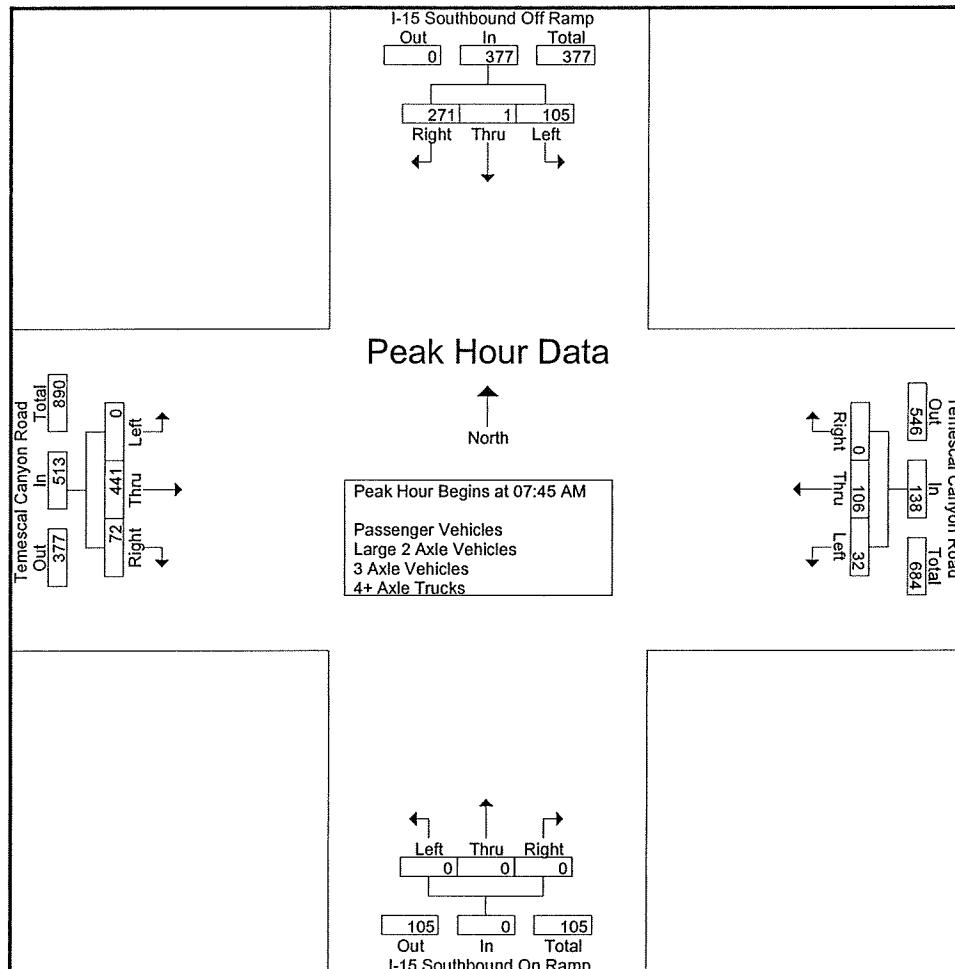
	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM		23	0	44	67	7	20	0	27	0	0	0	0	0	139	19	158	252
07:15 AM		25	0	35	60	11	19	0	30	0	0	0	0	0	138	14	152	242
07:30 AM		18	2	51	71	10	18	0	28	0	0	0	0	0	135	26	161	260
07:45 AM		30	0	63	93	6	31	0	37	0	0	0	0	0	118	14	132	262
Total		96	2	193	291	34	88	0	122	0	0	0	0	0	530	73	603	1016
08:00 AM		23	0	61	84	7	32	0	39	0	0	0	0	0	96	14	110	233
08:15 AM		21	0	68	89	11	25	0	36	0	0	0	0	0	104	27	131	256
08:30 AM		31	1	79	111	8	18	0	26	0	0	0	0	0	123	17	140	277
08:45 AM		24	0	61	85	11	23	0	34	0	0	0	0	0	95	19	114	233
Total		99	1	269	369	37	98	0	135	0	0	0	0	0	418	77	495	999
Grand Total		195	3	462	660	71	186	0	257	0	0	0	0	0	948	150	1098	2015
Apprch %		29.5	0.5	70		27.6	72.4	0		0	0	0	0	0	86.3	13.7		
Total %		9.7	0.1	22.9	32.8	3.5	9.2	0	12.8	0	0	0	0	0	47	7.4	54.5	
Passenger Vehicles		80	0	357	437	44	158	0	202	0	0	0	0	0	834	136	970	1609
% Passenger Vehicles		41	0	77.3	66.2	62	84.9	0	78.6	0	0	0	0	0	88	90.7	88.3	79.9
Large 2 Axle Vehicles		17	0	33	50	9	17	0	26	0	0	0	0	0	28	11	39	115
% Large 2 Axle Vehicles		8.7	0	7.1	7.6	12.7	9.1	0	10.1	0	0	0	0	0	3	7.3	3.6	5.7
3 Axle Vehicles		79	3	51	133	10	3	0	13	0	0	0	0	0	80	2	82	228
% 3 Axle Vehicles		40.5	100	11	20.2	14.1	1.6	0	5.1	0	0	0	0	0	8.4	1.3	7.5	11.3
4+ Axle Trucks		19	0	21	40	8	8	0	16	0	0	0	0	0	6	1	7	63
% 4+ Axle Trucks		9.7	0	4.5	6.1	11.3	4.3	0	6.2	0	0	0	0	0	0.6	0.7	0.6	3.1

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM		30	0	63	93	6	31	0	37	0	0	0	0	0	118	14	132	262
08:00 AM		23	0	61	84	7	32	0	39	0	0	0	0	0	96	14	110	233
08:15 AM		21	0	68	89	11	25	0	36	0	0	0	0	0	104	27	131	256
08:30 AM		31	1	79	111	8	18	0	26	0	0	0	0	0	123	17	140	277
Total Volume		105	1	271	377	32	106	0	138	0	0	0	0	0	441	72	513	1028
% App. Total		27.9	0.3	71.9		23.2	76.8	0		0	0	0	0	0	86	14		
PHF		.847	.250	.858	.849	.727	.828	.000	.885	.000	.000	.000	.000	.000	.896	.667	.916	.928

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15STEAM3
Site Code : 05110917
Start Date : 3/27/2008
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County of Riverside
N/S: I-15 Southbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny



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

Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	30	0	63	93	10	18	0	28	0	0	0	0	0	139	19	158
+15 mins.	23	0	61	84	6	31	0	37	0	0	0	0	0	138	14	152
+30 mins.	21	0	68	89	7	32	0	39	0	0	0	0	0	135	26	161
+45 mins.	31	1	79	111	11	25	0	36	0	0	0	0	0	118	14	132
Total Volume	105	1	271	377	34	106	0	140	0	0	0	0	0	530	73	603
% App. Total	27.9	0.3	71.9		24.3	75.7	0		0	0	0	0	0	87.9	12.1	
PHF	.847	.250	.858	.849	.773	.828	.000	.897	.000	.000	.000	.000	.000	.953	.702	.936

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Southbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15STEAM3
 Site Code : 05110917
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Passenger Vehicles

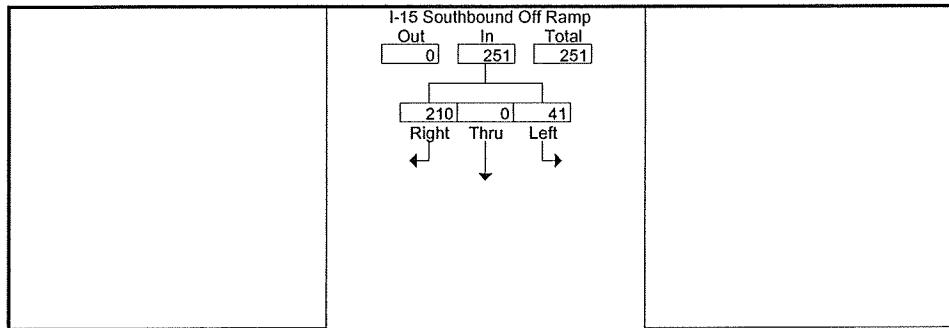
Start Time	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	8	0	40	48	3	18	0	21	0	0	0	0	0	125	19	144	213
07:15 AM	13	0	27	40	7	15	0	22	0	0	0	0	0	125	13	138	200
07:30 AM	9	0	35	44	5	15	0	20	0	0	0	0	0	120	25	145	209
07:45 AM	17	0	49	66	3	23	0	26	0	0	0	0	0	107	9	116	208
Total	47	0	151	198	18	71	0	89	0	0	0	0	0	477	66	543	830
08:00 AM	9	0	46	55	7	30	0	37	0	0	0	0	0	85	13	98	190
08:15 AM	10	0	54	64	9	22	0	31	0	0	0	0	0	94	24	118	213
08:30 AM	5	0	61	66	2	15	0	17	0	0	0	0	0	101	17	118	201
08:45 AM	9	0	45	54	8	20	0	28	0	0	0	0	0	77	16	93	175
Total	33	0	206	239	26	87	0	113	0	0	0	0	0	357	70	427	779
Grand Total	80	0	357	437	44	158	0	202	0	0	0	0	0	834	136	970	1609
Apprch %	18.3	0	81.7		21.8	78.2	0		0	0	0	0	0	86	14		
Total %	5	0	22.2	27.2	2.7	9.8	0	12.6	0	0	0	0	0	51.8	8.5	60.3	

Start Time	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
	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 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	17	0	49	66	3	23	0	26	0	0	0	0	0	107	9	116	208
08:00 AM	9	0	46	55	7	30	0	37	0	0	0	0	0	85	13	98	190
08:15 AM	10	0	54	64	9	22	0	31	0	0	0	0	0	94	24	118	213
08:30 AM	5	0	61	66	2	15	0	17	0	0	0	0	0	101	17	118	201
Total Volume	41	0	210	251	21	90	0	111	0	0	0	0	0	387	63	450	812
% App. Total	16.3	0	83.7		18.9	81.1	0		0	0	0	0	0	86	14		
PHF	.603	.000	.861	.951	.583	.750	.000	.750	.000	.000	.000	.000	.000	.904	.656	.953	.953

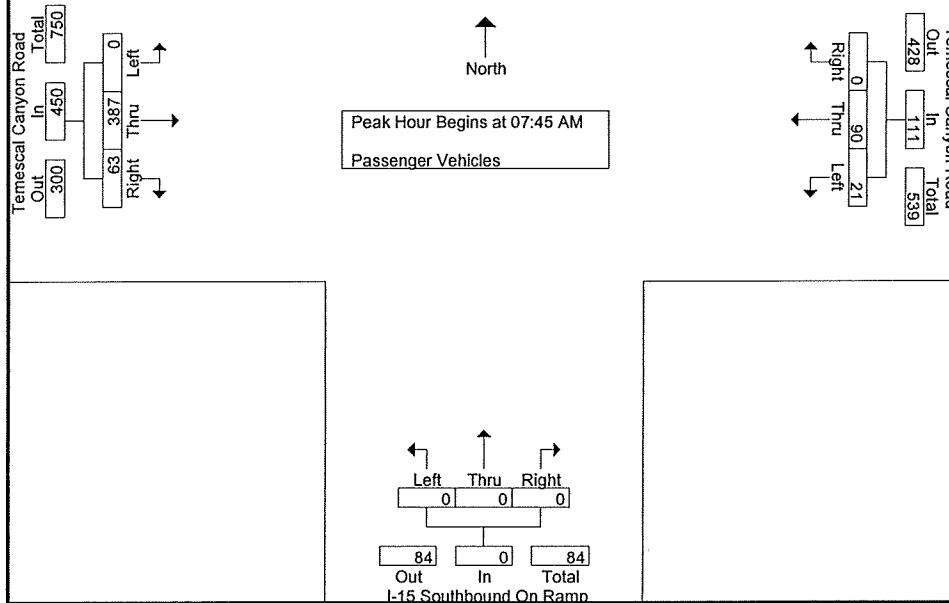
Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEAM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 2



Peak Hour Data



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	17	0	49	66	3	23	0	26	0	0	0	0	0	107	9	116
+15 mins.	9	0	46	55	7	30	0	37	0	0	0	0	0	85	13	98
+30 mins.	10	0	54	64	9	22	0	31	0	0	0	0	0	94	24	118
+45 mins.	5	0	61	66	2	15	0	17	0	0	0	0	0	101	17	118
Total Volume	41	0	210	251	21	90	0	111	0	0	0	0	0	387	63	450
% App. Total	16.3	0	83.7		18.9	81.1	0		0	0	0	0	0	86	14	
PHF	.603	.000	.861	.951	.583	.750	.000	.750	.000	.000	.000	.000	.000	.904	.656	.953

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Southbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15STEAM3
 Site Code : 05110917
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

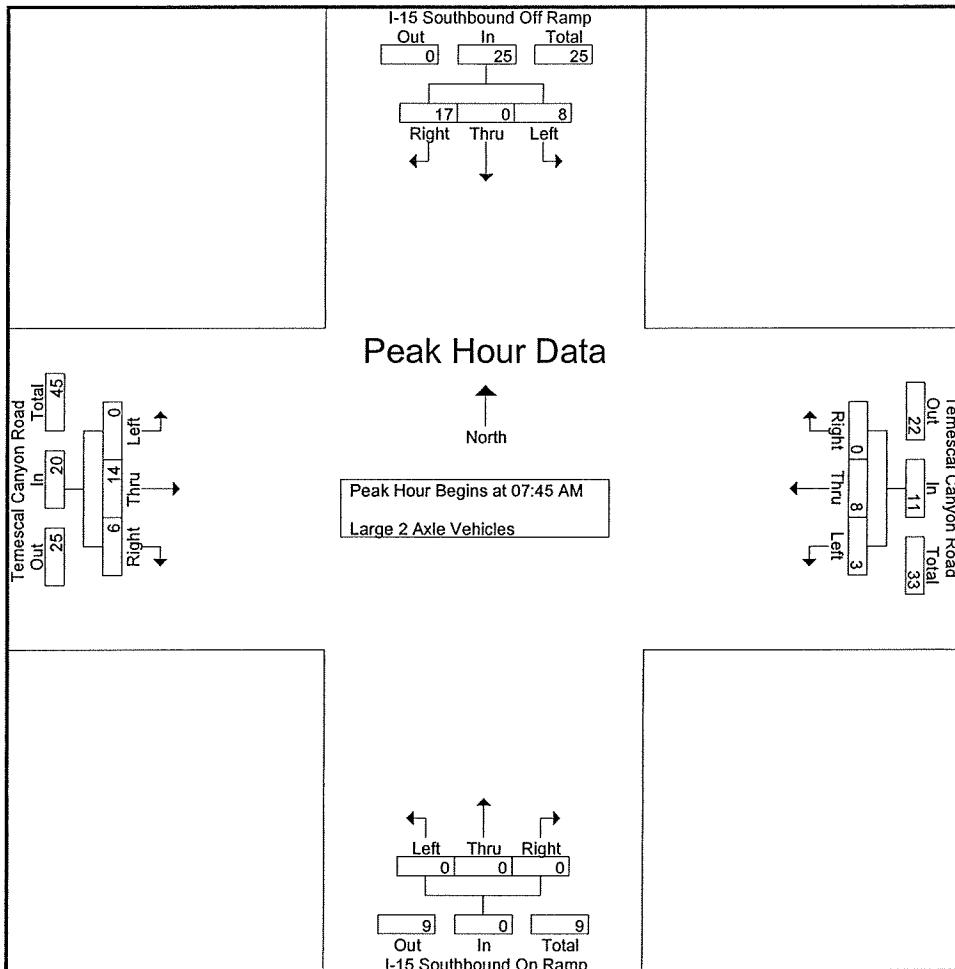
	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	0	2	3	1	1	0	2	0	0	0	0	0	2	0	2	7
07:15 AM	3	0	5	8	1	4	0	5	0	0	0	0	0	4	1	5	18
07:30 AM	2	0	7	9	4	3	0	7	0	0	0	0	0	6	1	7	23
07:45 AM	1	0	7	8	0	4	0	4	0	0	0	0	0	3	3	6	18
Total	7	0	21	28	6	12	0	18	0	0	0	0	0	15	5	20	66
08:00 AM	3	0	4	7	0	2	0	2	0	0	0	0	0	1	1	2	11
08:15 AM	3	0	2	5	0	1	0	1	0	0	0	0	0	5	2	7	13
08:30 AM	1	0	4	5	3	1	0	4	0	0	0	0	0	5	0	5	14
08:45 AM	3	0	2	5	0	1	0	1	0	0	0	0	0	2	3	5	11
Total	10	0	12	22	3	5	0	8	0	0	0	0	0	13	6	19	49
Grand Total	17	0	33	50	9	17	0	26	0	0	0	0	0	28	11	39	115
Apprch %	34	0	66		34.6	65.4	0		0	0	0	0	0	71.8	28.2		
Total %	14.8	0	28.7	43.5	7.8	14.8	0	22.6	0	0	0	0	0	24.3	9.6	33.9	

	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
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 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	7	8	0	4	0	4	0	0	0	0	0	3	3	6	18
08:00 AM	3	0	4	7	0	2	0	2	0	0	0	0	0	1	1	2	11
08:15 AM	3	0	2	5	0	1	0	1	0	0	0	0	0	5	2	7	13
08:30 AM	1	0	4	5	3	1	0	4	0	0	0	0	0	5	0	5	14
Total Volume	8	0	17	25	3	8	0	11	0	0	0	0	0	14	6	20	56
% App. Total	32	0	68		27.3	72.7	0		0	0	0	0	0	70	30		
PHF	.667	.000	.607	.781	.250	.500	.000	.688	.000	.000	.000	.000	.000	.700	.500	.714	.778

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15STEAM3
Site Code : 05110917
Start Date : 3/27/2008
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County of Riverside
N/S: I-15 Southbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	1	0	7	8	0	4	0	4	0	0	0	0	0	0	3	3	6
+15 mins.	3	0	4	7	0	2	0	2	0	0	0	0	0	0	1	1	2
+30 mins.	3	0	2	5	0	1	0	1	0	0	0	0	0	0	5	2	7
+45 mins.	1	0	4	5	3	1	0	4	0	0	0	0	0	0	5	0	5
Total Volume	8	0	17	25	3	8	0	11	0	0	0	0	0	0	14	6	20
% App. Total	32	0	68		27.3	72.7	0		0	0	0	0	0	0	70	30	
PHF	.667	.000	.607	.781	.250	.500	.000	.688	.000	.000	.000	.000	.000	.000	.700	.500	.714

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Southbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15STEAM3
 Site Code : 05110917
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- 3 Axle Vehicles

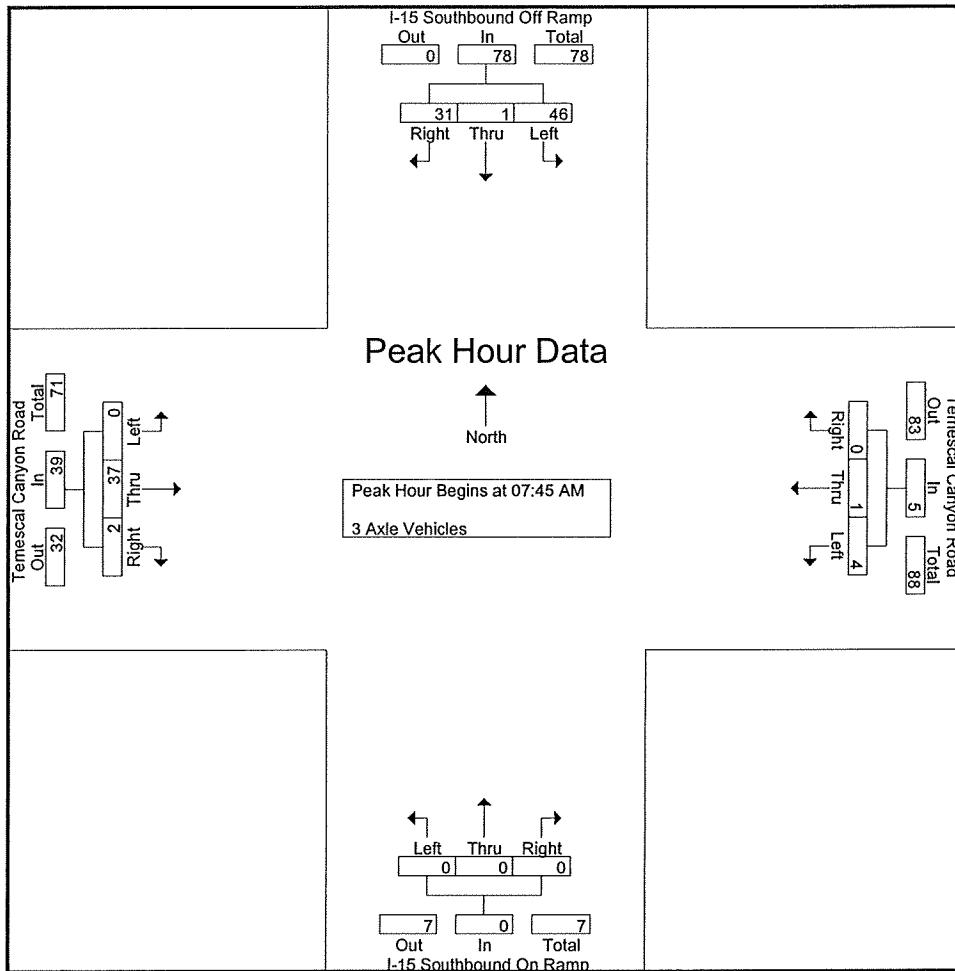
	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	12	0	2	14	3	0	0	3	0	0	0	0	0	12	0	12	29
07:15 AM	6	0	3	9	1	0	0	1	0	0	0	0	0	7	0	7	17
07:30 AM	6	2	5	13	0	0	0	0	0	0	0	0	0	9	0	9	22
07:45 AM	12	0	7	19	2	0	0	2	0	0	0	0	0	8	1	9	30
Total	36	2	17	55	6	0	0	6	0	0	0	0	0	36	1	37	98
08:00 AM	6	0	8	14	0	0	0	0	0	0	0	0	0	8	0	8	22
08:15 AM	7	0	8	15	0	1	0	1	0	0	0	0	0	4	1	5	21
08:30 AM	21	1	8	30	2	0	0	2	0	0	0	0	0	17	0	17	49
08:45 AM	9	0	10	19	2	2	0	4	0	0	0	0	0	15	0	15	38
Total	43	1	34	78	4	3	0	7	0	0	0	0	0	44	1	45	130
Grand Total	79	3	51	133	10	3	0	13	0	0	0	0	0	80	2	82	228
Apprch %	59.4	2.3	38.3		76.9	23.1	0		0	0	0	0	0	97.6	2.4		
Total %	34.6	1.3	22.4	58.3	4.4	1.3	0	5.7	0	0	0	0	0	35.1	0.9	36	

	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
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 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	12	0	7	19	2	0	0	2	0	0	0	0	0	8	1	9	30
08:00 AM	6	0	8	14	0	0	0	0	0	0	0	0	0	8	0	8	22
08:15 AM	7	0	8	15	0	1	0	1	0	0	0	0	0	4	1	5	21
08:30 AM	21	1	8	30	2	0	0	2	0	0	0	0	0	17	0	17	49
Total Volume	46	1	31	78	4	1	0	5	0	0	0	0	0	37	2	39	122
% App. Total	59	1.3	39.7		80	20	0		0	0	0	0	0	94.9	5.1		
PHF	.548	.250	.969	.650	.500	.250	.000	.625	.000	.000	.000	.000	.000	.544	.500	.574	.622

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEAM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
	12	0	7	19	2	0	0	2	0	0	0	0	0	0	8	1	9
+0 mins.	12	0	7	19	2	0	0	2	0	0	0	0	0	0	8	0	8
+15 mins.	6	0	8	14	0	0	0	0	0	0	0	0	0	0	8	0	8
+30 mins.	7	0	8	15	0	1	0	1	0	0	0	0	0	0	4	1	5
+45 mins.	21	1	8	30	2	0	0	2	0	0	0	0	0	0	17	0	17
Total Volume	46	1	31	78	4	1	0	5	0	0	0	0	0	0	37	2	39
% App. Total	59	1.3	39.7		80	20	0		0	0	0	0	0	0	94.9	5.1	
PHF	.548	.250	.969	.650	.500	.250	.000	.625	.000	.000	.000	.000	.000	.000	.544	.500	.574

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEAM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

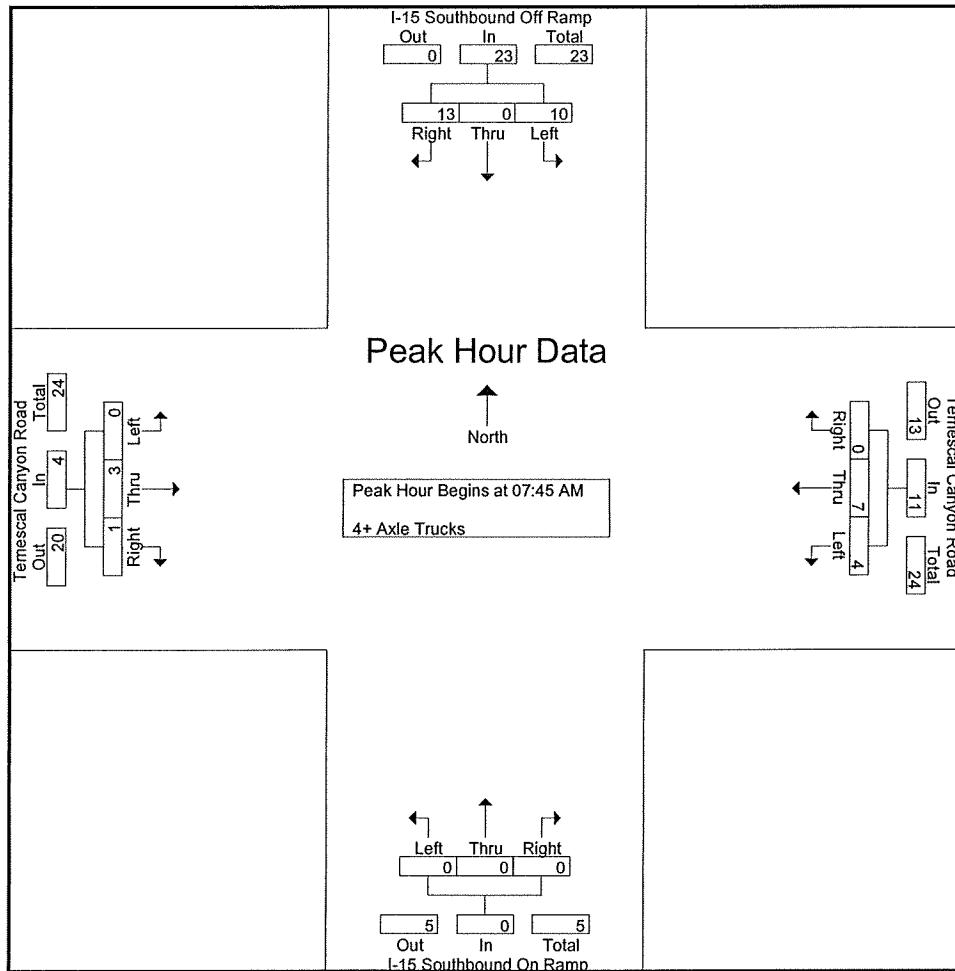
	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:15 AM	3	0	0	3	2	0	0	2	0	0	0	0	0	2	0	2	7
07:30 AM	1	0	4	5	1	0	0	1	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	1	1	6
Total	6	0	4	10	4	5	0	9	0	0	0	0	0	2	1	3	22
08:00 AM	5	0	3	8	0	0	0	0	0	0	0	0	0	2	0	2	10
08:15 AM	1	0	4	5	2	1	0	3	0	0	0	0	0	1	0	1	9
08:30 AM	4	0	6	10	1	2	0	3	0	0	0	0	0	0	0	0	13
08:45 AM	3	0	4	7	1	0	0	1	0	0	0	0	0	1	0	1	9
Total	13	0	17	30	4	3	0	7	0	0	0	0	0	4	0	4	41
Grand Total	19	0	21	40	8	8	0	16	0	0	0	0	0	6	1	7	63
Apprch %	47.5	0	52.5		50	50	0		0	0	0		0	85.7	14.3		
Total %	30.2	0	33.3	63.5	12.7	12.7	0	25.4	0	0	0	0	0	9.5	1.6	11.1	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	1	1	6
08:00 AM	5	0	3	8	0	0	0	0	0	0	0	0	0	2	0	2	10
08:15 AM	1	0	4	5	2	1	0	3	0	0	0	0	0	1	0	1	9
08:30 AM	4	0	6	10	1	2	0	3	0	0	0	0	0	0	0	0	13
Total Volume	10	0	13	23	4	7	0	11	0	0	0	0	0	3	1	4	38
% App. Total	43.5	0	56.5		36.4	63.6	0		0	0	0		0	75	25		
PHF	.500	.000	.542	.575	.500	.438	.000	.550	.000	.000	.000	.000	.000	.375	.250	.500	.731

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEAM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	1	1
+15 mins.	5	0	3	8	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	1	0	4	5	2	1	0	3	0	0	0	0	0	0	1	0	1
+45 mins.	4	0	6	10	1	2	0	3	0	0	0	0	0	0	0	0	0
Total Volume	10	0	13	23	4	7	0	11	0	0	0	0	0	0	3	1	4
% App. Total	43.5	0	56.5		36.4	63.6	0		0	0	0		0	75	25		
PHF	.500	.000	.542	.575	.500	.438	.000	.550	.000	.000	.000	.000	.000	.000	.375	.250	.500

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

File Name : CR15NTEAM3
 Site Code : 05110937
 Start Date : 3/27/2008
 Page No : 1

County of Riverside
 N/S: I-15 Northbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

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

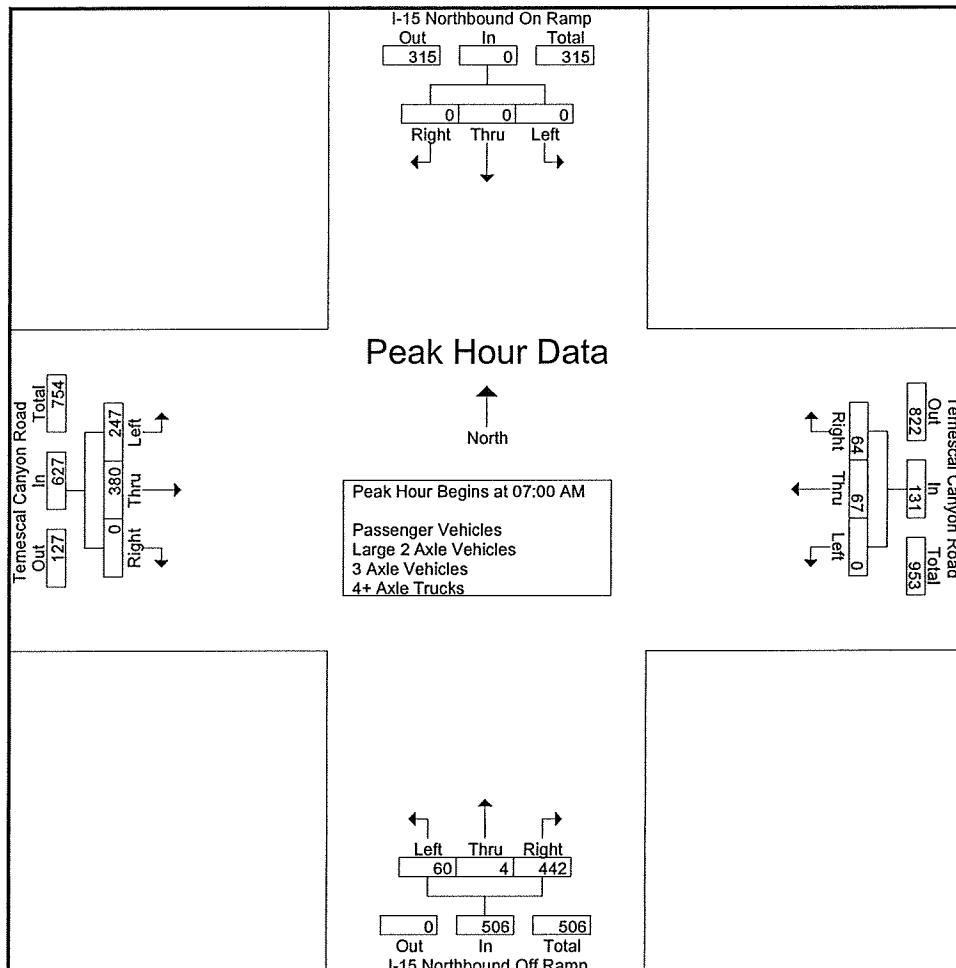
	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				Int. Total
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	12	14	26	15	0	95	110	55	107	0	162	298
07:15 AM	0	0	0	0	0	18	16	34	11	2	116	129	60	103	0	163	326
07:30 AM	0	0	0	0	0	19	13	32	12	2	116	130	67	80	0	147	309
07:45 AM	0	0	0	0	0	18	21	39	22	0	115	137	65	90	0	155	331
Total	0	0	0	0	0	67	64	131	60	4	442	506	247	380	0	627	1264
08:00 AM	0	0	0	0	0	21	23	44	14	2	86	102	55	65	0	120	266
08:15 AM	0	0	0	0	0	16	18	34	16	1	42	59	72	52	0	124	217
08:30 AM	0	0	0	0	0	17	20	37	9	0	45	54	87	60	0	147	238
08:45 AM	0	0	0	0	0	22	24	46	12	0	40	52	76	38	0	114	212
Total	0	0	0	0	0	76	85	161	51	3	213	267	290	215	0	505	933
Grand Total	0	0	0	0	0	143	149	292	111	7	655	773	537	595	0	1132	2197
Apprch %	0	0	0		0	49	51		14.4	0.9	84.7		47.4	52.6	0		
Total %	0	0	0	0	0	6.5	6.8	13.3	5.1	0.3	29.8	35.2	24.4	27.1	0	51.5	
Passenger Vehicles	0	0	0	0	0	90	57	147	97	6	604	707	428	455	0	883	1737
% Passenger Vehicles	0	0	0	0	0	62.9	38.3	50.3	87.4	85.7	92.2	91.5	79.7	76.5	0	78	79.1
Large 2 Axle Vehicles	0	0	0	0	0	25	8	33	6	0	20	26	32	37	0	69	128
% Large 2 Axle Vehicles	0	0	0	0	0	17.5	5.4	11.3	5.4	0	3.1	3.4	6	6.2	0	6.1	5.8
3 Axle Vehicles	0	0	0	0	0	14	69	83	6	1	23	30	77	84	0	161	274
% 3 Axle Vehicles	0	0	0	0	0	9.8	46.3	28.4	5.4	14.3	3.5	3.9	14.3	14.1	0	14.2	12.5
4+ Axle Trucks	0	0	0	0	0	14	15	29	2	0	8	10	0	19	0	19	58
% 4+ Axle Trucks	0	0	0	0	0	9.8	10.1	9.9	1.8	0	1.2	1.3	0	3.2	0	1.7	2.6

	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				Int. Total	
	Southbound		Westbound		Northbound		Eastbound											
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	0	0	0	0	12	14	26	15	0	95	110	55	107	0	162	298	
07:15 AM	0	0	0	0	0	18	16	34	11	2	116	129	60	103	0	163	326	
07:30 AM	0	0	0	0	0	19	13	32	12	2	116	130	67	80	0	147	309	
07:45 AM	0	0	0	0	0	18	21	39	22	0	115	137	65	90	0	155	331	
Total Volume	0	0	0	0	0	67	64	131	60	4	442	506	247	380	0	627	1264	
% App. Total	0	0	0		0	51.1	48.9		11.9	0.8	87.4		39.4	60.6	0			
PHF	.000	.000	.000	.000	.000	.882	.762	.840	.682	.500	.953	.923	.922	.888	.000	.962	.955	

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15NTEAM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny



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

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	21	23	44	15	0	95	110	55	107	0	162
+15 mins.	0	0	0	0	0	16	18	34	11	2	116	129	60	103	0	163
+30 mins.	0	0	0	0	0	17	20	37	12	2	116	130	67	80	0	147
+45 mins.	0	0	0	0	0	22	24	46	22	0	115	137	65	90	0	155
Total Volume	0	0	0	0	0	76	85	161	60	4	442	506	247	380	0	627
% App. Total	0	0	0	0	0	47.2	52.8		11.9	0.8	87.4		39.4	60.6	0	
PHF	.000	.000	.000	.000	.000	.864	.885	.875	.682	.500	.953	.923	.922	.888	.000	.962

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

File Name : CR15NTEAM3
 Site Code : 05110937
 Start Date : 3/27/2008
 Page No : 1

County of Riverside
 N/S: I-15 Northbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

Groups Printed- Passenger Vehicles

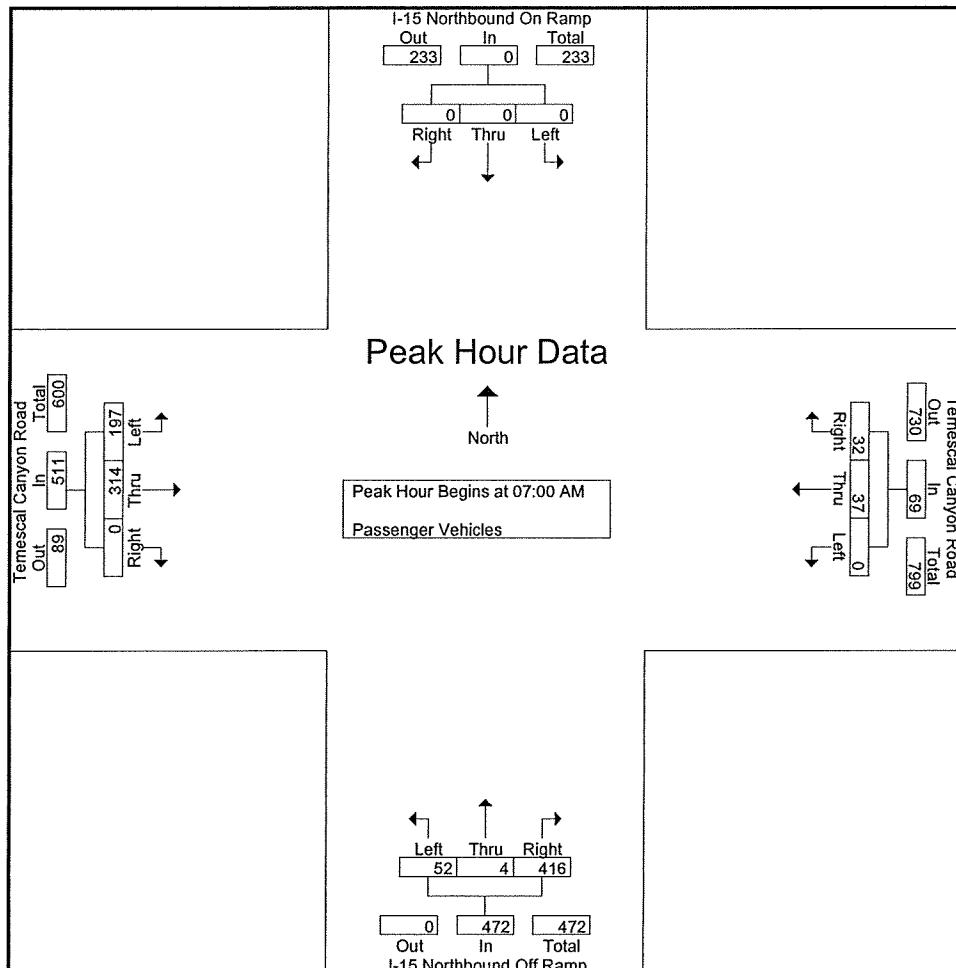
Start Time	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	7	8	15	13	0	88	101	43	85	0	128	244
07:15 AM	0	0	0	0	0	10	7	17	10	2	110	122	44	90	0	134	273
07:30 AM	0	0	0	0	0	10	9	19	11	2	113	126	55	68	0	123	268
07:45 AM	0	0	0	0	0	10	8	18	18	0	105	123	55	71	0	126	267
Total	0	0	0	0	0	37	32	69	52	4	416	472	197	314	0	511	1052
08:00 AM	0	0	0	0	0	17	6	23	13	2	78	93	43	48	0	91	207
08:15 AM	0	0	0	0	0	10	4	14	15	0	36	51	62	36	0	98	163
08:30 AM	0	0	0	0	0	9	5	14	7	0	39	46	64	36	0	100	160
08:45 AM	0	0	0	0	0	17	10	27	10	0	35	45	62	21	0	83	155
Total	0	0	0	0	0	53	25	78	45	2	188	235	231	141	0	372	685
Grand Total	0	0	0	0	0	90	57	147	97	6	604	707	428	455	0	883	1737
Apprch %	0	0	0		0	61.2	38.8		13.7	0.8	85.4		48.5	51.5	0		
Total %	0	0	0	0	0	5.2	3.3	8.5	5.6	0.3	34.8	40.7	24.6	26.2	0	50.8	

Start Time	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	7	8	15	13	0	88	101	43	85	0	128	244
07:15 AM	0	0	0	0	0	10	7	17	10	2	110	122	44	90	0	134	273
07:30 AM	0	0	0	0	0	10	9	19	11	2	113	126	55	68	0	123	268
07:45 AM	0	0	0	0	0	10	8	18	18	0	105	123	55	71	0	126	267
Total Volume	0	0	0	0	0	37	32	69	52	4	416	472	197	314	0	511	1052
% App. Total	0	0	0		0	53.6	46.4		11	0.8	88.1		38.6	61.4	0		
PHF	.000	.000	.000	.000	.000	.925	.889	.908	.722	.500	.920	.937	.895	.872	.000	.953	.963

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15NTEAM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny



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

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	17	6	23	13	0	88	101	43	85	0	128
+15 mins.	0	0	0	0	0	10	4	14	10	2	110	122	44	90	0	134
+30 mins.	0	0	0	0	0	9	5	14	11	2	113	126	55	68	0	123
+45 mins.	0	0	0	0	0	17	10	27	18	0	105	123	55	71	0	126
Total Volume	0	0	0	0	0	53	25	78	52	4	416	472	197	314	0	511
% App. Total	0	0	0	0	0	67.9	32.1		11	0.8	88.1		38.6	61.4	0	
PHF	.000	.000	.000	.000	.000	.779	.625	.722	.722	.500	.920	.937	.895	.872	.000	.953

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Northbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15NTEAM3
 Site Code : 05110937
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

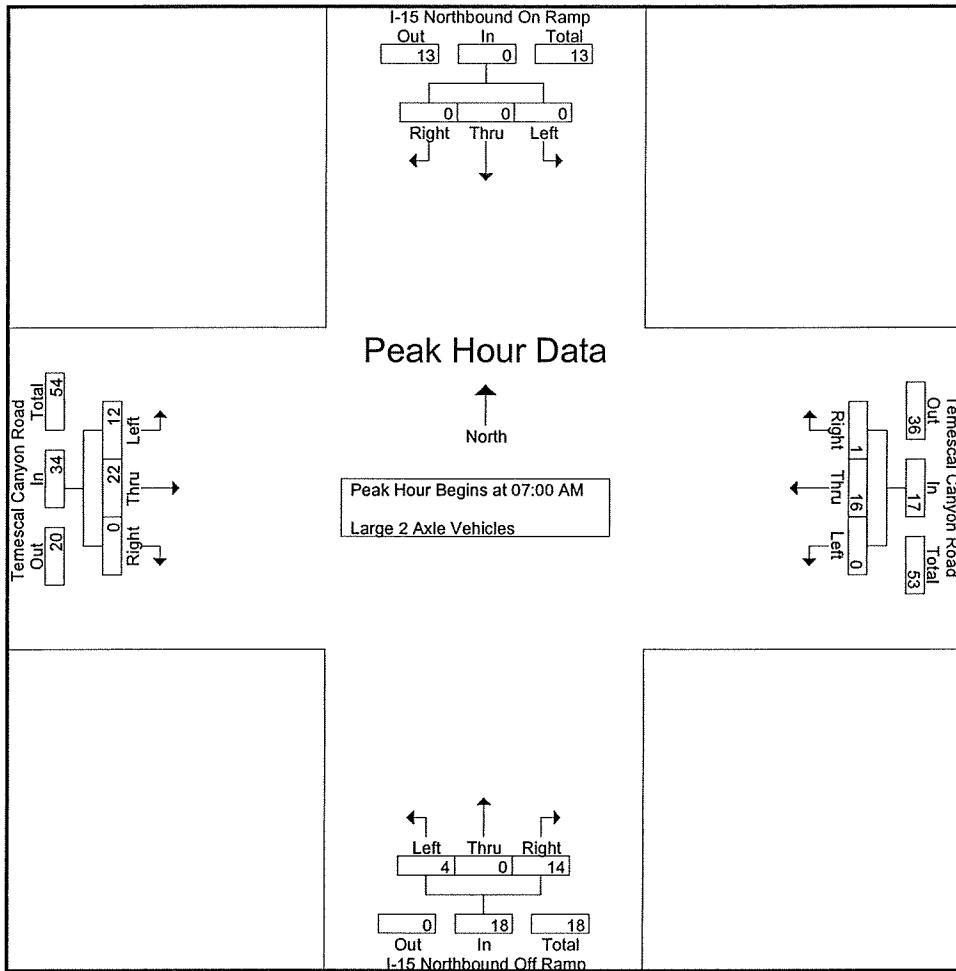
	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	2	0	4	6	1	8	0	9	15
07:15 AM	0	0	0	0	0	6	1	7	0	0	4	4	6	3	0	9	20
07:30 AM	0	0	0	0	0	7	0	7	0	0	1	1	3	5	0	8	16
07:45 AM	0	0	0	0	0	3	0	3	2	0	5	7	2	6	0	8	18
Total	0	0	0	0	0	16	1	17	4	0	14	18	12	22	0	34	69
08:00 AM	0	0	0	0	0	3	3	6	0	0	3	3	6	2	0	8	17
08:15 AM	0	0	0	0	0	1	1	2	0	0	2	2	5	5	0	10	14
08:30 AM	0	0	0	0	0	4	1	5	1	0	1	2	7	3	0	10	17
08:45 AM	0	0	0	0	0	1	2	3	1	0	0	1	2	5	0	7	11
Total	0	0	0	0	0	9	7	16	2	0	6	8	20	15	0	35	59
Grand Total	0	0	0	0	0	25	8	33	6	0	20	26	32	37	0	69	128
Apprch %	0	0	0		0	75.8	24.2		23.1	0	76.9		46.4	53.6	0		
Total %	0	0	0	0	0	19.5	6.2	25.8	4.7	0	15.6	20.3	25	28.9	0	53.9	

	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	2	0	4	6	1	8	0	9	15
07:15 AM	0	0	0	0	0	6	1	7	0	0	4	4	6	3	0	9	20
07:30 AM	0	0	0	0	0	7	0	7	0	0	1	1	3	5	0	8	16
07:45 AM	0	0	0	0	0	3	0	3	2	0	5	7	2	6	0	8	18
Total Volume	0	0	0	0	0	16	1	17	4	0	14	18	12	22	0	34	69
% App. Total	0	0	0		0	94.1	5.9		22.2	0	77.8		35.3	64.7	0		
PHF	.000	.000	.000	.000	.000	.571	.250	.607	.500	.000	.700	.643	.500	.688	.000	.944	.863

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15NTEAM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	2	0	4	6	1	8	0	9
+15 mins.	0	0	0	0	0	6	1	7	0	0	4	4	6	3	0	9
+30 mins.	0	0	0	0	0	7	0	7	0	0	1	1	3	5	0	8
+45 mins.	0	0	0	0	0	3	0	3	2	0	5	7	2	6	0	8
Total Volume	0	0	0	0	0	16	1	17	4	0	14	18	12	22	0	34
% App. Total	0	0	0	0	0	94.1	5.9	22.2	0	77.8	35.3	64.7	0			
PHF	.000	.000	.000	.000	.000	.571	.250	.607	.500	.000	.700	.643	.500	.688	.000	.944

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Northbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15NTEAM3
 Site Code : 05110937
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- 3 Axle Vehicles

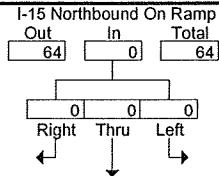
	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	3	5	8	0	0	2	2	11	11	0	22	32
07:15 AM	0	0	0	0	0	2	6	8	0	0	2	2	10	8	0	18	28
07:30 AM	0	0	0	0	0	0	4	4	0	0	2	2	9	7	0	16	22
07:45 AM	0	0	0	0	0	4	11	15	2	0	2	4	8	12	0	20	39
Total	0	0	0	0	0	9	26	35	2	0	8	10	38	38	0	76	121
08:00 AM	0	0	0	0	0	0	12	12	1	0	3	4	6	10	0	16	32
08:15 AM	0	0	0	0	0	0	10	10	1	1	3	5	5	8	0	13	28
08:30 AM	0	0	0	0	0	2	11	13	1	0	5	6	16	19	0	35	54
08:45 AM	0	0	0	0	0	3	10	13	1	0	4	5	12	9	0	21	39
Total	0	0	0	0	0	5	43	48	4	1	15	20	39	46	0	85	153
Grand Total	0	0	0	0	0	14	69	83	6	1	23	30	77	84	0	161	274
Apprch %	0	0	0		0	16.9	83.1		20	3.3	76.7		47.8	52.2	0		
Total %	0	0	0	0	0	5.1	25.2	30.3	2.2	0.4	8.4	10.9	28.1	30.7	0	58.8	

	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	5	8	0	0	2	2	11	11	0	22	32
07:15 AM	0	0	0	0	0	2	6	8	0	0	2	2	10	8	0	18	28
07:30 AM	0	0	0	0	0	0	4	4	0	0	2	2	9	7	0	16	22
07:45 AM	0	0	0	0	0	4	11	15	2	0	2	4	8	12	0	20	39
Total Volume	0	0	0	0	0	9	26	35	2	0	8	10	38	38	0	76	121
% App. Total	0	0	0		0	25.7	74.3		20	0	80		50	50	0		
PHF	.000	.000	.000	.000	.000	.563	.591	.583	.250	.000	1.000	.625	.864	.792	.000	.864	.776

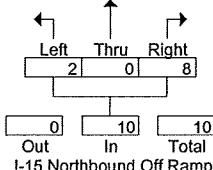
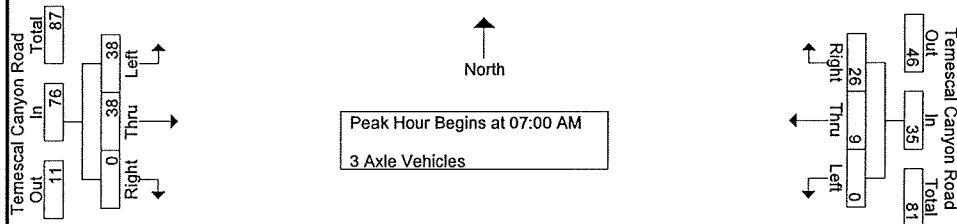
Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15NTEAM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny



Peak Hour Data



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	5	8	0	0	2	2	11	11	0	22
+15 mins.	0	0	0	0	0	2	6	8	0	0	2	2	10	8	0	18
+30 mins.	0	0	0	0	0	0	4	4	0	0	2	2	9	7	0	16
+45 mins.	0	0	0	0	0	4	11	15	2	0	2	4	8	12	0	20
Total Volume	0	0	0	0	0	9	26	35	2	0	8	10	38	38	0	76
% App. Total	0	0	0	0	0	25.7	74.3		20	0	80		50	50	0	
PHF	.000	.000	.000	.000	.000	.563	.591	.583	.250	.000	1.000	.625	.864	.792	.000	.864

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

File Name : CR15NTEAM3
 Site Code : 05110937
 Start Date : 3/27/2008
 Page No : 1

County of Riverside
 N/S: I-15 Northbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

Groups Printed- 4+ Axle Trucks

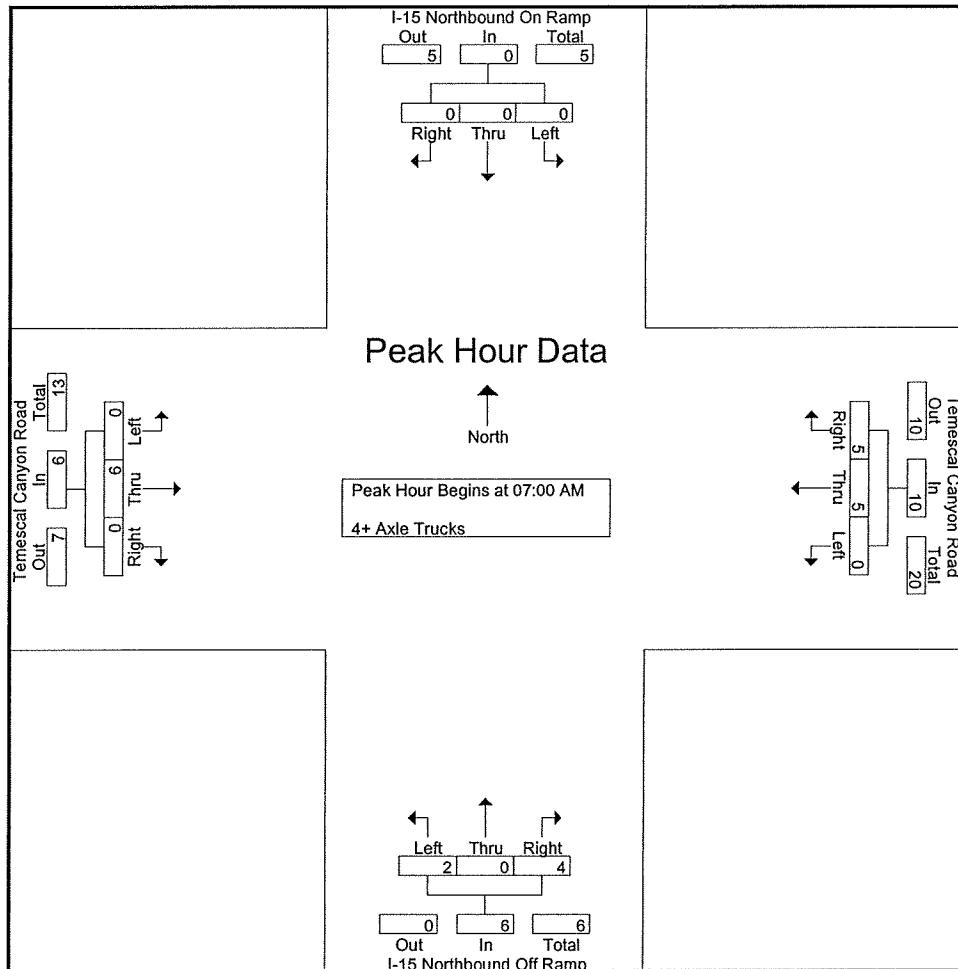
	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	3	0	3	7
07:15 AM	0	0	0	0	0	0	2	2	1	0	0	1	0	2	0	2	5
07:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	1	2	3	0	0	3	3	0	1	0	1	7
Total	0	0	0	0	0	5	5	10	2	0	4	6	0	6	0	6	22
08:00 AM	0	0	0	0	0	1	2	3	0	0	2	2	0	5	0	5	10
08:15 AM	0	0	0	0	0	5	3	8	0	0	1	1	0	3	0	3	12
08:30 AM	0	0	0	0	0	2	3	5	0	0	0	0	0	2	0	2	7
08:45 AM	0	0	0	0	0	1	2	3	0	0	1	1	0	3	0	3	7
Total	0	0	0	0	0	9	10	19	0	0	4	4	0	13	0	13	36
Grand Total	0	0	0	0	0	14	15	29	2	0	8	10	0	19	0	19	58
Apprch %	0	0	0		0	48.3	51.7		20	0	80		0	100	0		
Total %	0	0	0	0	0	24.1	25.9	50	3.4	0	13.8	17.2	0	32.8	0	32.8	

	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	3	0	3	7
07:15 AM	0	0	0	0	0	0	2	2	1	0	0	1	0	2	0	2	5
07:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	1	2	3	0	0	3	3	0	1	0	1	7
Total Volume	0	0	0	0	0	5	5	10	2	0	4	6	0	6	0	6	22
% App. Total	0	0	0		0	50	50		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.625	.833	.500	.000	.333	.500	.000	.500	.000	.500	.786

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15NTEAM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	1	3	0	0	1	1	0	3	0	3
+15 mins.	0	0	0	0	0	0	2	2	1	0	0	1	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	2	3	0	0	3	3	0	1	0	1
Total Volume	0	0	0	0	0	5	5	10	2	0	4	6	0	6	0	6
% App. Total	0	0	0	0	0	50	50	33.3	0	66.7	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.625	.625	.833	.500	.000	.333	.500	.000	.500	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCAM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 1

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

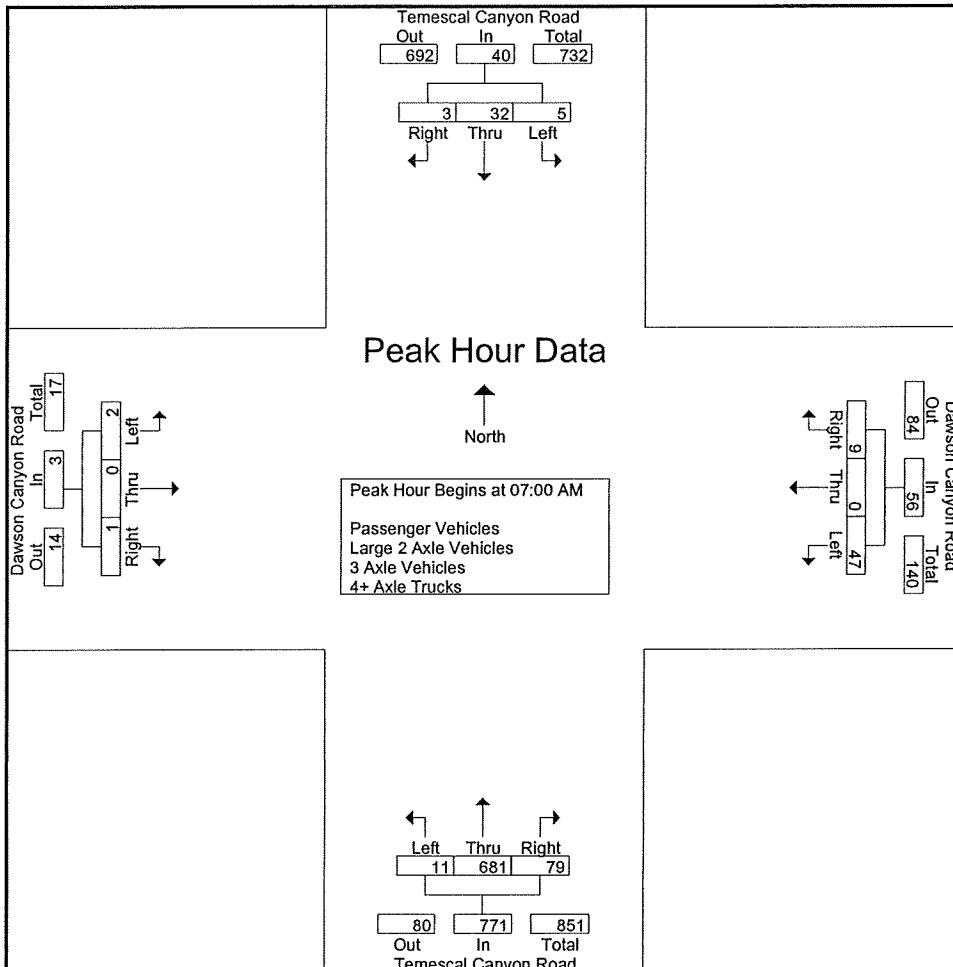
	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	7	1	9	12	0	3	15	3	161	14	178	2	0	0	2	204
07:15 AM	0	9	0	9	11	0	3	14	3	169	23	195	0	0	0	0	218
07:30 AM	3	8	2	13	11	0	3	14	1	167	22	190	0	0	0	0	217
07:45 AM	1	8	0	9	13	0	0	13	4	184	20	208	0	0	1	1	231
Total	5	32	3	40	47	0	9	56	11	681	79	771	2	0	1	3	870
08:00 AM	3	18	0	21	20	0	4	24	2	108	29	139	1	0	1	2	186
08:15 AM	5	8	0	13	9	1	9	19	2	69	23	94	1	1	1	3	129
08:30 AM	6	12	0	18	22	0	3	25	2	60	33	95	0	0	0	0	138
08:45 AM	6	14	1	21	16	0	2	18	0	52	27	79	0	0	1	1	119
Total	20	52	1	73	67	1	18	86	6	289	112	407	2	1	3	6	572
Grand Total	25	84	4	113	114	1	27	142	17	970	191	1178	4	1	4	9	1442
Apprch %	22.1	74.3	3.5		80.3	0.7	19		1.4	82.3	16.2		44.4	11.1	44.4		
Total %	1.7	5.8	0.3	7.8	7.9	0.1	1.9	9.8	1.2	67.3	13.2	81.7	0.3	0.1	0.3	0.6	
Passenger Vehicles	19	70	4	93	23	1	24	48	17	952	72	1041	4	1	4	9	1191
% Passenger Vehicles	76	83.3	100	82.3	20.2	100	88.9	33.8	100	98.1	37.7	88.4	100	100	100	100	82.6
Large 2 Axle Vehicles	3	8	0	11	8	0	3	11	0	13	13	26	0	0	0	0	48
% Large 2 Axle Vehicles	12	9.5	0	9.7	7	0	11.1	7.7	0	1.3	6.8	2.2	0	0	0	0	3.3
3 Axle Vehicles	3	1	0	4	25	0	0	25	0	1	35	36	0	0	0	0	65
% 3 Axle Vehicles	12	1.2	0	3.5	21.9	0	0	17.6	0	0.1	18.3	3.1	0	0	0	0	4.5
4+ Axle Trucks	0	5	0	5	58	0	0	58	0	4	71	75	0	0	0	0	138
% 4+ Axle Trucks	0	6	0	4.4	50.9	0	0	40.8	0	0.4	37.2	6.4	0	0	0	0	9.6

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	7	1	9	12	0	3	15	3	161	14	178	2	0	0	2	204
07:15 AM	0	9	0	9	11	0	3	14	3	169	23	195	0	0	0	0	218
07:30 AM	3	8	2	13	11	0	3	14	1	167	22	190	0	0	0	0	217
07:45 AM	1	8	0	9	13	0	0	13	4	184	20	208	0	0	1	1	231
Total Volume	5	32	3	40	47	0	9	56	11	681	79	771	2	0	1	3	870
% App. Total	12.5	80	7.5		83.9	0	16.1		1.4	88.3	10.2		66.7	0	33.3		
PHF	.417	.889	.375	.769	.904	.000	.750	.933	.688	.925	.859	.927	.250	.000	.250	.375	.942

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCAM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:00 AM				07:30 AM			
+0 mins.	3	18	0	21	20	0	4	24	3	161	14	178	0	0	0	0
+15 mins.	5	8	0	13	9	1	9	19	3	169	23	195	0	0	1	1
+30 mins.	6	12	0	18	22	0	3	25	1	167	22	190	1	0	1	2
+45 mins.	6	14	1	21	16	0	2	18	4	184	20	208	1	1	1	3
Total Volume	20	52	1	73	67	1	18	86	11	681	79	771	2	1	3	6
% App. Total	27.4	71.2	1.4		77.9	1.2	20.9		1.4	88.3	10.2		33.3	16.7	50	
PHF	.833	.722	.250	.869	.761	.250	.500	.860	.688	.925	.859	.927	.500	.250	.750	.500

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: Temescal Canyon Road
 E/W: Dawson Canyon Road
 Weather: Sunny

File Name : CRTCDCAM
 Site Code : 05110910
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Passenger Vehicles

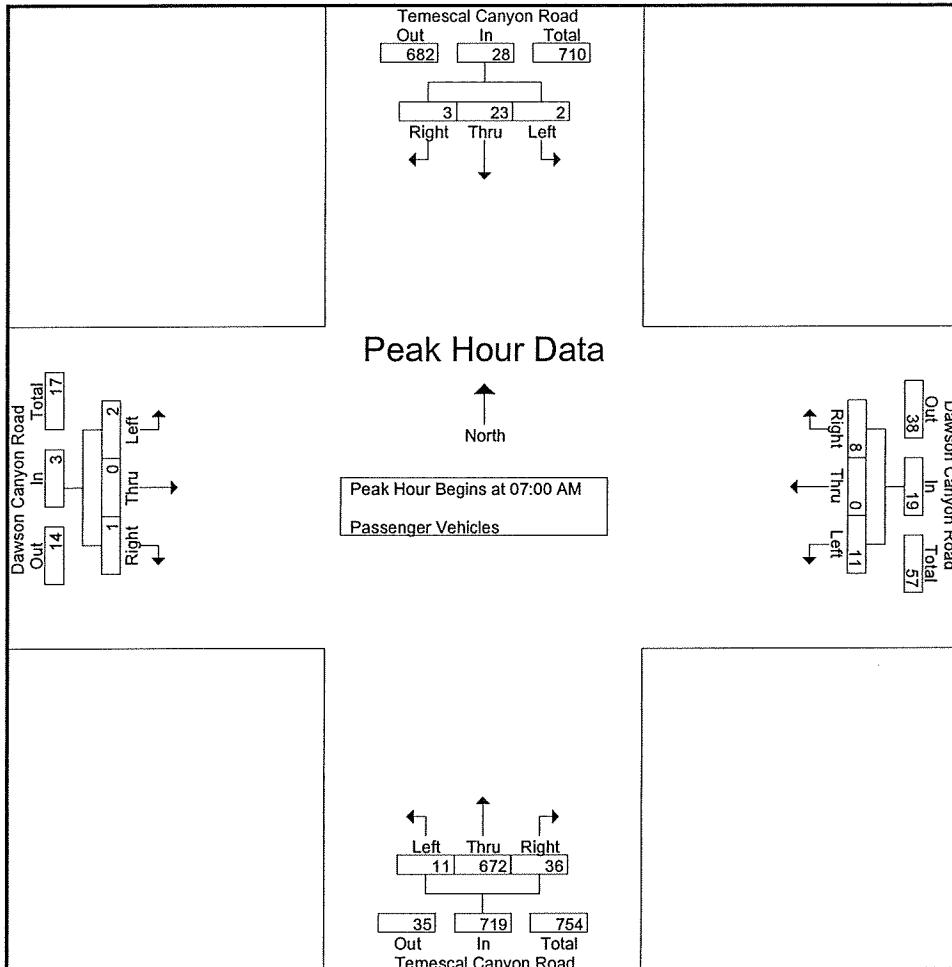
Start Time	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	1	5	5	0	2	7	3	157	4	164	2	0	0	2	178
07:15 AM	0	7	0	7	0	0	3	3	3	168	13	184	0	0	0	0	194
07:30 AM	1	6	2	9	3	0	3	6	1	164	11	176	0	0	0	0	191
07:45 AM	1	6	0	7	3	0	0	3	4	183	8	195	0	0	1	1	206
Total	2	23	3	28	11	0	8	19	11	672	36	719	2	0	1	3	769
08:00 AM	3	18	0	21	5	0	4	9	2	102	10	114	1	0	1	2	146
08:15 AM	4	7	0	11	3	1	8	12	2	68	9	79	1	1	1	3	105
08:30 AM	4	8	0	12	0	0	3	3	2	58	10	70	0	0	0	0	85
08:45 AM	6	14	1	21	4	0	1	5	0	52	7	59	0	0	1	1	86
Total	17	47	1	65	12	1	16	29	6	280	36	322	2	1	3	6	422
Grand Total	19	70	4	93	23	1	24	48	17	952	72	1041	4	1	4	9	1191
Apprch %	20.4	75.3	4.3		47.9	2.1	50		1.6	91.5	6.9		44.4	11.1	44.4		
Total %	1.6	5.9	0.3	7.8	1.9	0.1	2	4	1.4	79.9	6	87.4	0.3	0.1	0.3	0.8	

Start Time	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	4	1	5	5	0	2	7	3	157	4	164	2	0	0	2	178	
07:15 AM	0	7	0	7	0	0	3	3	3	168	13	184	0	0	0	0	194	
07:30 AM	1	6	2	9	3	0	3	6	1	164	11	176	0	0	0	0	191	
07:45 AM	1	6	0	7	3	0	0	3	4	183	8	195	0	0	1	1	206	
Total Volume	2	23	3	28	11	0	8	19	11	672	36	719	2	0	1	3	769	
% App. Total	7.1	82.1	10.7		57.9	0	42.1		1.5	93.5	5		66.7	0	33.3			
PHF	.500	.821	.375	.778	.550	.000	.667	.679	.688	.918	.692	.922	.250	.000	.250	.375	.933	

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCAM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:00 AM				07:30 AM			
	Out	In	Total		Out	In	Total		Out	In	Total		Out	In	Total	
+0 mins.	3	18	0	21	3	0	3	6	3	157	4	164	0	0	0	0
+15 mins.	4	7	0	11	3	0	0	3	3	168	13	184	0	0	1	1
+30 mins.	4	8	0	12	5	0	4	9	1	164	11	176	1	0	1	2
+45 mins.	6	14	1	21	3	1	8	12	4	183	8	195	1	1	1	3
Total Volume	17	47	1	65	14	1	15	30	11	672	36	719	2	1	3	6
% App. Total	26.2	72.3	1.5		46.7	3.3	50		1.5	93.5	5		33.3	16.7	50	
PHF	.708	.653	.250	.774	.700	.250	.469	.625	.688	.918	.692	.922	.500	.250	.750	.500

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: Temescal Canyon Road
 E/W: Dawson Canyon Road
 Weather: Sunny

File Name : CRTCDCAM
 Site Code : 05110910
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

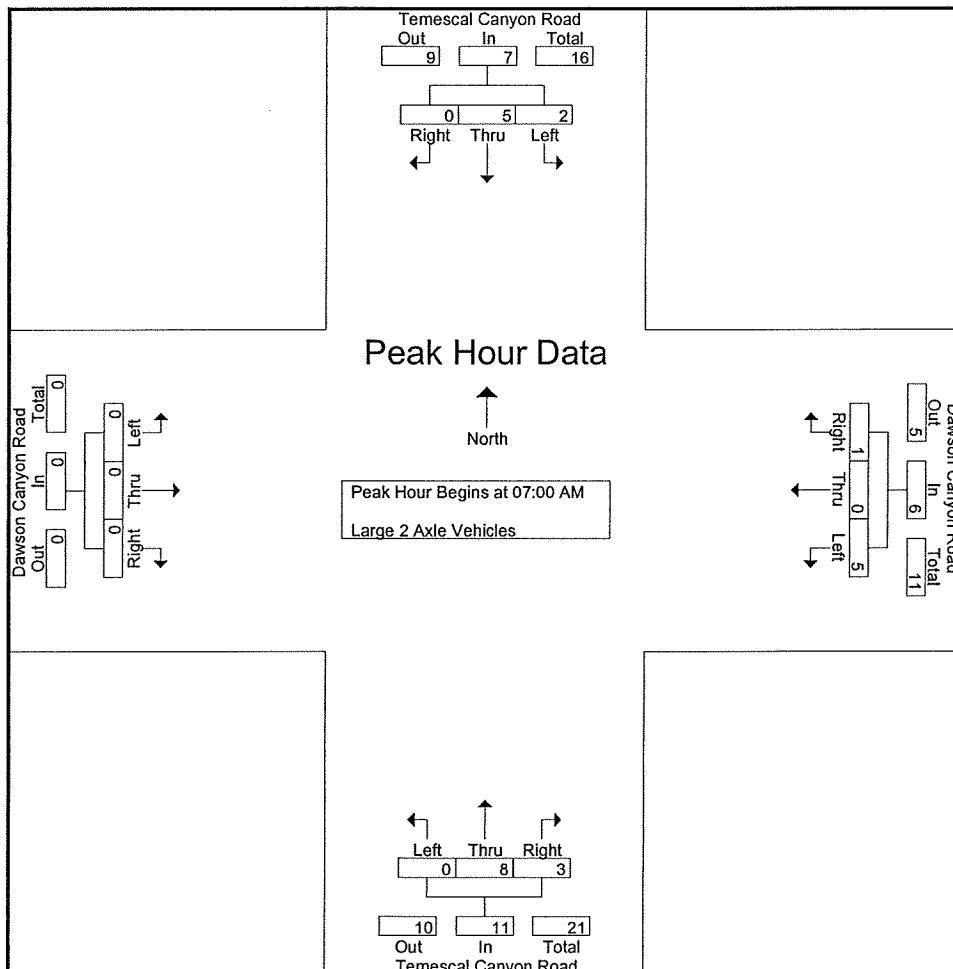
	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	1	1	0	4	0	4	0	0	0	0	7
07:15 AM	0	2	0	2	3	0	0	3	0	1	2	3	0	0	0	0	8
07:30 AM	1	2	0	3	1	0	0	1	0	3	0	3	0	0	0	0	7
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	2	5	0	7	5	0	1	6	0	8	3	11	0	0	0	0	24
08:00 AM	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	1	1	0	1	4	5	0	0	0	0	6
08:30 AM	1	3	0	4	2	0	0	2	0	0	2	2	0	0	0	0	8
08:45 AM	0	0	0	0	1	0	1	2	0	0	2	2	0	0	0	0	4
Total	1	3	0	4	3	0	2	5	0	5	10	15	0	0	0	0	24
Grand Total	3	8	0	11	8	0	3	11	0	13	13	26	0	0	0	0	48
Apprch %	27.3	72.7	0	72.7	0	27.3			0	50	50		0	0	0	0	
Total %	6.2	16.7	0	22.9	16.7	0	6.2	22.9	0	27.1	27.1	54.2	0	0	0	0	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	1	0	2	0	0	1	1	0	4	0	4	0	0	0	0	7
07:15 AM	0	2	0	2	3	0	0	3	0	1	2	3	0	0	0	0	8
07:30 AM	1	2	0	3	1	0	0	1	0	3	0	3	0	0	0	0	7
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total Volume	2	5	0	7	5	0	1	6	0	8	3	11	0	0	0	0	24
% App. Total	28.6	71.4	0	83.3	0	16.7			0	72.7	27.3		0	0	0	0	
PHF	.500	.625	.000	.583	.417	.000	.250	.500	.000	.500	.375	.688	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCAM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	1	1	0	2	0	0	1	1	0	3	0	3	0	0	0	0
+15 mins.	0	2	0	2	3	0	0	3	0	0	1	1	0	0	0	0
+30 mins.	1	2	0	3	1	0	0	1	0	4	2	6	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	1	4	5	0	0	0	0
Total Volume	2	5	0	7	5	0	1	6	0	8	7	15	0	0	0	0
% App. Total	28.6	71.4	0		83.3	0	16.7		0	53.3	46.7		0	0	0	
PHF	.500	.625	.000	.583	.417	.000	.250	.500	.000	.500	.438	.625	.000	.000	.000	.000

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: Temescal Canyon Road
 E/W: Dawson Canyon Road
 Weather: Sunny

File Name : CRTCDCAM
 Site Code : 05110910
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- 3 Axle Vehicles

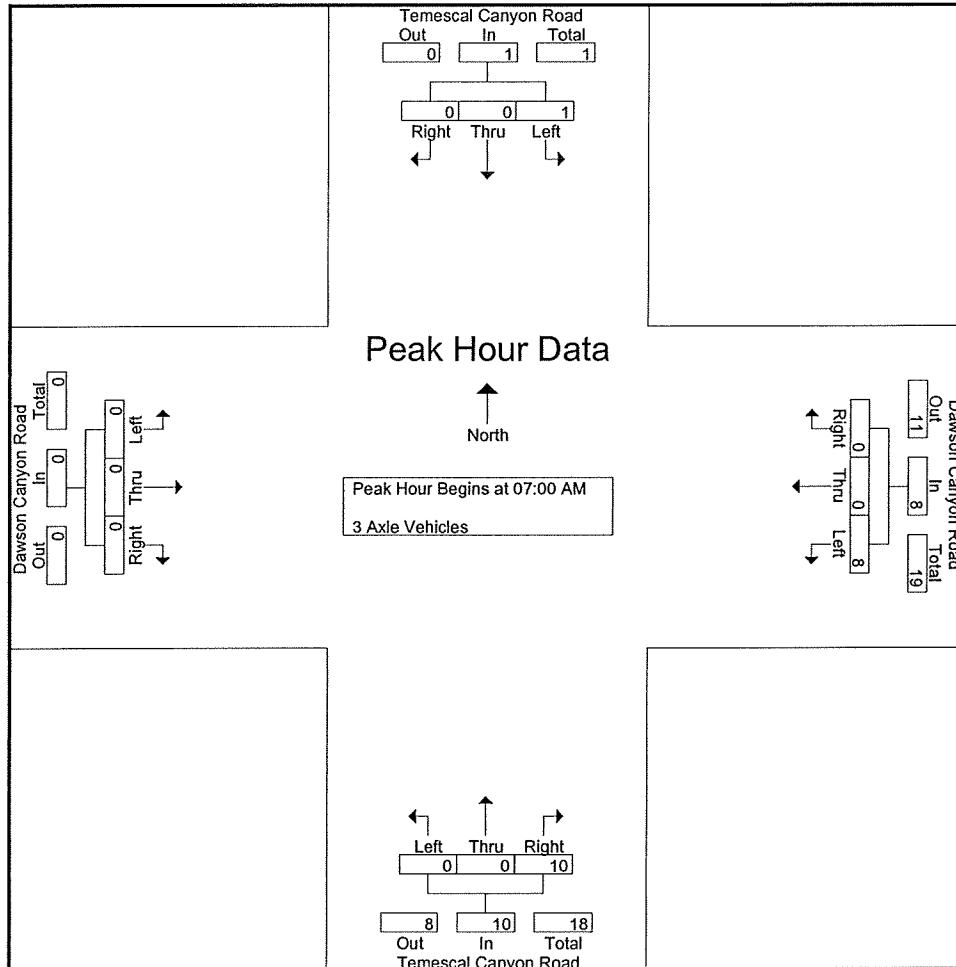
	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	0	0	2	0	0	3	3	0	0	0	0	5
07:30 AM	1	0	0	1	1	3	0	0	3	0	0	3	3	0	0	0	0	7
07:45 AM	0	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
Total		1	0	0	1	8	0	0	8	0	0	10	10	0	0	0	0	19
08:00 AM	0	0	0	0	0	4	0	0	4	0	1	10	11	0	0	0	0	15
08:15 AM	1	1	0	2	2	2	0	0	2	0	0	2	2	0	0	0	0	6
08:30 AM	1	0	0	1	1	7	0	0	7	0	0	7	7	0	0	0	0	15
08:45 AM	0	0	0	0	0	4	0	0	4	0	0	6	6	0	0	0	0	10
Total		2	1	0	3	17	0	0	17	0	1	25	26	0	0	0	0	46
Grand Total		3	1	0	4	25	0	0	25	0	1	35	36	0	0	0	0	65
Apprch %		75	25	0	100	0	0	0	0	0	2.8	97.2	0	0	0	0	0	
Total %		4.6	1.5	0	6.2	38.5	0	0	38.5	0	1.5	53.8	55.4	0	0	0	0	0

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	0	0	2	0	0	3	3	0	0	0	0	5
07:30 AM	1	0	0	1	1	3	0	0	3	0	0	3	3	0	0	0	0	7
07:45 AM	0	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
Total Volume		1	0	0	1	8	0	0	8	0	0	10	10	0	0	0	0	19
% App. Total		100	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	
PHF	.250	.000	.000	.250	.667	.000	.000	.667	.000	.000	.833	.833	.000	.000	.000	.000	.679	

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCAM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0
+15 mins.	0	0	0	0	2	0	0	2	0	0	3	3	0	0	0	0
+30 mins.	1	0	0	1	3	0	0	3	0	0	3	3	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0
Total Volume	1	0	0	1	8	0	0	8	0	0	10	10	0	0	0	0
% App. Total	100	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.250	.000	.000	.250	.667	.000	.000	.667	.000	.000	.833	.833	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCAM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

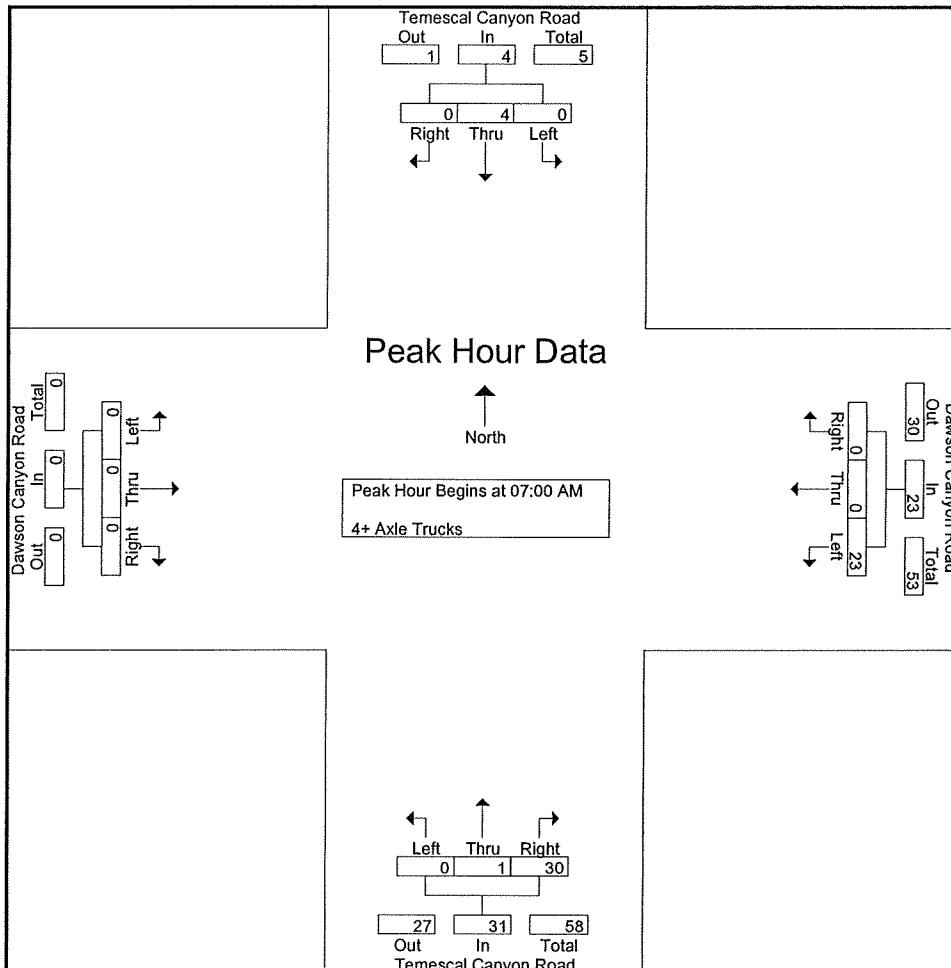
Start Time	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	6	0	0	6	0	0	8	8	0	0	0	0	16
07:15 AM	0	0	0	0	6	0	0	6	0	0	5	5	0	0	0	0	11
07:30 AM	0	0	0	0	4	0	0	4	0	0	8	8	0	0	0	0	12
07:45 AM	0	2	0	2	7	0	0	7	0	1	9	10	0	0	0	0	19
Total	0	4	0	4	23	0	0	23	0	1	30	31	0	0	0	0	58
08:00 AM	0	0	0	0	11	0	0	11	0	1	7	8	0	0	0	0	19
08:15 AM	0	0	0	0	4	0	0	4	0	0	8	8	0	0	0	0	12
08:30 AM	0	1	0	1	13	0	0	13	0	2	14	16	0	0	0	0	30
08:45 AM	0	0	0	0	7	0	0	7	0	0	12	12	0	0	0	0	19
Total	0	1	0	1	35	0	0	35	0	3	41	44	0	0	0	0	80
Grand Total	0	5	0	5	58	0	0	58	0	4	71	75	0	0	0	0	138
Apprch %	0	100	0	100	0	0	0	0	0	5.3	94.7	0	0	0	0	0	
Total %	0	3.6	0	3.6	42	0	0	42	0	2.9	51.4	54.3	0	0	0	0	0

Start Time	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	2	0	2	6	0	0	6	0	0	8	8	0	0	0	0	16	
07:15 AM	0	0	0	0	6	0	0	6	0	0	5	5	0	0	0	0	11	
07:30 AM	0	0	0	0	4	0	0	4	0	0	8	8	0	0	0	0	12	
07:45 AM	0	2	0	2	7	0	0	7	0	1	9	10	0	0	0	0	19	
Total Volume	0	4	0	4	23	0	0	23	0	1	30	31	0	0	0	0	58	
% App. Total	0	100	0	100	0	0	0	0	0	3.2	96.8	0	0	0	0	0		
PHF	.000	.500	.000	.500	.821	.000	.000	.821	.000	.250	.833	.775	.000	.000	.000	.000	.763	

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCAM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	2	0	2	6	0	0	6	0	0	8	8	0	0	0	0
+15 mins.	0	0	0	0	6	0	0	6	0	0	5	5	0	0	0	0
+30 mins.	0	0	0	0	4	0	0	4	0	0	8	8	0	0	0	0
+45 mins.	0	2	0	2	7	0	0	7	0	1	9	10	0	0	0	0
Total Volume	0	4	0	4	23	0	0	23	0	1	30	31	0	0	0	0
% App. Total	0	100	0	100	0	0	0	0	0	3.2	96.8	0	0	0	0	0
PHF	.000	.500	.000	.500	.821	.000	.000	.821	.000	.250	.833	.775	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 1

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

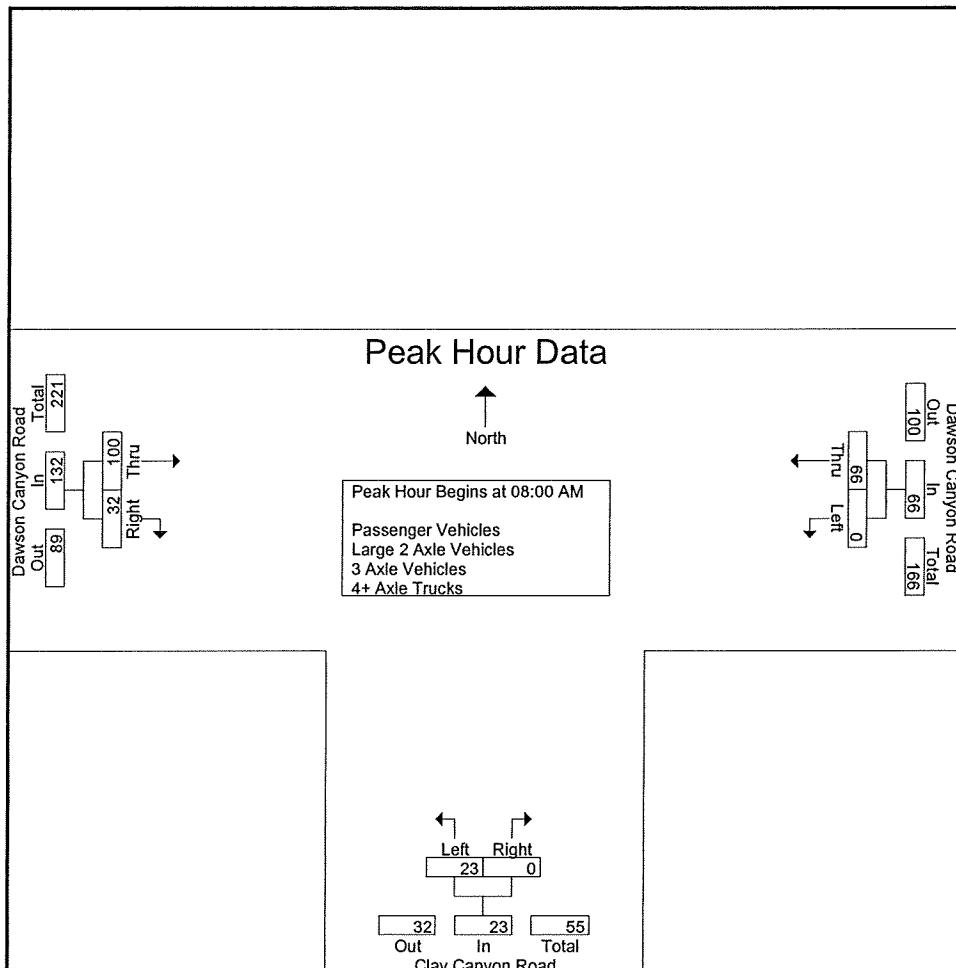
	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			Int. Total	
	Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	8	8	8	7	0	7	11	2	13	28
07:15 AM	0	9	9	9	5	0	5	18	7	25	39
07:30 AM	0	11	11	11	3	0	3	22	3	25	39
07:45 AM	0	10	10	10	3	0	3	17	5	22	35
Total		0	38	38	18	0	18	68	17	85	141
08:00 AM	0	19	19	19	6	0	6	21	10	31	56
08:15 AM	0	11	11	11	9	0	9	19	10	29	49
08:30 AM	0	23	23	23	3	0	3	35	3	38	64
08:45 AM	0	13	13	13	5	0	5	25	9	34	52
Total		0	66	66	23	0	23	100	32	132	221
Grand Total		0	104	104	41	0	41	168	49	217	362
Apprch %		0	100		100	0		77.4	22.6		
Total %		0	28.7	28.7	11.3	0	11.3	46.4	13.5	59.9	
Passenger Vehicles		0	16	16	32	0	32	53	39	92	140
% Passenger Vehicles		0	15.4	15.4	78	0	78	31.5	79.6	42.4	38.7
Large 2 Axle Vehicles		0	5	5	6	0	6	11	5	16	27
% Large 2 Axle Vehicles		0	4.8	4.8	14.6	0	14.6	6.5	10.2	7.4	7.5
3 Axle Vehicles		0	26	26	1	0	1	33	5	38	65
% 3 Axle Vehicles		0	25	25	2.4	0	2.4	19.6	10.2	17.5	18
4+ Axle Trucks		0	57	57	2	0	2	71	0	71	130
% 4+ Axle Trucks		0	54.8	54.8	4.9	0	4.9	42.3	0	32.7	35.9

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			Int. Total	
	Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. 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	19	19	19	6	0	6	21	10	31	56
08:15 AM	0	11	11	11	9	0	9	19	10	29	49
08:30 AM	0	23	23	23	3	0	3	35	3	38	64
08:45 AM	0	13	13	13	5	0	5	25	9	34	52
Total Volume	0	66	66	66	23	0	23	100	32	132	221
% App. Total	0	100			100	0		75.8	24.2		
PHF	.000	.717	.717		.639	.000	.639	.714	.800	.868	.863

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	19	19	6	0	6	21	10	31
+15 mins.	0	11	11	9	0	9	19	10	29
+30 mins.	0	23	23	3	0	3	35	3	38
+45 mins.	0	13	13	5	0	5	25	9	34
Total Volume	0	66	66	23	0	23	100	32	132
% App. Total	0	100	100	0	0	0	75.8	24.2	
PHF	.000	.717	.717	.639	.000	.639	.714	.800	.868

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: Clay Canyon Road
 E/W: Dawson Canyon Road
 Weather: Sunny

File Name : CRCCDCAM2
 Site Code : 05110940
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Passenger Vehicles

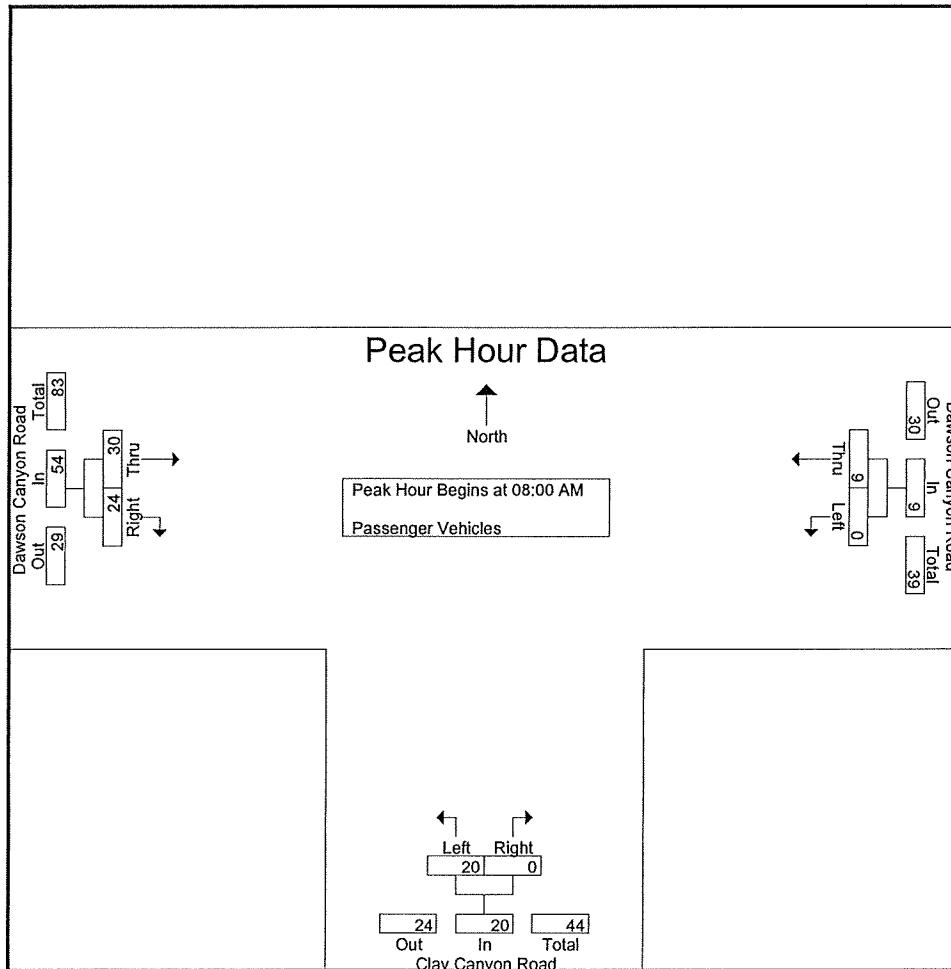
	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	5	0	5	3	1	4	11
07:15 AM	0	0	0	3	0	3	6	7	13	16
07:30 AM	0	3	3	3	0	3	10	2	12	18
07:45 AM	0	2	2	1	0	1	4	5	9	12
Total	0	7	7	12	0	12	23	15	38	57
08:00 AM	0	3	3	6	0	6	7	6	13	22
08:15 AM	0	4	4	8	0	8	6	8	14	26
08:30 AM	0	0	0	3	0	3	11	3	14	17
08:45 AM	0	2	2	3	0	3	6	7	13	18
Total	0	9	9	20	0	20	30	24	54	83
Grand Total	0	16	16	32	0	32	53	39	92	140
Apprch %	0	100		100	0		57.6	42.4		
Total %	0	11.4	11.4	22.9	0	22.9	37.9	27.9	65.7	

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	3	3	6	0	6	7	6	13	22
08:15 AM	0	4	4	8	0	8	6	8	14	26
08:30 AM	0	0	0	3	0	3	11	3	14	17
08:45 AM	0	2	2	3	0	3	6	7	13	18
Total Volume	0	9	9	20	0	20	30	24	54	83
% App. Total	0	100		100	0		55.6	44.4		
PHF	.000	.563	.563	.625	.000	.625	.682	.750	.964	.798

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			08:00 AM		
+0 mins.	0	3	3	6	0	6	7	6	13
+15 mins.	0	2	2	8	0	8	6	8	14
+30 mins.	0	3	3	3	0	3	11	3	14
+45 mins.	0	4	4	3	0	3	6	7	13
Total Volume	0	12	12	20	0	20	30	24	54
% App. Total	0	100		100	0		55.6	44.4	
PHF	.000	.750	.750	.625	.000	.625	.682	.750	.964

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

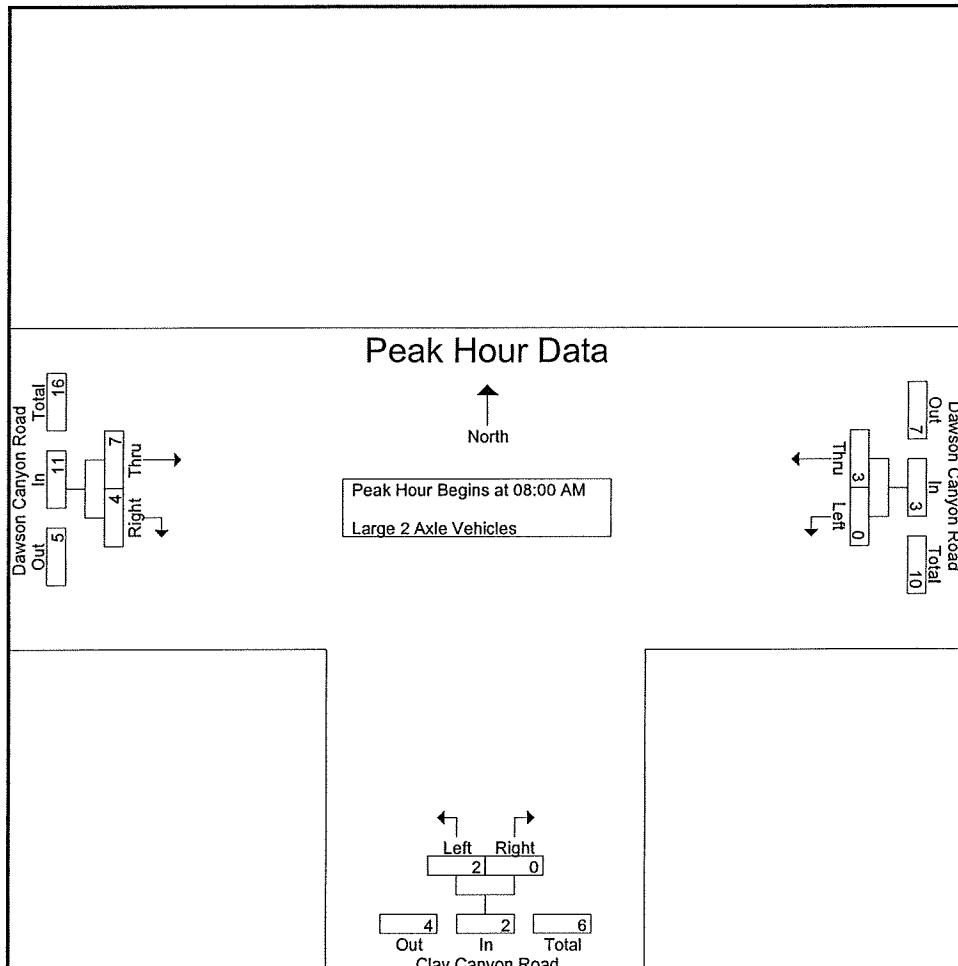
	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	1	1	2
07:15 AM	0	1	1	2	0	2	2	0	2	5
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	1	0	1	1	0	1	2
Total	0	2	2	4	0	4	4	1	5	11
08:00 AM	0	0	0	0	0	0	1	1	2	2
08:15 AM	0	0	0	1	0	1	2	2	4	5
08:30 AM	0	2	2	0	0	0	3	0	3	5
08:45 AM	0	1	1	1	0	1	1	1	2	4
Total	0	3	3	2	0	2	7	4	11	16
Grand Total	0	5	5	6	0	6	11	5	16	27
Apprch %	0	100		100	0		68.8	31.2		
Total %	0	18.5	18.5	22.2	0	22.2	40.7	18.5	59.3	

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	1	1	2	2
08:15 AM	0	0	0	1	0	1	2	2	4	5
08:30 AM	0	2	2	0	0	0	3	0	3	5
08:45 AM	0	1	1	1	0	1	1	1	2	4
Total Volume	0	3	3	2	0	2	7	4	11	16
% App. Total	0	100		100	0		63.6	36.4		
PHF	.000	.375	.375	.500	.000	.500	.583	.500	.688	.800

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	0	0	1	0	1	1	1	2
+15 mins.	0	0	0	2	0	2	2	2	4
+30 mins.	0	2	2	0	0	0	3	0	3
+45 mins.	0	1	1	1	0	1	1	1	2
Total Volume	0	3	3	4	0	4	7	4	11
% App. Total	0	100		100	0		63.6	36.4	
PHF	.000	.375	.375	.500	.000	.500	.583	.500	.688

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

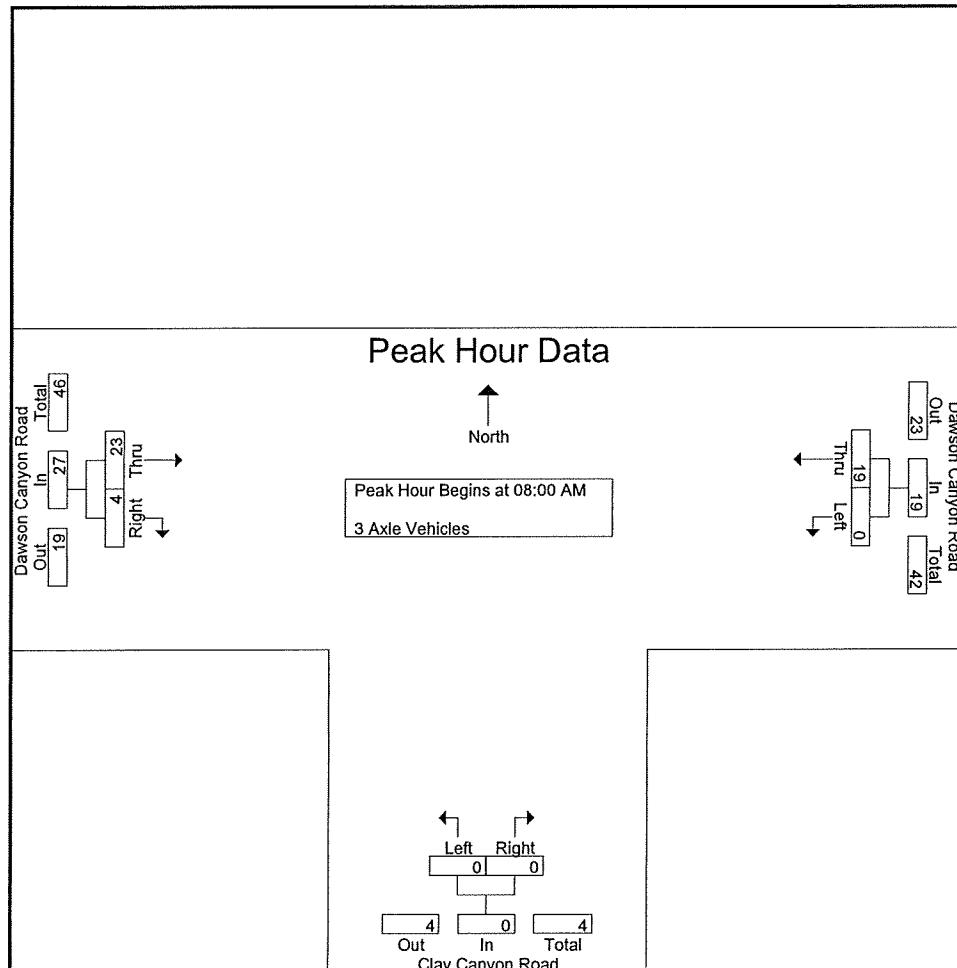
	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	2	0	2	3
07:15 AM	0	2	2	0	0	0	3	0	3	5
07:30 AM	0	3	3	0	0	0	3	1	4	7
07:45 AM	0	1	1	1	0	1	2	0	2	4
Total	0	7	7	1	0	1	10	1	11	19
08:00 AM	0	5	5	0	0	0	7	3	10	15
08:15 AM	0	3	3	0	0	0	3	0	3	6
08:30 AM	0	7	7	0	0	0	8	0	8	15
08:45 AM	0	4	4	0	0	0	5	1	6	10
Total	0	19	19	0	0	0	23	4	27	46
Grand Total	0	26	26	1	0	1	33	5	38	65
Apprch %	0	100	100	100	0	0	86.8	13.2		
Total %	0	40	40	1.5	0	1.5	50.8	7.7	58.5	

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	5	5	0	0	0	7	3	10	15
08:15 AM	0	3	3	0	0	0	3	0	3	6
08:30 AM	0	7	7	0	0	0	8	0	8	15
08:45 AM	0	4	4	0	0	0	5	1	6	10
Total Volume	0	19	19	0	0	0	23	4	27	46
% App. Total	0	100	100	0	0	0	85.2	14.8		
PHF	.000	.679	.679	.000	.000	.000	.719	.333	.675	.767

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	5	5	0	0	0	7	3	10
+15 mins.	0	3	3	0	0	0	3	0	3
+30 mins.	0	7	7	0	0	0	8	0	8
+45 mins.	0	4	4	1	0	1	5	1	6
Total Volume	0	19	19	1	0	1	23	4	27
% App. Total	0	100		100	0		85.2	14.8	
PHF	.000	.679	.679	.250	.000	.250	.719	.333	.675

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

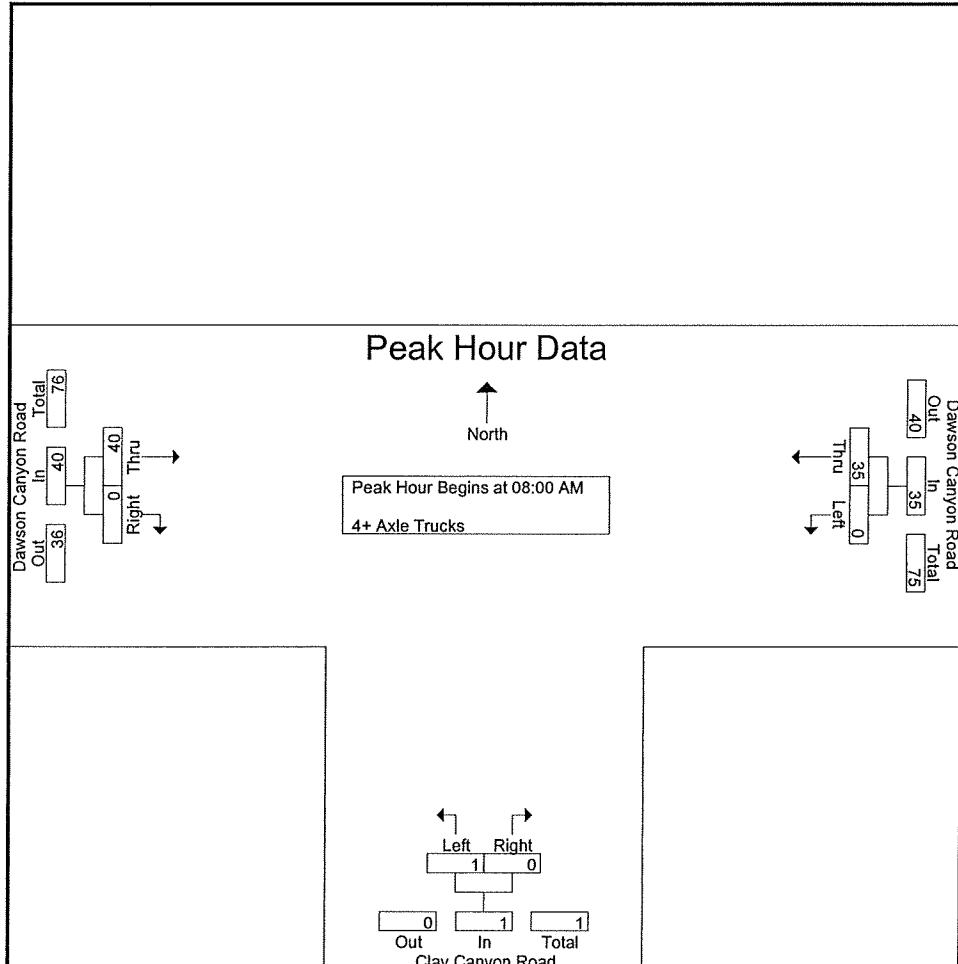
	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	1	0	1	6	0	6	12
07:15 AM	0	6	6	0	0	0	7	0	7	13
07:30 AM	0	4	4	0	0	0	8	0	8	12
07:45 AM	0	7	7	0	0	0	10	0	10	17
Total	0	22	22	1	0	1	31	0	31	54
08:00 AM	0	11	11	0	0	0	6	0	6	17
08:15 AM	0	4	4	0	0	0	8	0	8	12
08:30 AM	0	14	14	0	0	0	13	0	13	27
08:45 AM	0	6	6	1	0	1	13	0	13	20
Total	0	35	35	1	0	1	40	0	40	76
Grand Total	0	57	57	2	0	2	71	0	71	130
Apprch %	0	100		100	0		100	0		
Total %	0	43.8	43.8	1.5	0	1.5	54.6	0	54.6	

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	11	11	0	0	0	6	0	6	17
08:15 AM	0	4	4	0	0	0	8	0	8	12
08:30 AM	0	14	14	0	0	0	13	0	13	27
08:45 AM	0	6	6	1	0	1	13	0	13	20
Total Volume	0	35	35	1	0	1	40	0	40	76
% App. Total	0	100		100	0		100	0		
PHF	.000	.625	.625	.250	.000	.250	.769	.000	.769	.704

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCAM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			08:00 AM		
+0 mins.	0	7	7	1	0	1	6	0	6
+15 mins.	0	11	11	0	0	0	8	0	8
+30 mins.	0	4	4	0	0	0	13	0	13
+45 mins.	0	14	14	0	0	0	13	0	13
Total Volume	0	36	36	1	0	1	40	0	40
% App. Total	0	100		100	0		100	0	
PHF	.000	.643	.643	.250	.000	.250	.769	.000	.769

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramp
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEPM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 1

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

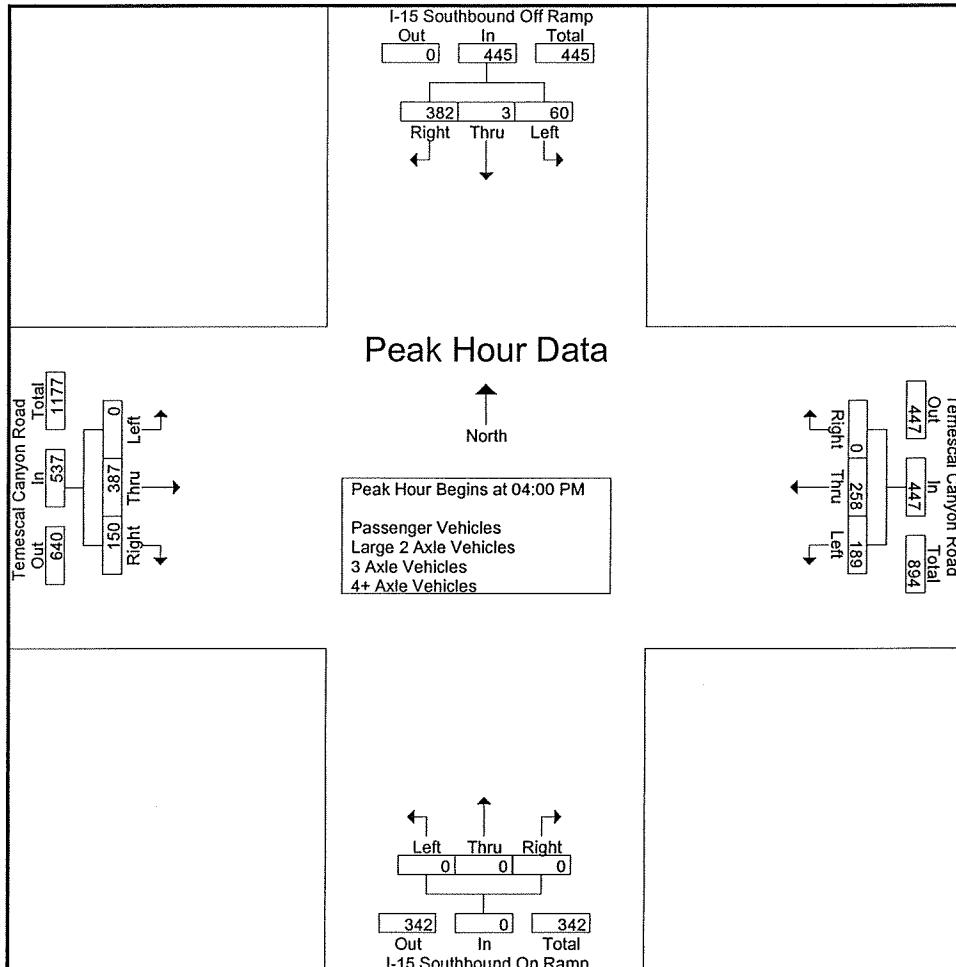
	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	26	1	103	130	40	75	0	115	0	0	0	0	0	96	31	127	372
04:15 PM	16	1	105	122	34	63	0	97	0	0	0	0	0	98	44	142	361
04:30 PM	8	0	85	93	64	60	0	124	0	0	0	0	0	114	37	151	368
04:45 PM	10	1	89	100	51	60	0	111	0	0	0	0	0	79	38	117	328
Total	60	3	382	445	189	258	0	447	0	0	0	0	0	387	150	537	1429
05:00 PM	13	0	103	116	46	77	0	123	0	0	0	0	0	94	32	126	365
05:15 PM	12	0	109	121	50	71	0	121	0	0	0	0	0	82	43	125	367
05:30 PM	4	0	106	110	56	65	0	121	0	0	0	0	0	93	38	131	362
05:45 PM	5	0	105	110	38	78	0	116	0	0	0	0	0	73	36	109	335
Total	34	0	423	457	190	291	0	481	0	0	0	0	0	342	149	491	1429
Grand Total	94	3	805	902	379	549	0	928	0	0	0	0	0	729	299	1028	2858
Apprch %	10.4	0.3	89.2		40.8	59.2	0		0	0	0	0	0	70.9	29.1		
Total %	3.3	0.1	28.2	31.6	13.3	19.2	0	32.5	0	0	0	0	0	25.5	10.5	36	
Passenger Vehicles	54	1	774	829	356	530	0	886	0	0	0	0	0	689	290	979	2694
% Passenger Vehicles	57.4	33.3	96.1	91.9	93.9	96.5	0	95.5	0	0	0	0	0	94.5	97	95.2	94.3
Large 2 Axle Vehicles	4	0	20	24	8	9	0	17	0	0	0	0	0	29	7	36	77
% Large 2 Axle Vehicles	4.3	0	2.5	2.7	2.1	1.6	0	1.8	0	0	0	0	0	4	2.3	3.5	2.7
3 Axle Vehicles	29	2	5	36	13	6	0	19	0	0	0	0	0	6	0	6	61
% 3 Axle Vehicles	30.9	66.7	0.6	4	3.4	1.1	0	2	0	0	0	0	0	0.8	0	0.6	2.1
4+ Axle Vehicles	7	0	6	13	2	4	0	6	0	0	0	0	0	5	2	7	26
% 4+ Axle Vehicles	7.4	0	0.7	1.4	0.5	0.7	0	0.6	0	0	0	0	0	0.7	0.7	0.7	0.9

	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	26	1	103	130	40	75	0	115	0	0	0	0	0	96	31	127	372
04:15 PM	16	1	105	122	34	63	0	97	0	0	0	0	0	98	44	142	361
04:30 PM	8	0	85	93	64	60	0	124	0	0	0	0	0	114	37	151	368
04:45 PM	10	1	89	100	51	60	0	111	0	0	0	0	0	79	38	117	328
Total Volume	60	3	382	445	189	258	0	447	0	0	0	0	0	387	150	537	1429
% App. Total	13.5	0.7	85.8		42.3	57.7	0		0	0	0	0	0	72.1	27.9		
PHF	.577	.750	.910	.856	.738	.860	.000	.901	.000	.000	.000	.000	0	.849	.852	.889	.960

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramp
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEPM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	13	0	103	116	46	77	0	123	0	0	0	0	0	96	31	127
+15 mins.	12	0	109	121	50	71	0	121	0	0	0	0	0	98	44	142
+30 mins.	4	0	106	110	56	65	0	121	0	0	0	0	0	114	37	151
+45 mins.	5	0	105	110	38	78	0	116	0	0	0	0	0	79	38	117
Total Volume	34	0	423	457	190	291	0	481	0	0	0	0	0	387	150	537
% App. Total	7.4	0	92.6		39.5	60.5	0		0	0	0	0	0	72.1	27.9	
PHF	.654	.000	.970	.944	.848	.933	.000	.978	.000	.000	.000	.000	.000	.849	.852	.889

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Southbound On/Off Ramp
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15STEPM3
 Site Code : 05110917
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Passenger Vehicles

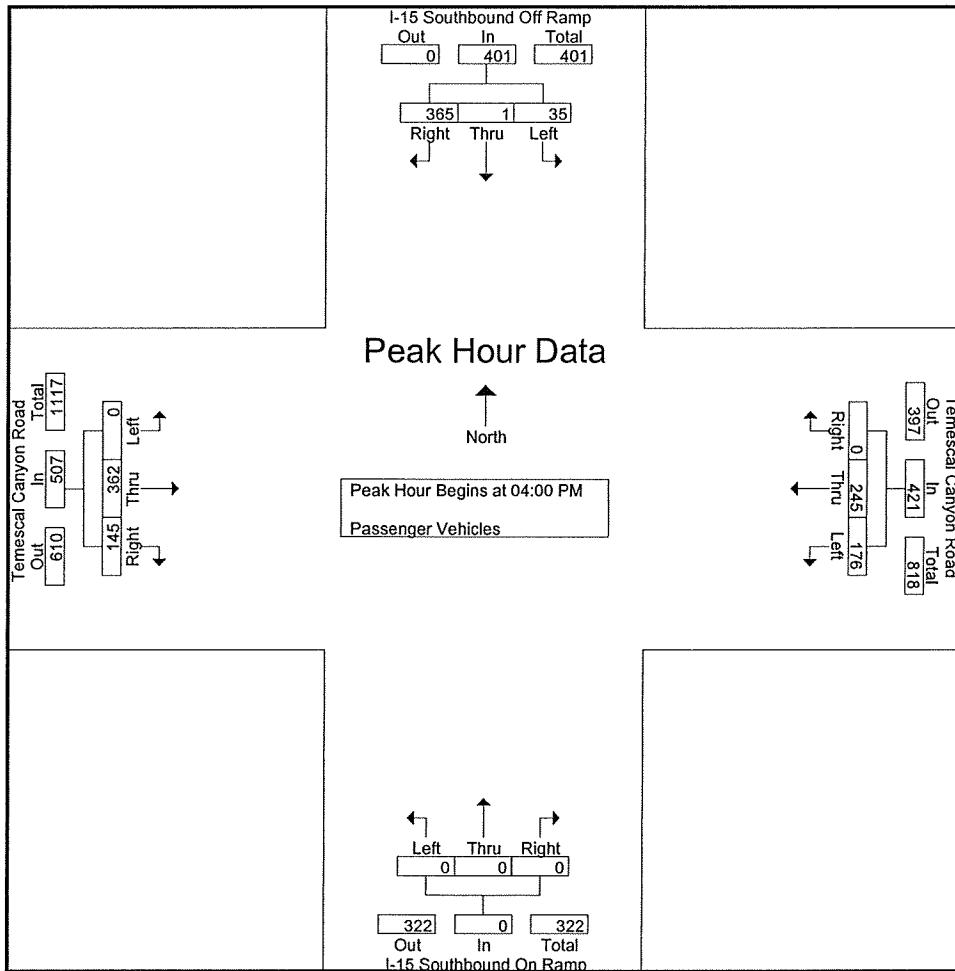
	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	17	0	96	113	36	71	0	107	0	0	0	0	0	85	29	114	334
04:15 PM	8	1	104	113	33	59	0	92	0	0	0	0	0	92	42	134	339
04:30 PM	4	0	82	86	60	57	0	117	0	0	0	0	0	112	36	148	351
04:45 PM	6	0	83	89	47	58	0	105	0	0	0	0	0	73	38	111	305
Total	35	1	365	401	176	245	0	421	0	0	0	0	0	362	145	507	1329
05:00 PM	7	0	97	104	46	74	0	120	0	0	0	0	0	90	31	121	345
05:15 PM	5	0	104	109	44	68	0	112	0	0	0	0	0	76	41	117	338
05:30 PM	3	0	104	107	54	65	0	119	0	0	0	0	0	91	37	128	354
05:45 PM	4	0	104	108	36	78	0	114	0	0	0	0	0	70	36	106	328
Total	19	0	409	428	180	285	0	465	0	0	0	0	0	327	145	472	1365
Grand Total	54	1	774	829	356	530	0	886	0	0	0	0	0	689	290	979	2694
Apprch %	6.5	0.1	93.4		40.2	59.8	0		0	0	0	0	0	70.4	29.6		
Total %	2	0	28.7	30.8	13.2	19.7	0	32.9	0	0	0	0	0	25.6	10.8	36.3	

	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	0	96	113	36	71	0	107	0	0	0	0	0	85	29	114	334
04:15 PM	8	1	104	113	33	59	0	92	0	0	0	0	0	92	42	134	339
04:30 PM	4	0	82	86	60	57	0	117	0	0	0	0	0	112	36	148	351
04:45 PM	6	0	83	89	47	58	0	105	0	0	0	0	0	73	38	111	305
Total Volume	35	1	365	401	176	245	0	421	0	0	0	0	0	362	145	507	1329
% App. Total	8.7	0.2	91		41.8	58.2	0		0	0	0	0	0	71.4	28.6		
PHF	.515	.250	.877	.887	.733	.863	.000	.900	.000	.000	.000	.000	.000	.808	.863	.856	.947

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramp
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEPM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	17	0	96	113	36	71	0	107	0	0	0	0	0	0	85	29	114
+15 mins.	8	1	104	113	33	59	0	92	0	0	0	0	0	0	92	42	134
+30 mins.	4	0	82	86	60	57	0	117	0	0	0	0	0	0	112	36	148
+45 mins.	6	0	83	89	47	58	0	105	0	0	0	0	0	0	73	38	111
Total Volume	35	1	365	401	176	245	0	421	0	0	0	0	0	0	362	145	507
% App. Total	8.7	0.2	91		41.8	58.2	0		0	0	0	0	0	0	71.4	28.6	
PHF	.515	.250	.877	.887	.733	.863	.000	.900	.000	.000	.000	.000	.000	.000	.808	.863	.856

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Southbound On/Off Ramp
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15STEPM3
 Site Code : 05110917
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

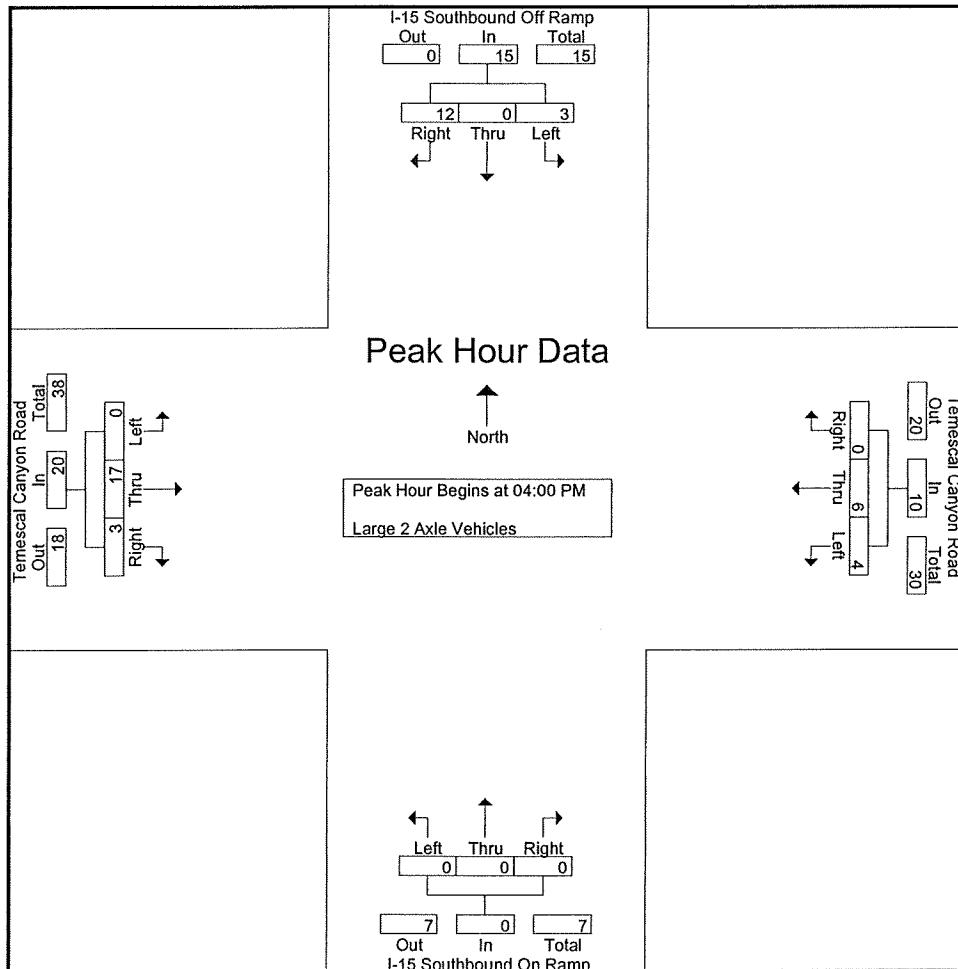
	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	0	4	5	1	2	0	3	0	0	0	0	0	7	2	9	17
04:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	5	1	6	9
04:30 PM	1	0	2	3	0	2	0	2	0	0	0	0	0	1	0	1	6
04:45 PM	1	0	5	6	3	0	0	3	0	0	0	0	0	4	0	4	13
Total	3	0	12	15	4	6	0	10	0	0	0	0	0	17	3	20	45
05:00 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	2	1	3	7
05:15 PM	1	0	3	4	3	2	0	5	0	0	0	0	0	5	2	7	16
05:30 PM	0	0	2	2	1	0	0	1	0	0	0	0	0	2	1	3	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	1	0	8	9	4	3	0	7	0	0	0	0	0	12	4	16	32
Grand Total	4	0	20	24	8	9	0	17	0	0	0	0	0	29	7	36	77
Apprch %	16.7	0	83.3		47.1	52.9	0		0	0	0	0	0	80.6	19.4		
Total %	5.2	0	26	31.2	10.4	11.7	0	22.1	0	0	0	0	0	37.7	9.1	46.8	

	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	4	5	1	2	0	3	0	0	0	0	0	7	2	9	17
04:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	5	1	6	9
04:30 PM	1	0	2	3	0	2	0	2	0	0	0	0	0	1	0	1	6
04:45 PM	1	0	5	6	3	0	0	3	0	0	0	0	0	4	0	4	13
Total Volume	3	0	12	15	4	6	0	10	0	0	0	0	0	17	3	20	45
% App. Total	20	0	80		40	60	0		0	0	0	0	0	85	15		
PHF	.750	.000	.600	.625	.333	.750	.000	.833	.000	.000	.000	.000	.000	.607	.375	.556	.662

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15STEPM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 2

County of Riverside
N/S: I-15 Southbound On/Off Ramp
E/W: Temescal Canyon Road
Weather: Sunny



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	4	5	1	2	0	3	0	0	0	0	0	7	2	9
+15 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	5	1	6
+30 mins.	1	0	2	3	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	1	0	5	6	3	0	0	3	0	0	0	0	0	4	0	4
Total Volume	3	0	12	15	4	6	0	10	0	0	0	0	0	17	3	20
% App. Total	20	0	80		40	60	0		0	0	0	0	0	85	15	
PHF	.750	.000	.600	.625	.333	.750	.000	.833	.000	.000	.000	.000	.000	.607	.375	.556

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Southbound On/Off Ramp
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15STEPM3
 Site Code : 05110917
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- 3 Axle Vehicles

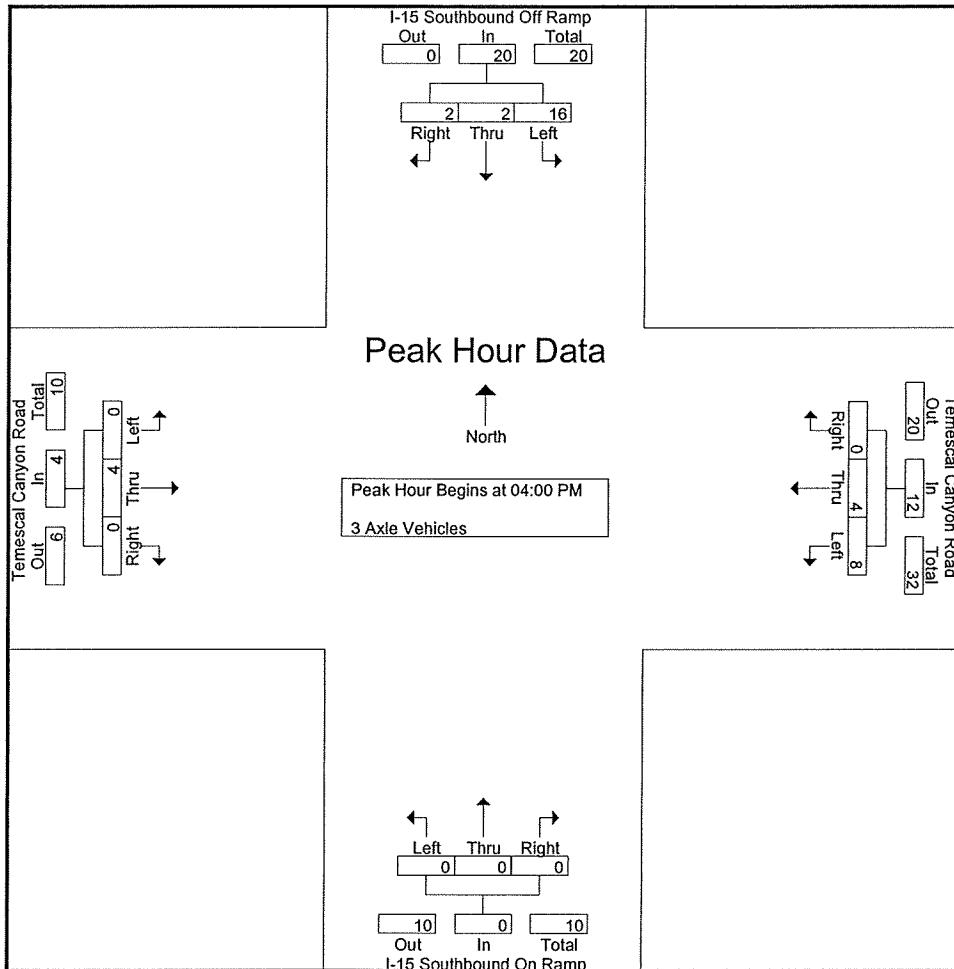
	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	6	1	1	8	3	0	0	3	0	0	0	0	0	1	0	1	12
04:15 PM	5	0	0	5	1	2	0	3	0	0	0	0	0	1	0	0	9
04:30 PM	2	0	1	3	3	1	0	4	0	0	0	0	0	0	0	0	7
04:45 PM	3	1	0	4	1	1	0	2	0	0	0	0	0	2	0	0	8
Total	16	2	2	20	8	4	0	12	0	0	0	0	0	4	0	4	36
05:00 PM	5	0	1	6	0	1	0	1	0	0	0	0	0	1	0	1	8
05:15 PM	6	0	2	8	2	1	0	3	0	0	0	0	0	1	0	1	12
05:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Total	13	0	3	16	5	2	0	7	0	0	0	0	0	2	0	2	25
Grand Total	29	2	5	36	13	6	0	19	0	0	0	0	0	6	0	6	61
Apprch %	80.6	5.6	13.9		68.4	31.6	0		0	0	0	0	0	100	0		
Total %	47.5	3.3	8.2		59	21.3	9.8	0	31.1	0	0	0	0	9.8	0	9.8	

	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	1	1	8	3	0	0	3	0	0	0	0	0	1	0	1	12
04:15 PM	5	0	0	5	1	2	0	3	0	0	0	0	0	1	0	1	9
04:30 PM	2	0	1	3	3	1	0	4	0	0	0	0	0	0	0	0	7
04:45 PM	3	1	0	4	1	1	0	2	0	0	0	0	0	2	0	0	8
Total Volume	16	2	2	20	8	4	0	12	0	0	0	0	0	4	0	4	36
% App. Total	80	10	10		66.7	33.3	0		0	0	0	0	0	100	0		
PHF	.667	.500	.500	.625	.667	.500	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramp
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEPM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	6	1	1	8	3	0	0	3	0	0	0	0	0	1	0	1
+15 mins.	5	0	0	5	1	2	0	3	0	0	0	0	0	1	0	1
+30 mins.	2	0	1	3	3	1	0	4	0	0	0	0	0	0	0	0
+45 mins.	3	1	0	4	1	1	0	2	0	0	0	0	0	2	0	2
Total Volume	16	2	2	20	8	4	0	12	0	0	0	0	0	4	0	4
% App. Total	80	10	10		66.7	33.3	0		0	0	0	0	0	100	0	
PHF	.667	.500	.500	.625	.667	.500	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Southbound On/Off Ramp
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15STEPM3
 Site Code : 05110917
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- 4+ Axle Vehicles

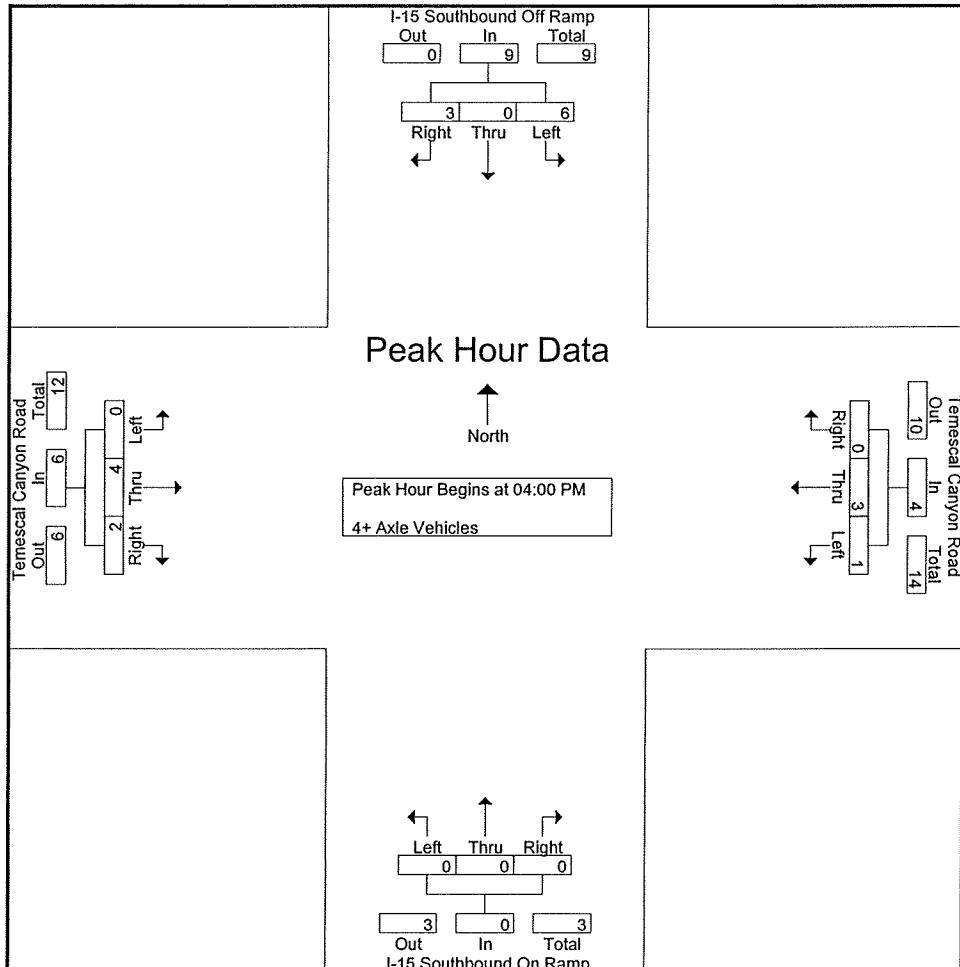
	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	0	2	4	0	2	0	2	0	0	0	0	0	3	0	3	9
04:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4
04:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	1	1	2	4
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	6	0	3	9	1	3	0	4	0	0	0	0	0	4	2	6	19
05:00 PM	1	0	2	3	0	1	0	1	0	0	0	0	0	1	0	1	5
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	3	4	1	1	0	2	0	0	0	0	0	1	0	1	7
Grand Total	7	0	6	13	2	4	0	6	0	0	0	0	0	5	2	7	26
Apprch %	53.8	0	46.2		33.3	66.7	0		0	0	0	0	0	71.4	28.6		
Total %	26.9	0	23.1	50	7.7	15.4	0	23.1	0	0	0	0	0	19.2	7.7	26.9	

	I-15 Southbound Off Ramp				Temescal Canyon Road				I-15 Southbound On Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	2	4	0	2	0	2	0	0	0	0	0	3	0	3	9
04:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4
04:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	1	1	2	4
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	6	0	3	9	1	3	0	4	0	0	0	0	0	4	2	6	19
% App. Total	66.7	0	33.3		25	75	0		0	0	0	0	0	66.7	33.3		
PHF	.500	.000	.375	.563	.250	.375	.000	.500	.000	.000	.000	.000	.000	.333	.500	.500	.528

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Southbound On/Off Ramp
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15STEPM3
Site Code : 05110917
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	2	4	0	2	0	2	0	0	0	0	0	3	0	3
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	1	1	2
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	6	0	3	9	1	3	0	4	0	0	0	0	0	4	2	6
% App. Total	66.7	0	33.3		25	75	0		0	0	0	0	0	66.7	33.3	
PHF	.500	.000	.375	.563	.250	.375	.000	.500	.000	.000	.000	.000	.000	.333	.500	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 1

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

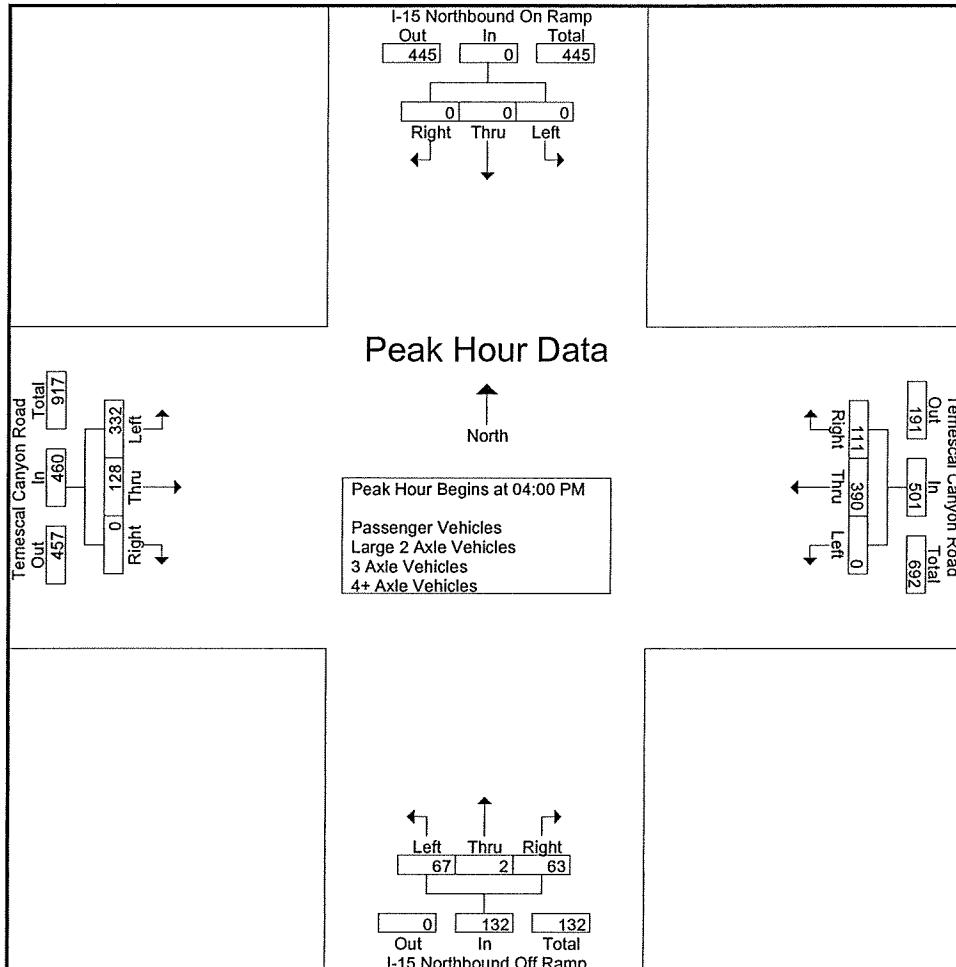
	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0			1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0		0	107	31	138	16	0	20	36	78	47	0	125	299
04:15 PM	0	0	0	0		0	77	29	106	18	0	19	37	82	37	0	119	262
04:30 PM	0	0	0	0		0	115	35	150	12	0	12	24	104	22	0	126	300
04:45 PM	0	0	0	0		0	91	16	107	21	2	12	35	68	22	0	90	232
Total	0	0	0	0		0	390	111	501	67	2	63	132	332	128	0	460	1093
05:00 PM	0	0	0	0		0	109	24	133	12	1	10	23	76	27	0	103	259
05:15 PM	0	0	0	0		0	98	20	118	25	2	19	46	81	26	0	107	271
05:30 PM	0	0	0	0		0	105	14	119	20	0	11	31	76	15	0	91	241
05:45 PM	0	0	0	0		0	92	18	110	24	1	16	41	67	17	0	84	235
Total	0	0	0	0		0	404	76	480	81	4	56	141	300	85	0	385	1006
Grand Total	0	0	0	0		0	794	187	981	148	6	119	273	632	213	0	845	2099
Apprch %	0	0	0			0	80.9	19.1		54.2	2.2	43.6		74.8	25.2	0		
Total %	0	0	0	0		0	37.8	8.9	46.7	7.1	0.3	5.7	13	30.1	10.1	0	40.3	
Passenger Vehicles	0	0	0	0		0	740	100	840	142	6	94	242	587	160	0	747	1829
% Passenger Vehicles	0	0	0	0		0	93.2	53.5	85.6	95.9	100	79	88.6	92.9	75.1	0	88.4	87.1
Large 2 Axle Vehicles	0	0	0	0		0	30	6	36	5	0	8	13	30	14	0	44	93
% Large 2 Axle Vehicles	0	0	0	0		0	3.8	3.2	3.7	3.4	0	6.7	4.8	4.7	6.6	0	5.2	4.4
3 Axle Vehicles	0	0	0	0		0	19	57	76	1	0	15	16	13	29	0	42	134
% 3 Axle Vehicles	0	0	0	0		0	2.4	30.5	7.7	0.7	0	12.6	5.9	2.1	13.6	0	5	6.4
4+ Axle Vehicles	0	0	0	0		0	5	24	29	0	0	2	2	2	10	0	12	43
% 4+ Axle Vehicles	0	0	0	0		0	0.6	12.8	3	0	0	1.7	0.7	0.3	4.7	0	1.4	2

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0		0	107	31	138	16	0	20	36	78	47	0	125	299
04:15 PM	0	0	0	0		0	77	29	106	18	0	19	37	82	37	0	119	262
04:30 PM	0	0	0	0		0	115	35	150	12	0	12	24	104	22	0	126	300
04:45 PM	0	0	0	0		0	91	16	107	21	2	12	35	68	22	0	90	232
Total Volume	0	0	0	0		0	390	111	501	67	2	63	132	332	128	0	460	1093
% App. Total	0	0	0			0	77.8	22.2		50.8	1.5	47.7		72.2	27.8	0		
PHF	.000	.000	.000	.000		.000	.848	.793	.835	.798	.250	.788	.892	.798	.681	.000	.913	.911

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM	04:30 PM	05:00 PM	04:00 PM
+0 mins.	0 0 0 0	0 115 35 150	12 1 10 23	78 47 0 125
+15 mins.	0 0 0 0	0 91 16 107	25 2 19 46	82 37 0 119
+30 mins.	0 0 0 0	0 109 24 133	20 0 11 31	104 22 0 126
+45 mins.	0 0 0 0	0 98 20 118	24 1 16 41	68 22 0 90
Total Volume	0 0 0 0	0 413 95 508	81 4 56 141	332 128 0 460
% App. Total	0 0 0 0	0 81.3 18.7 57.4	2.8 39.7	72.2 27.8 0
PHF	.000 .000 .000 .000	.898 .679 .847	.810 .500 .737	.766 .798 .681 .000
				.913

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 1

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

Groups Printed- Passenger Vehicles

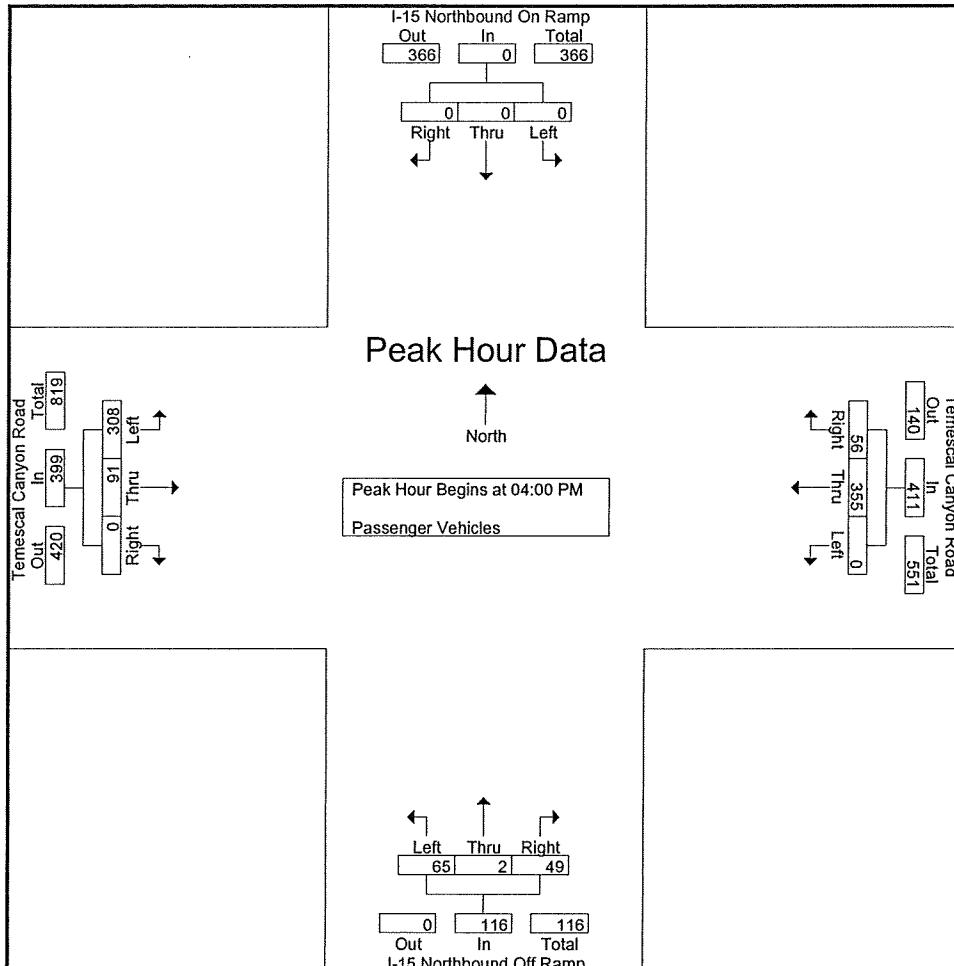
	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	95	15	110	15	0	15	30	73	30	0	103	243
04:15 PM	0	0	0	0	0	71	15	86	18	0	17	35	74	27	0	101	222
04:30 PM	0	0	0	0	0	104	17	121	11	0	9	20	100	20	0	120	261
04:45 PM	0	0	0	0	0	85	9	94	21	2	8	31	61	14	0	75	200
Total	0	0	0	0	0	355	56	411	65	2	49	116	308	91	0	399	926
05:00 PM	0	0	0	0	0	106	14	120	11	1	10	22	73	21	0	94	236
05:15 PM	0	0	0	0	0	89	12	101	22	2	13	37	70	19	0	89	227
05:30 PM	0	0	0	0	0	102	9	111	20	0	10	30	72	13	0	85	226
05:45 PM	0	0	0	0	0	88	9	97	24	1	12	37	64	16	0	80	214
Total	0	0	0	0	0	385	44	429	77	4	45	126	279	69	0	348	903
Grand Total	0	0	0	0	0	740	100	840	142	6	94	242	587	160	0	747	1829
Apprch %	0	0	0		0	88.1	11.9		58.7	2.5	38.8		78.6	21.4	0		
Total %	0	0	0	0	0	40.5	5.5	45.9	7.8	0.3	5.1	13.2	32.1	8.7	0	40.8	

	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	95	15	110	15	0	15	30	73	30	0	103	243
04:15 PM	0	0	0	0	0	71	15	86	18	0	17	35	74	27	0	101	222
04:30 PM	0	0	0	0	0	104	17	121	11	0	9	20	100	20	0	120	261
04:45 PM	0	0	0	0	0	85	9	94	21	2	8	31	61	14	0	75	200
Total Volume	0	0	0	0	0	355	56	411	65	2	49	116	308	91	0	399	926
% App. Total	0	0	0		0	86.4	13.6		56	1.7	42.2		77.2	22.8	0		
PHF	.000	.000	.000	.000	.000	.853	.824	.849	.774	.250	.721	.829	.770	.758	.000	.831	.887

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny



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				05:00 PM				04:00 PM			
	Out	In	Total	Out	In	Total	Out	In	Total	Out	In	Total	Out	In	Total	Out
+0 mins.	0	0	0	0	0	104	17	121	11	1	10	22	73	30	0	103
+15 mins.	0	0	0	0	0	85	9	94	22	2	13	37	74	27	0	101
+30 mins.	0	0	0	0	0	106	14	120	20	0	10	30	100	20	0	120
+45 mins.	0	0	0	0	0	89	12	101	24	1	12	37	61	14	0	75
Total Volume	0	0	0	0	0	384	52	436	77	4	45	126	308	91	0	399
% App. Total	0	0	0	0	0	88.1	11.9	61.1	3.2	35.7	77.2	22.8	0			
PHF	.000	.000	.000	.000	.000	.906	.765	.901	.802	.500	.865	.851	.770	.758	.000	.831

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: I-15 Northbound On/Off Ramps
 E/W: Temescal Canyon Road
 Weather: Sunny

File Name : CR15NTEPM3
 Site Code : 05110937
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

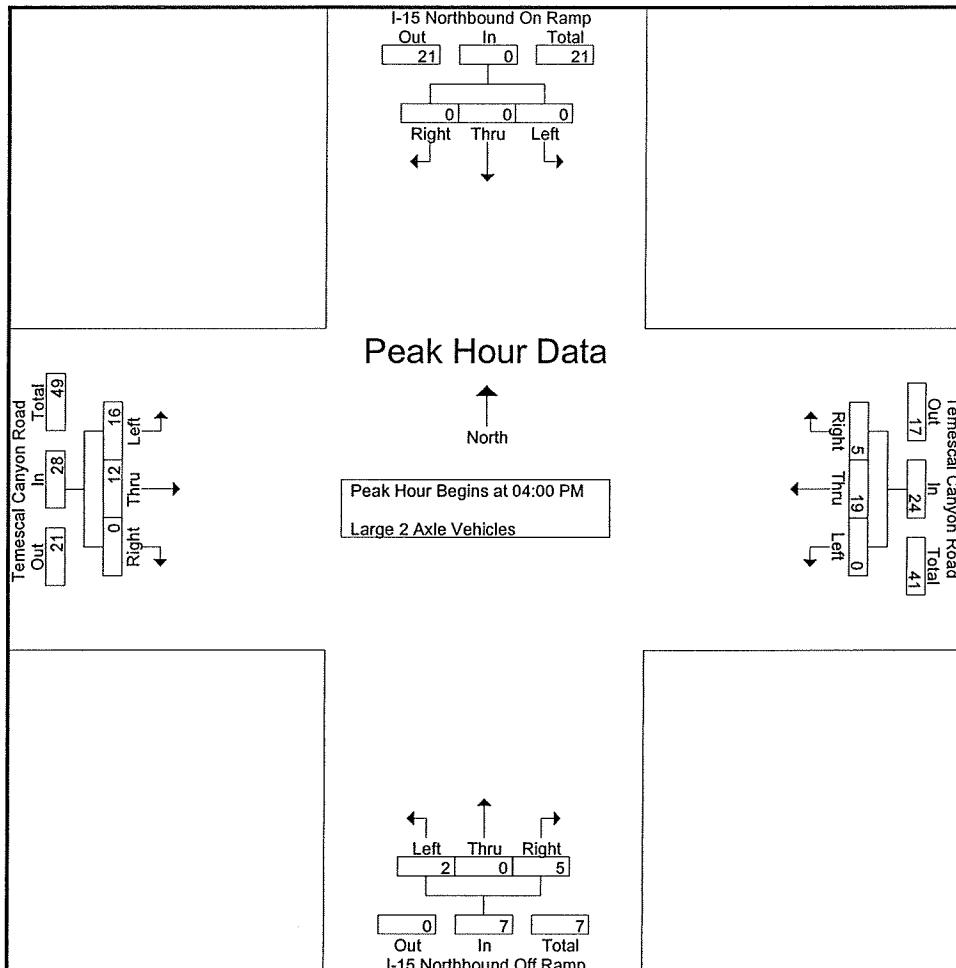
	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	7	1	8	1	0	2	3	4	7	0	11	22
04:15 PM	0	0	0	0	0	3	0	3	0	0	1	1	7	0	0	7	11
04:30 PM	0	0	0	0	0	5	2	7	1	0	0	1	2	0	0	2	10
04:45 PM	0	0	0	0	0	4	2	6	0	0	2	2	3	5	0	8	16
Total	0	0	0	0	0	19	5	24	2	0	5	7	16	12	0	28	59
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	2	4
05:15 PM	0	0	0	0	0	6	0	6	2	0	2	4	10	1	0	11	21
05:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	3	0	0	3	6
05:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	11	1	12	3	0	3	6	14	2	0	16	34
Grand Total	0	0	0	0	0	30	6	36	5	0	8	13	30	14	0	44	93
Apprch %	0	0	0		0	83.3	16.7		38.5	0	61.5		68.2	31.8	0		
Total %	0	0	0	0	0	32.3	6.5	38.7	5.4	0	8.6	14	32.3	15.1	0	47.3	

	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound		Westbound		Northbound		Eastbound										
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	7	1	8	1	0	2	3	4	7	0	11	22
04:15 PM	0	0	0	0	0	3	0	3	0	0	1	1	7	0	0	7	11
04:30 PM	0	0	0	0	0	5	2	7	1	0	0	1	2	0	0	2	10
04:45 PM	0	0	0	0	0	4	2	6	0	0	2	2	3	5	0	8	16
Total Volume	0	0	0	0	0	19	5	24	2	0	5	7	16	12	0	28	59
% App. Total	0	0	0		0	79.2	20.8		28.6	0	71.4		57.1	42.9	0		
PHF	.000	.000	.000	.000	.000	.679	.625	.750	.500	.000	.625	.583	.571	.429	.000	.636	.670

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
	0	0	0	0	0	7	1	8	1	0	0	1	4	7	0	11
+0 mins.	0	0	0	0	0	3	0	3	0	0	2	2	7	0	0	7
+15 mins.	0	0	0	0	0	5	2	7	1	0	0	1	2	0	0	2
+30 mins.	0	0	0	0	0	4	2	6	2	0	2	4	3	5	0	8
+45 mins.	0	0	0	0	0	4	2	6	2	0	2	4	3	5	0	8
Total Volume	0	0	0	0	0	19	5	24	4	0	4	8	16	12	0	28
% App. Total	0	0	0	0	0	79.2	20.8		50	0	50		57.1	42.9	0	
PHF	.000	.000	.000	.000	.000	.679	.625	.750	.500	.000	.500	.500	.571	.429	.000	.636

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

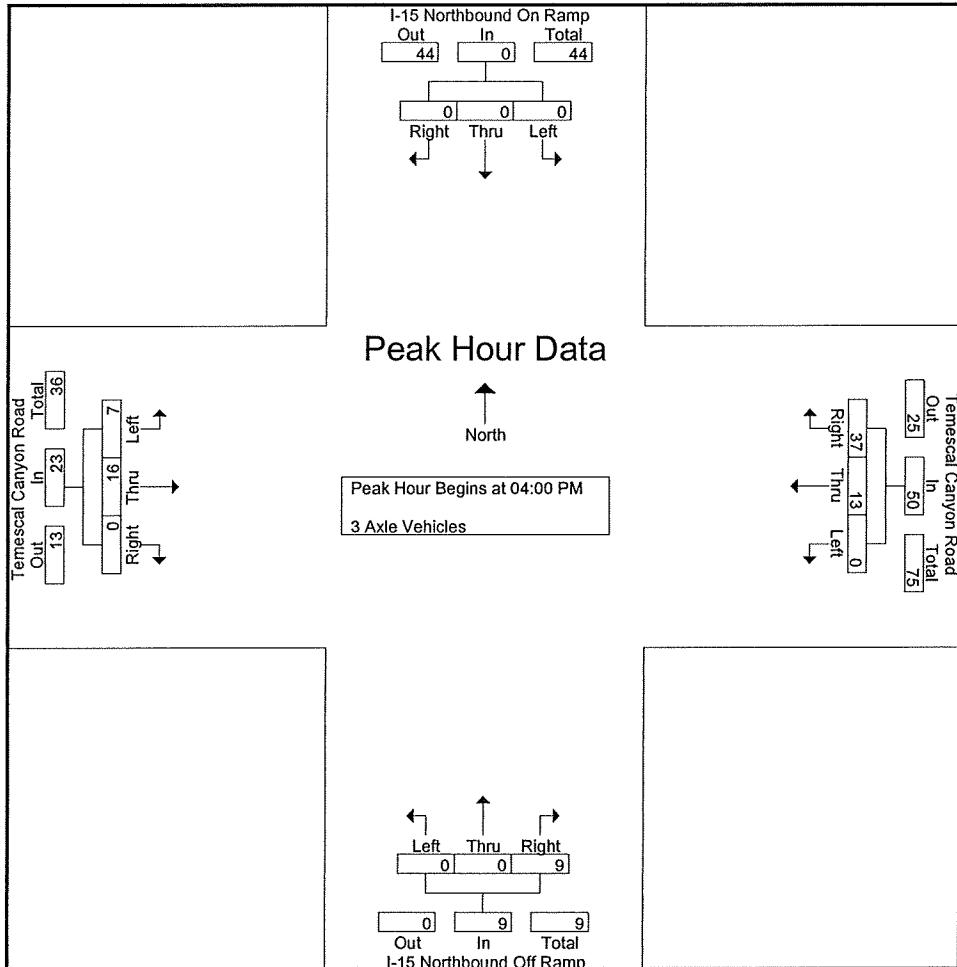
	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	3	10	13	0	0	3	3	1	6	0	7	23
04:15 PM	0	0	0	0	0	3	9	12	0	0	1	1	1	5	0	6	19
04:30 PM	0	0	0	0	0	5	15	20	0	0	3	3	1	2	0	3	26
04:45 PM	0	0	0	0	0	2	3	5	0	0	2	2	4	3	0	7	14
Total	0	0	0	0	0	13	37	50	0	0	9	9	7	16	0	23	82
05:00 PM	0	0	0	0	0	1	9	10	0	0	0	0	1	5	0	6	16
05:15 PM	0	0	0	0	0	2	5	7	1	0	2	3	1	5	0	6	16
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	1	2	0	3	5
05:45 PM	0	0	0	0	0	2	5	7	0	0	4	4	3	1	0	4	15
Total	0	0	0	0	0	6	20	26	1	0	6	7	6	13	0	19	52
Grand Total	0	0	0	0	0	19	57	76	1	0	15	16	13	29	0	42	134
Apprch %	0	0	0		0	25	75		6.2	0	93.8		31	69	0		
Total %	0	0	0	0	0	14.2	42.5	56.7	0.7	0	11.2	11.9	9.7	21.6	0	31.3	

	I-15 Northbound On Ramp				Temescal Canyon Road				I-15 Northbound Off Ramp				Temescal Canyon Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	10	13	0	0	3	3	1	6	0	7	23
04:15 PM	0	0	0	0	0	3	9	12	0	0	1	1	1	5	0	6	19
04:30 PM	0	0	0	0	0	5	15	20	0	0	3	3	1	2	0	3	26
04:45 PM	0	0	0	0	0	2	3	5	0	0	2	2	4	3	0	7	14
Total Volume	0	0	0	0	0	13	37	50	0	0	9	9	7	16	0	23	82
% App. Total	0	0	0		0	26	74		0	0	100		30.4	69.6	0		
PHF	.000	.000	.000	.000	.000	.650	.617	.625	.000	.000	.750	.750	.438	.667	.000	.821	.788

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM	04:00 PM	04:00 PM	04:00 PM
+0 mins.	0 0 0 0	0 3 10 13	0 0 3 3	1 6 0 7
+15 mins.	0 0 0 0	0 3 9 12	0 0 1 1	1 5 0 6
+30 mins.	0 0 0 0	0 5 15 20	0 0 3 3	1 2 0 3
+45 mins.	0 0 0 0	0 2 3 5	0 0 2 2	4 3 0 7
Total Volume	0 0 0 0	0 13 37 50	0 0 9 9	7 16 0 23
% App. Total	0 0 0	0 26 74	0 0 100	30.4 69.6 0
PHF	.000 .000 .000 .000	.000 .650 .617 .625	.000 .000 .750 .750	.438 .667 .000 .821

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Vehicles

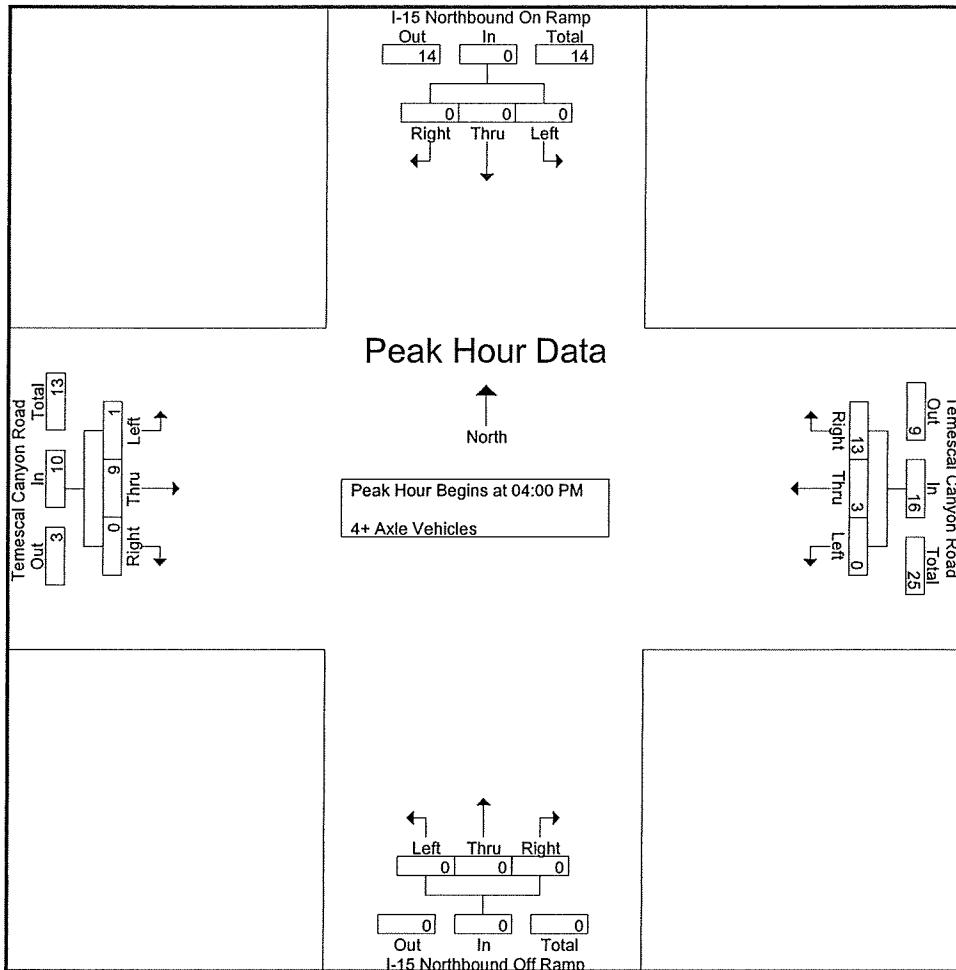
	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound					
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM		0	0	0	0	0	2	5	7	0	0	0	0	0	4	0	4	11
04:15 PM		0	0	0	0	0	0	5	5	0	0	0	0	0	5	0	5	10
04:30 PM		0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	0	3
04:45 PM		0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total		0	0	0	0	0	3	13	16	0	0	0	0	1	9	0	10	26
05:00 PM		0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
05:15 PM		0	0	0	0	0	1	3	4	0	0	2	2	0	1	0	1	7
05:30 PM		0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
05:45 PM		0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
Total		0	0	0	0	0	2	11	13	0	0	2	2	1	1	0	2	17
Grand Total		0	0	0	0	0	5	24	29	0	0	2	2	2	10	0	12	43
Apprch %		0	0	0		0	17.2	82.8		0	0	100		16.7	83.3	0		
Total %		0	0	0	0	0	11.6	55.8	67.4	0	0	4.7	4.7	4.7	23.3	0	27.9	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound					
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM		0	0	0	0	0	2	5	7	0	0	0	0	0	4	0	4	11
04:15 PM		0	0	0	0	0	0	5	5	0	0	0	0	0	5	0	5	10
04:30 PM		0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
04:45 PM		0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total Volume		0	0	0	0	0	3	13	16	0	0	0	0	1	9	0	10	26
% App. Total		0	0	0		0	18.8	81.2		0	0	0		10	90	0		
PHF	.000	.000	.000	.000	.000	.375	.650	.571	.000	.000	.000	.000	.250	.450	.000	.500	.591	

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: I-15 Northbound On/Off Ramps
E/W: Temescal Canyon Road
Weather: Sunny

File Name : CR15NTEPM3
Site Code : 05110937
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	5	7	0	0	0	0	0	0	4	0
+15 mins.	0	0	0	0	0	0	5	5	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	2	2	0	0	2	2	0	0	0	0
Total Volume	0	0	0	0	0	3	13	16	0	0	2	2	1	9	0	10
% App. Total	0	0	0	0	0	18.8	81.2	0	0	0	100	0	10	90	0	0
PHF	.000	.000	.000	.000	.000	.375	.650	.571	.000	.000	.250	.250	.250	.450	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCPM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 1

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

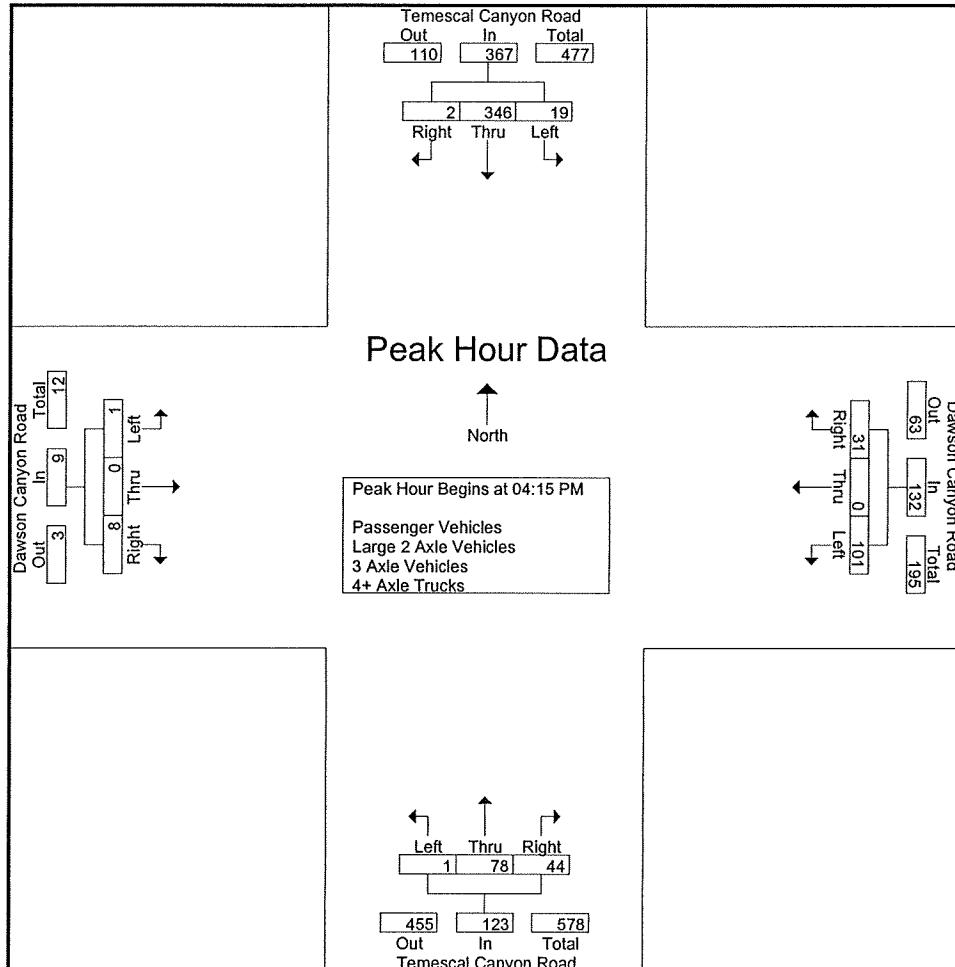
	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	89	0	95	21	0	5	26	3	23	19	45	2	0	4	6	172
04:15 PM	7	75	1	83	21	0	12	33	0	23	16	39	0	0	1	1	156
04:30 PM	3	88	1	92	31	0	4	35	1	17	11	29	0	0	4	4	160
04:45 PM	5	76	0	81	21	0	10	31	0	18	8	26	0	0	2	2	140
Total	21	328	2	351	94	0	31	125	4	81	54	139	2	0	11	13	628
05:00 PM	4	107	0	111	28	0	5	33	0	20	9	29	1	0	1	2	175
05:15 PM	4	89	1	94	19	0	7	26	0	21	9	30	0	1	1	2	152
05:30 PM	6	88	0	94	10	0	1	11	1	16	3	20	0	0	3	3	128
05:45 PM	5	94	0	99	16	1	5	22	0	16	4	20	0	0	1	1	142
Total	19	378	1	398	73	1	18	92	1	73	25	99	1	1	6	8	597
Grand Total	40	706	3	749	167	1	49	217	5	154	79	238	3	1	17	21	1225
Apprch %	5.3	94.3	0.4		77	0.5	22.6		2.1	64.7	33.2		14.3	4.8	81		
Total %	3.3	57.6	0.2	61.1	13.6	0.1	4	17.7	0.4	12.6	6.4	19.4	0.2	0.1	1.4	1.7	
Passenger Vehicles	34	694	3	731	90	1	37	128	5	149	32	186	3	1	17	21	1066
% Passenger Vehicles	85	98.3	100	97.6	53.9	100	75.5	59	100	96.8	40.5	78.2	100	100	100	100	87
Large 2 Axle Vehicles	0	4	0	4	4	0	6	10	0	4	5	9	0	0	0	0	23
% Large 2 Axle Vehicles	0	0.6	0	0.5	2.4	0	12.2	4.6	0	2.6	6.3	3.8	0	0	0	0	1.9
3 Axle Vehicles	2	1	0	3	25	0	0	25	0	0	16	16	0	0	0	0	44
% 3 Axle Vehicles	5	0.1	0	0.4	15	0	0	11.5	0	0	20.3	6.7	0	0	0	0	3.6
4+ Axle Trucks	4	7	0	11	48	0	6	54	0	1	26	27	0	0	0	0	92
% 4+ Axle Trucks	10	1	0	1.5	28.7	0	12.2	24.9	0	0.6	32.9	11.3	0	0	0	0	7.5

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	7	75	1	83	21	0	12	33	0	23	16	39	0	0	1	1	156
04:30 PM	3	88	1	92	31	0	4	35	1	17	11	29	0	0	4	4	160
04:45 PM	5	76	0	81	21	0	10	31	0	18	8	26	0	0	2	2	140
05:00 PM	4	107	0	111	28	0	5	33	0	20	9	29	1	0	1	2	175
Total Volume	19	346	2	367	101	0	31	132	1	78	44	123	1	0	8	9	631
% App. Total	5.2	94.3	0.5		76.5	0	23.5		0.8	63.4	35.8		11.1	0	88.9		
PHF	.679	.808	.500	.827	.815	.000	.646	.943	.250	.848	.688	.788	.250	.000	.500	.563	.901

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDPCM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	4	107	0	111	21	0	12	33	3	23	19	45	2	0	4	6
+15 mins.	4	89	1	94	31	0	4	35	0	23	16	39	0	0	1	1
+30 mins.	6	88	0	94	21	0	10	31	1	17	11	29	0	0	4	4
+45 mins.	5	94	0	99	28	0	5	33	0	18	8	26	0	0	2	2
Total Volume	19	378	1	398	101	0	31	132	4	81	54	139	2	0	11	13
% App. Total	4.8	95	0.3		76.5	0	23.5		2.9	58.3	38.8		15.4	0	84.6	
PHF	.792	.883	.250	.896	.815	.000	.646	.943	.333	.880	.711	.772	.250	.000	.688	.542

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: Temescal Canyon Road
 E/W: Dawson Canyon Road
 Weather: Sunny

File Name : CRTCDCPM
 Site Code : 05110910
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- Passenger Vehicles

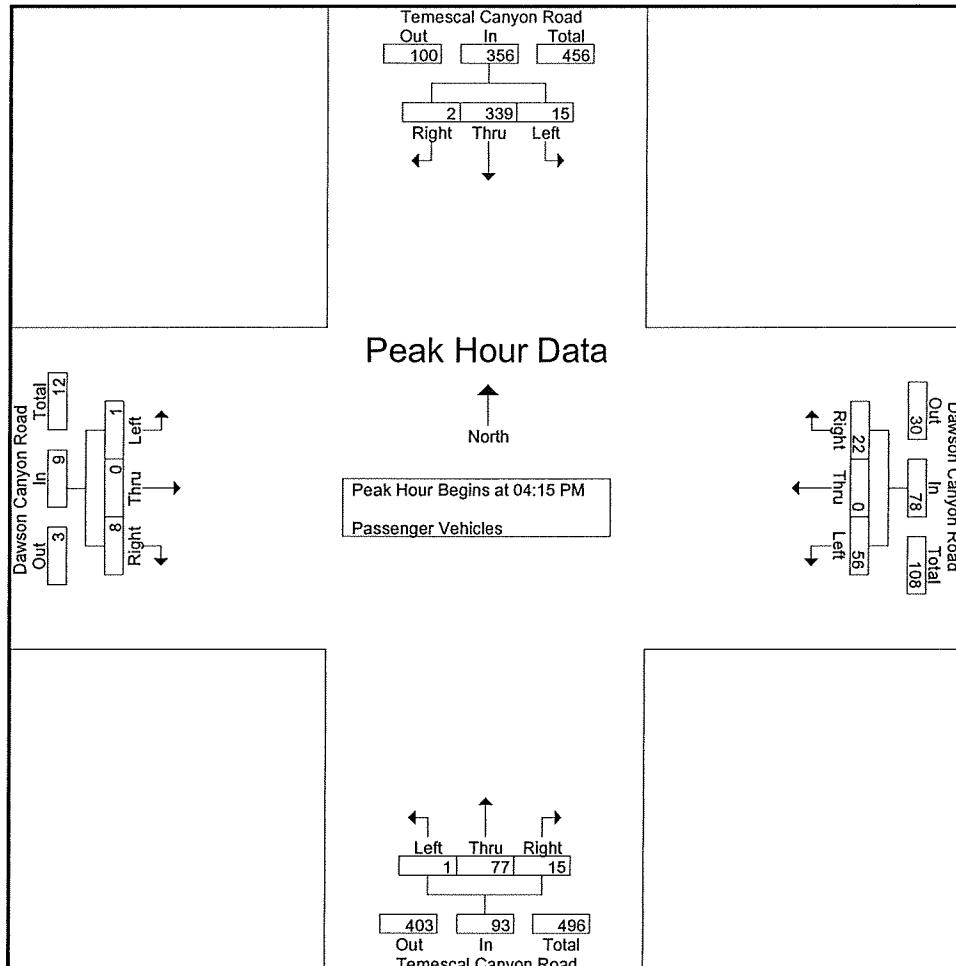
Start Time	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	87	0	92	8	0	4	12	3	20	12	35	2	0	4	6	145
04:15 PM	5	73	1	79	8	0	9	17	0	23	7	30	0	0	1	1	127
04:30 PM	3	87	1	91	17	0	2	19	1	17	2	20	0	0	4	4	134
04:45 PM	4	74	0	78	14	0	8	22	0	17	3	20	0	0	2	2	122
Total	17	321	2	340	47	0	23	70	4	77	24	105	2	0	11	13	528
05:00 PM	3	105	0	108	17	0	3	20	0	20	3	23	1	0	1	2	153
05:15 PM	4	87	1	92	12	0	5	17	0	20	3	23	0	1	1	2	134
05:30 PM	5	88	0	93	7	0	1	8	1	16	1	18	0	0	3	3	122
05:45 PM	5	93	0	98	7	1	5	13	0	16	1	17	0	0	1	1	129
Total	17	373	1	391	43	1	14	58	1	72	8	81	1	1	6	8	538
Grand Total	34	694	3	731	90	1	37	128	5	149	32	186	3	1	17	21	1066
Apprch %	4.7	94.9	0.4		70.3	0.8	28.9		2.7	80.1	17.2		14.3	4.8	81		
Total %	3.2	65.1	0.3	68.6	8.4	0.1	3.5	12	0.5	14	3	17.4	0.3	0.1	1.6	2	

Start Time	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	73	1	79	8	0	9	17	0	23	7	30	0	0	1	1	127
04:30 PM	3	87	1	91	17	0	2	19	1	17	2	20	0	0	4	4	134
04:45 PM	4	74	0	78	14	0	8	22	0	17	3	20	0	0	2	2	122
05:00 PM	3	105	0	108	17	0	3	20	0	20	3	23	1	0	1	2	153
Total Volume	15	339	2	356	56	0	22	78	1	77	15	93	1	0	8	9	536
% App. Total	4.2	95.2	0.6		71.8	0	28.2		1.1	82.8	16.1		11.1	0	88.9		
PHF	.750	.807	.500	.824	.824	.000	.611	.886	.250	.837	.536	.775	.250	.000	.500	.563	.876

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDPCM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	73	1	79	8	0	9	17	0	23	7	30	0	0	1	1
+15 mins.	3	87	1	91	17	0	2	19	1	17	2	20	0	0	4	4
+30 mins.	4	74	0	78	14	0	8	22	0	17	3	20	0	0	2	2
+45 mins.	3	105	0	108	17	0	3	20	0	20	3	23	1	0	1	2
Total Volume	15	339	2	356	56	0	22	78	1	77	15	93	1	0	8	9
% App. Total	4.2	95.2	0.6		71.8	0	28.2		1.1	82.8	16.1		11.1	0	88.9	
PHF	.750	.807	.500	.824	.824	.000	.611	.886	.250	.837	.536	.775	.250	.000	.500	.563

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCPM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 1

Groups Printed- Large 2 Axle Vehicles

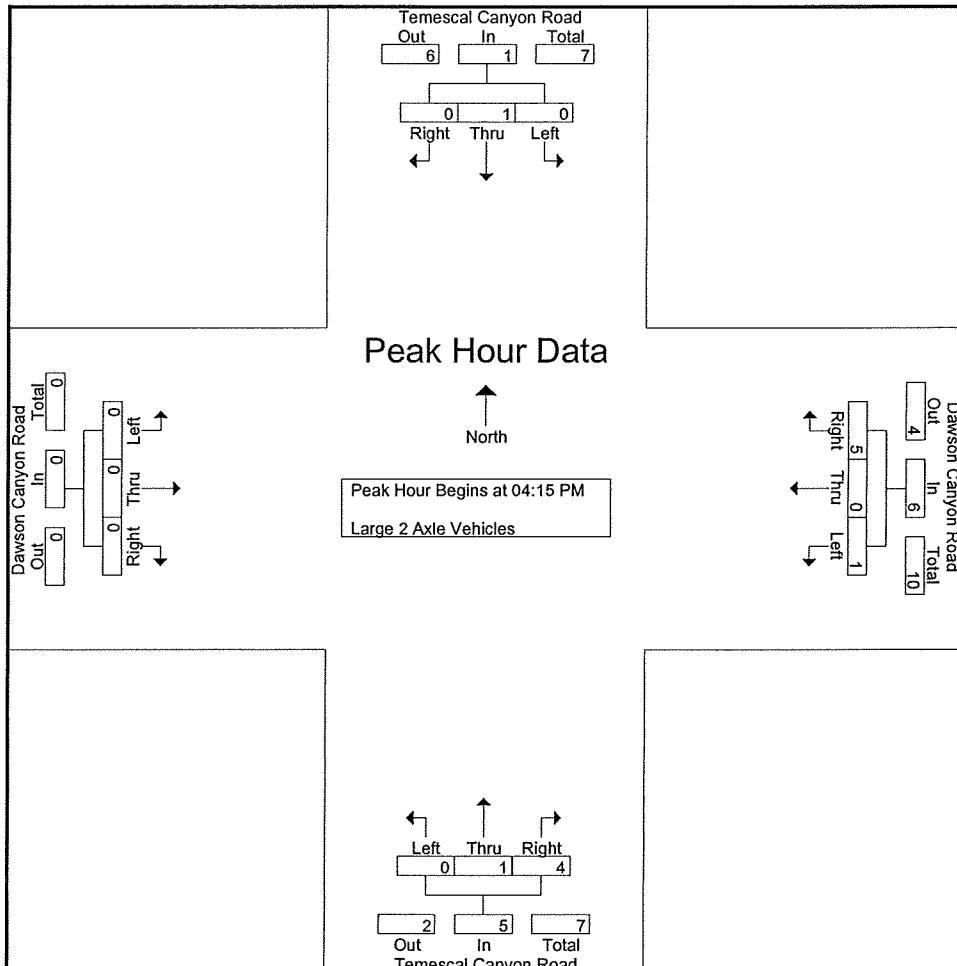
	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM		0	0	0	0	2	0	0	2	0	2	1	3	0	0	0	0	5
04:15 PM		0	0	0	0	0	0	2	2	0	0	2	2	0	0	0	0	4
04:30 PM		0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM		0	1	0	1	0	0	1	1	0	1	1	2	0	0	0	0	4
Total		0	1	0	1	3	0	3	6	0	3	4	7	0	0	0	0	14
05:00 PM		0	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0	3
05:15 PM		0	2	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM		0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total		0	3	0	3	1	0	3	4	0	1	1	2	0	0	0	0	9
Grand Total		0	4	0	4	4	0	6	10	0	4	5	9	0	0	0	0	23
Apprch %		0	100	0	40	0	60			0	44.4	55.6		0	0	0	0	
Total %		0	17.4	0	17.4	0	26.1	43.5		0	17.4	21.7	39.1	0	0	0	0	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM		0	0	0	0	0	0	2	2	0	0	2	2	0	0	0	0	4
04:30 PM		0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM		0	1	0	1	0	0	1	1	0	1	1	2	0	0	0	0	4
05:00 PM		0	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0	3
Total Volume		0	1	0	1	1	0	5	6	0	1	4	5	0	0	0	0	12
% App. Total		0	100	0	16.7	0	83.3			0	20	80		0	0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.625	.750	.000	.250	.500	.625	.000	.000	.000	.000	.750	

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCPM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	2	2	0	0	2	2	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	0	1	1	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0
Total Volume	0	1	0	1	1	0	5	6	0	1	4	5	0	0	0	0
% App. Total	0	100	0	0	16.7	0	83.3	0	20	80	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.250	.000	.625	.750	.000	.250	.500	.625	.000	.000	.000	.000

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: Temescal Canyon Road
 E/W: Dawson Canyon Road
 Weather: Sunny

File Name : CRTCDPCM
 Site Code : 05110910
 Start Date : 3/27/2008
 Page No : 1

Groups Printed- 3 Axle Vehicles

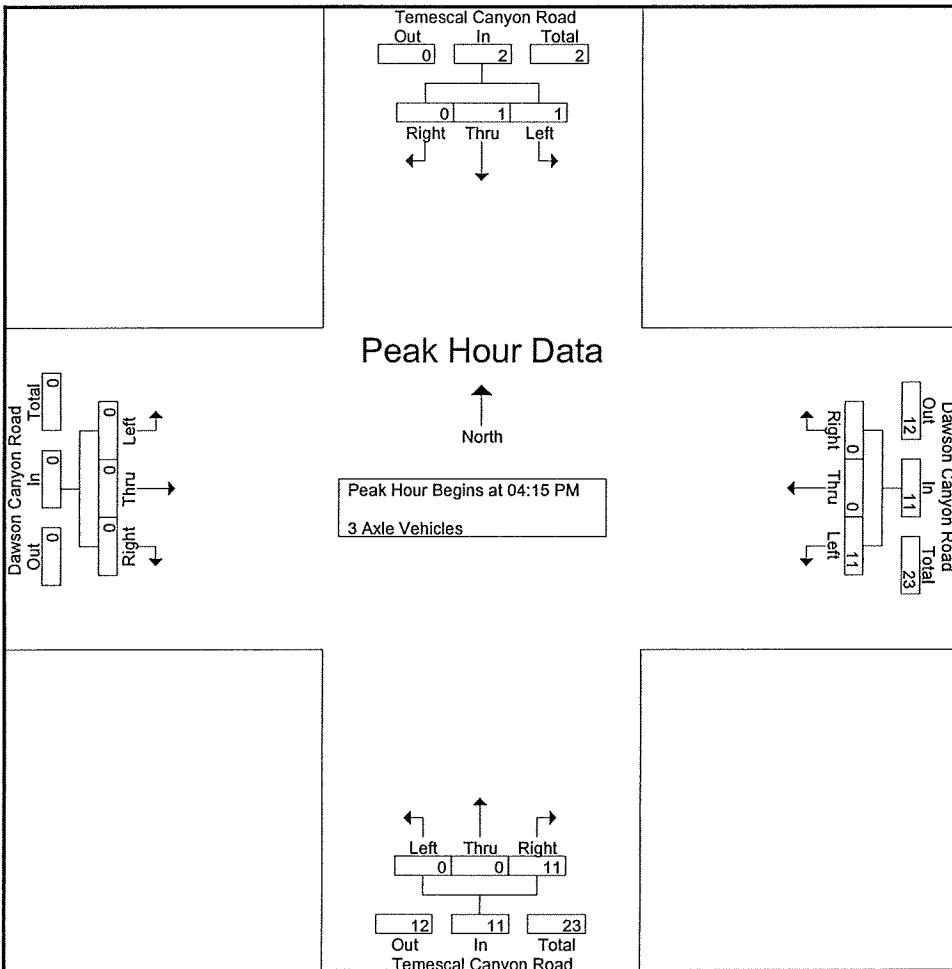
	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	5	0	0	5	0	0	2	2	0	0	0	0	7
04:15 PM	0	0	0	0	3	0	0	3	0	0	3	3	0	0	0	0	6
04:30 PM	0	0	0	0	3	0	0	3	0	0	2	2	0	0	0	0	5
04:45 PM	0	0	0	0	3	0	0	3	0	0	2	2	0	0	0	0	5
Total	0	0	0	0	14	0	0	14	0	0	9	9	0	0	0	0	23
05:00 PM	1	1	0	2	2	0	0	2	0	0	4	4	0	0	0	0	8
05:15 PM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
05:30 PM	1	0	0	1	3	0	0	3	0	0	1	1	0	0	0	0	5
05:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
Total	2	1	0	3	11	0	0	11	0	0	7	7	0	0	0	0	21
Grand Total	2	1	0	3	25	0	0	25	0	0	16	16	0	0	0	0	44
Apprch %	66.7	33.3	0		100	0	0		0	0	100		0	0	0	0	
Total %	4.5	2.3	0	6.8	56.8	0	0	56.8	0	0	36.4	36.4	0	0	0	0	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	3	0	0	3	0	0	3	3	0	0	0	0	6
04:30 PM	0	0	0	0	3	0	0	3	0	0	2	2	0	0	0	0	5
04:45 PM	0	0	0	0	3	0	0	3	0	0	2	2	0	0	0	0	5
05:00 PM	1	1	0	2	2	0	0	2	0	0	4	4	0	0	0	0	8
Total Volume	1	1	0	2	11	0	0	11	0	0	11	11	0	0	0	0	24
% App. Total	50	50	0		100	0	0		0	0	100		0	0	0	0	
PHF	.250	.250	.000	.250	.917	.000	.000	.917	.000	.000	.688	.688	.000	.000	.000	.000	.750

Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 951-485-7934

County of Riverside
 N/S: Temescal Canyon Road
 E/W: Dawson Canyon Road
 Weather: Sunny

File Name : CRTCDCPM
 Site Code : 05110910
 Start Date : 3/27/2008
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
	Out	In	Total	Approach												
+0 mins.	0	0	0	0	3	0	0	3	0	0	3	3	0	0	0	0
+15 mins.	0	0	0	0	3	0	0	3	0	0	2	2	0	0	0	0
+30 mins.	0	0	0	0	3	0	0	3	0	0	2	2	0	0	0	0
+45 mins.	1	1	0	2	2	0	0	2	0	0	4	4	0	0	0	0
Total Volume	1	1	0	2	11	0	0	11	0	0	11	11	0	0	0	0
% App. Total	50	50	0		100	0	0		0	0	100		0	0	0	
PHF	.250	.250	.000	.250	.917	.000	.000	.917	.000	.000	.688	.688	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCPM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

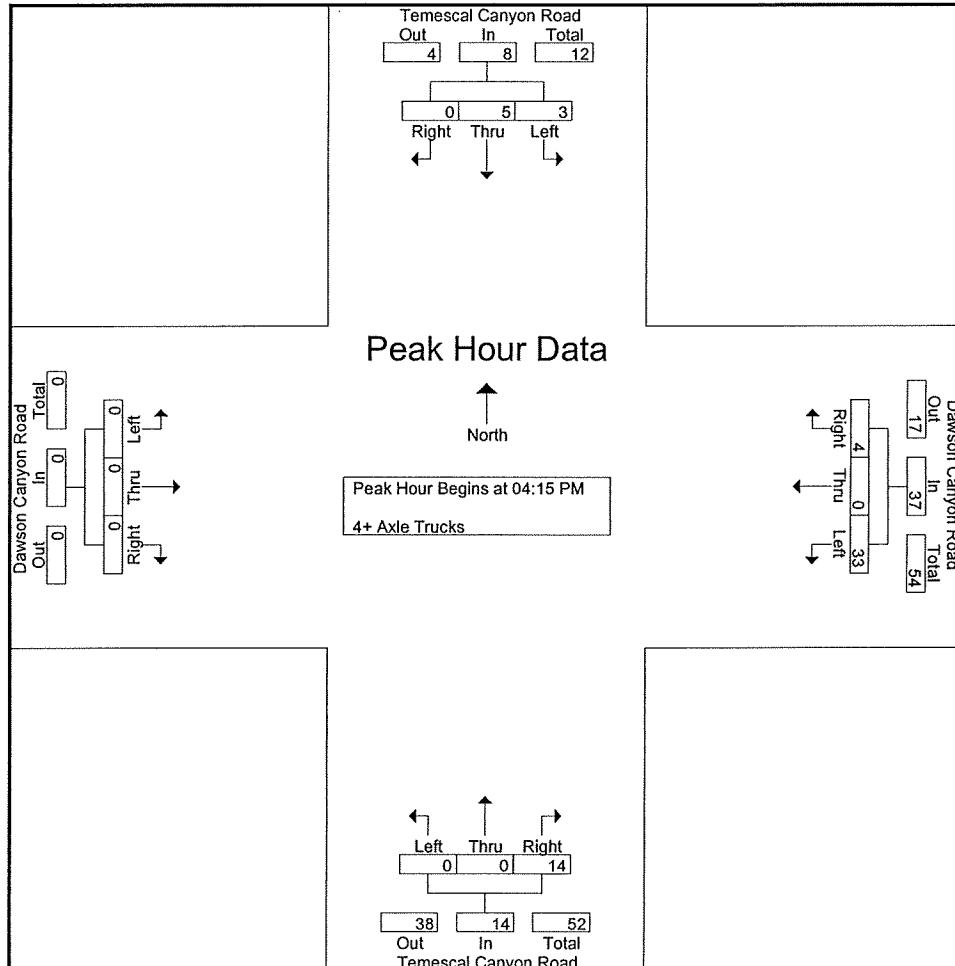
Start Time	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	0	3	6	0	1	7	0	1	4	5	0	0	0	0	15
04:15 PM	2	2	0	4	10	0	1	11	0	0	4	4	0	0	0	0	19
04:30 PM	0	1	0	1	10	0	2	12	0	0	7	7	0	0	0	0	20
04:45 PM	1	1	0	2	4	0	1	5	0	0	2	2	0	0	0	0	9
Total	4	6	0	10	30	0	5	35	0	1	17	18	0	0	0	0	63
05:00 PM	0	1	0	1	9	0	0	9	0	0	1	1	0	0	0	0	11
05:15 PM	0	0	0	0	4	0	1	5	0	0	4	4	0	0	0	0	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	5	0	0	5	0	0	3	3	0	0	0	0	8
Total	0	1	0	1	18	0	1	19	0	0	9	9	0	0	0	0	29
Grand Total	4	7	0	11	48	0	6	54	0	1	26	27	0	0	0	0	92
Apprch %	36.4	63.6	0		88.9	0	11.1		0	3.7	96.3		0	0	0		
Total %	4.3	7.6	0	12	52.2	0	6.5	58.7	0	1.1	28.3	29.3	0	0	0	0	

Start Time	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Dawson Canyon Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	2	2	0	4	10	0	1	11	0	0	4	4	0	0	0	0	19	
04:30 PM	0	1	0	1	10	0	2	12	0	0	7	7	0	0	0	0	20	
04:45 PM	1	1	0	2	4	0	1	5	0	0	2	2	0	0	0	0	9	
05:00 PM	0	1	0	1	9	0	0	9	0	0	1	1	0	0	0	0	11	
Total Volume	3	5	0	8	33	0	4	37	0	0	14	14	0	0	0	0	59	
% App. Total	37.5	62.5	0		89.2	0	10.8		0	0	100		0	0	0			
PHF	.375	.625	.000	.500	.825	.000	.500	.771	.000	.000	.500	.500	.000	.000	.000	.000	.738	

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRTCDCPM
Site Code : 05110910
Start Date : 3/27/2008
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	2	0	4	10	0	1	11	0	0	4	4	0	0	0	0
+15 mins.	0	1	0	1	10	0	2	12	0	0	7	7	0	0	0	0
+30 mins.	1	1	0	2	4	0	1	5	0	0	2	2	0	0	0	0
+45 mins.	0	1	0	1	9	0	0	9	0	0	1	1	0	0	0	0
Total Volume	3	5	0	8	33	0	4	37	0	0	14	14	0	0	0	0
% App. Total	37.5	62.5	0		89.2	0	10.8		0	0	100		0	0	0	0
PHF	.375	.625	.000	.500	.825	.000	.500	.771	.000	.000	.500	.500	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCPM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 1

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

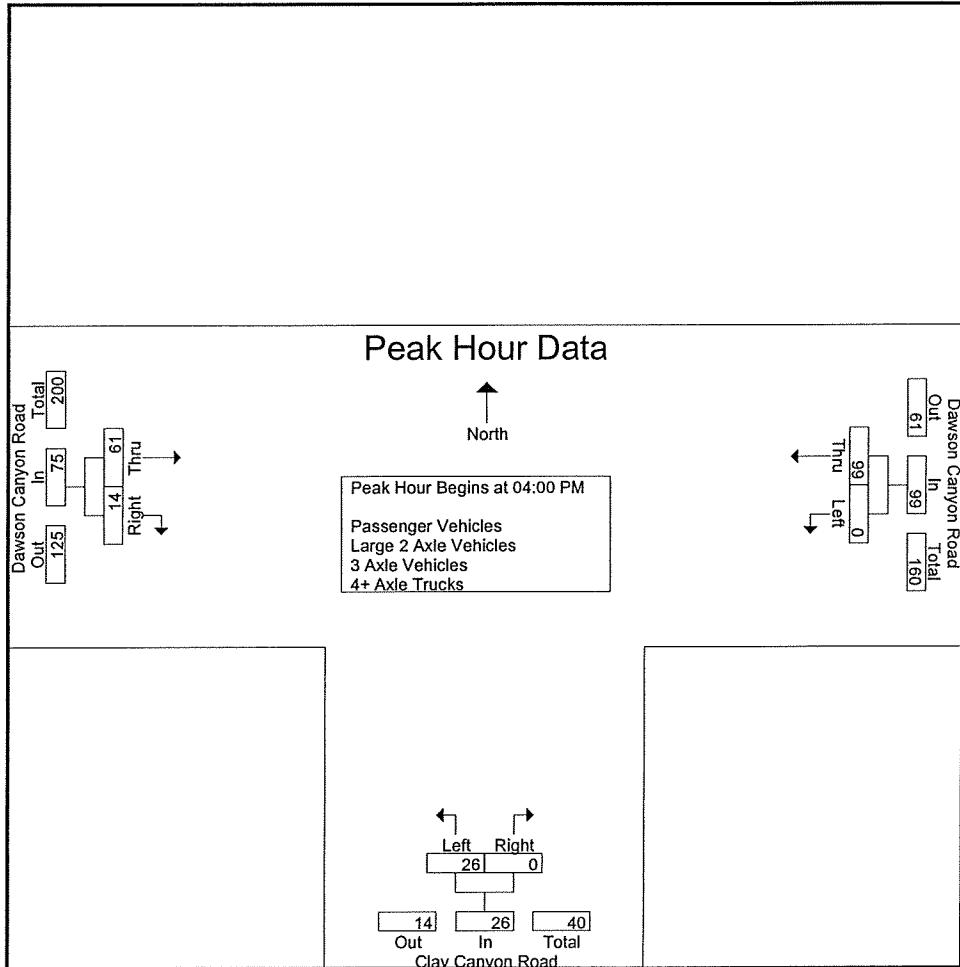
	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	18	18	8	0	8	20	5	25	51
04:15 PM	0	29	29	5	0	5	19	3	22	56
04:30 PM	0	29	29	5	0	5	13	2	15	49
04:45 PM	0	23	23	8	0	8	9	4	13	44
Total	0	99	99	26	0	26	61	14	75	200
05:00 PM	0	28	28	5	0	5	8	4	12	45
05:15 PM	0	16	16	10	0	10	11	4	15	41
05:30 PM	0	6	6	5	0	5	4	5	9	20
05:45 PM	0	19	19	3	0	3	5	4	9	31
Total	0	69	69	23	0	23	28	17	45	137
Grand Total	0	168	168	49	0	49	89	31	120	337
Apprch %	0	100		100	0		74.2	25.8		
Total %	0	49.9	49.9	14.5	0	14.5	26.4	9.2	35.6	
Passenger Vehicles	0	84	84	44	0	44	38	29	67	195
% Passenger Vehicles	0	50	50	89.8	0	89.8	42.7	93.5	55.8	57.9
Large 2 Axle Vehicles	0	6	6	4	0	4	3	2	5	15
% Large 2 Axle Vehicles	0	3.6	3.6	8.2	0	8.2	3.4	6.5	4.2	4.5
3 Axle Vehicles	0	25	25	0	0	0	18	0	18	43
% 3 Axle Vehicles	0	14.9	14.9	0	0	0	20.2	0	15	12.8
4+ Axle Trucks	0	53	53	1	0	1	30	0	30	84
% 4+ Axle Trucks	0	31.5	31.5	2	0	2	33.7	0	25	24.9

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	18	18	8	0	8	20	5	25	51
04:15 PM	0	29	29	5	0	5	19	3	22	56
04:30 PM	0	29	29	5	0	5	13	2	15	49
04:45 PM	0	23	23	8	0	8	9	4	13	44
Total Volume	0	99	99	26	0	26	61	14	75	200
% App. Total	0	100		100	0		81.3	18.7		
PHF	.000	.853	.853	.813	.000	.813	.763	.700	.750	.893

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny

File Name : CRCCDCPM2
Site Code : 05110940
Start Date : 3/27/2008
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour Analysis From 04:00 PM to
Peak Hour for Each Approach Begins at:

Peak Hour for Each App				Each Begins at:			04:00 PM		
	04:15 PM			04:30 PM			04:00 PM		
+0 mins.	0	29	29	5	0	5	20	5	25
+15 mins.	0	29	29	8	0	8	19	3	22
+30 mins.	0	23	23	5	0	5	13	2	15
+45 mins.	0	28	28	10	0	10	9	4	13
Total Volume	0	109	109	28	0	28	61	14	75
% App. Total	0	100		100	0		81.3	18.7	
PHF	.000	.940	.940	.700	.000	.700	.763	.700	.750

Counts Unlimited Inc.
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County of Riverside
N/S: Clay Canyon Road
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File Name : CRCCDCPM2
Site Code : 05110940
Start Date : 3/27/2008
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Groups Printed- Passenger Vehicles

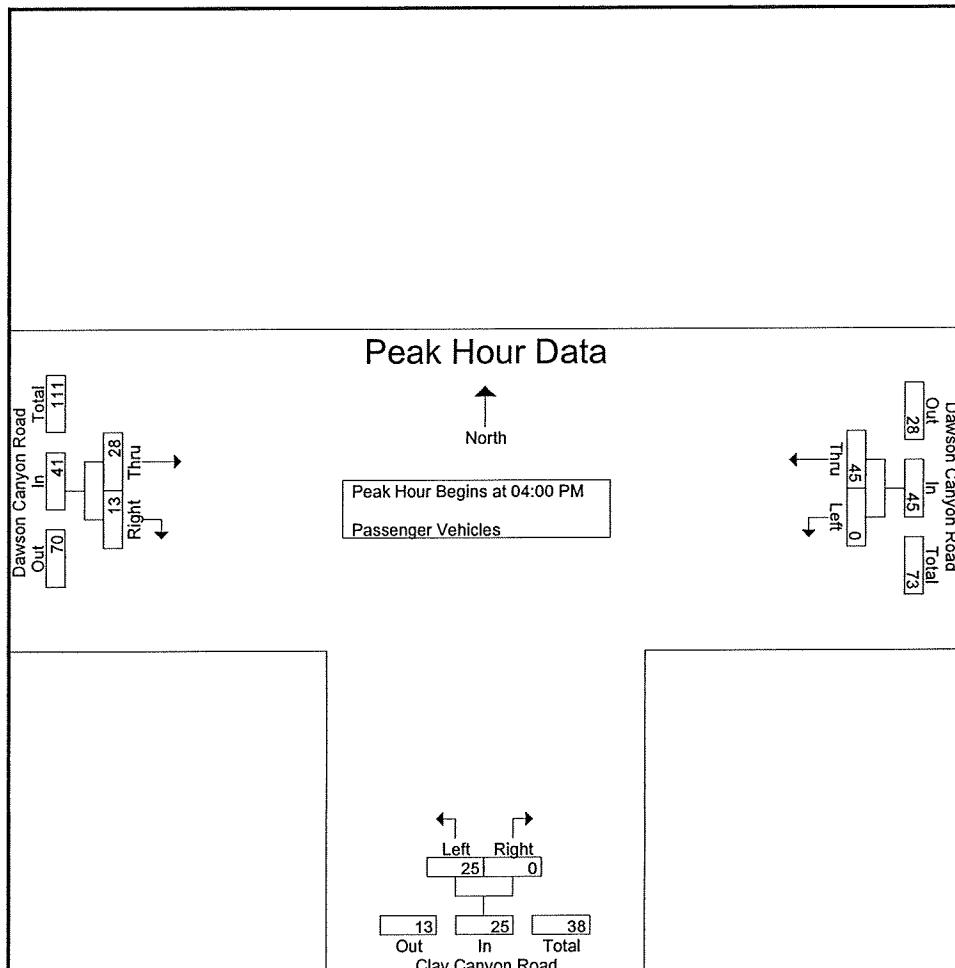
	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	8	0	8	13	4	17	29
04:15 PM	0	12	12	5	0	5	9	3	12	29
04:30 PM	0	15	15	4	0	4	3	2	5	24
04:45 PM	0	14	14	8	0	8	3	4	7	29
Total	0	45	45	25	0	25	28	13	41	111
05:00 PM	0	17	17	3	0	3	3	3	6	26
05:15 PM	0	9	9	8	0	8	4	4	8	25
05:30 PM	0	3	3	5	0	5	1	5	6	14
05:45 PM	0	10	10	3	0	3	2	4	6	19
Total	0	39	39	19	0	19	10	16	26	84
Grand Total	0	84	84	44	0	44	38	29	67	195
Apprch %	0	100		100	0		56.7	43.3		
Total %	0	43.1	43.1	22.6	0	22.6	19.5	14.9	34.4	

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	4	4	8	0	8	13	4	17	29
04:15 PM	0	12	12	5	0	5	9	3	12	29
04:30 PM	0	15	15	4	0	4	3	2	5	24
04:45 PM	0	14	14	8	0	8	3	4	7	29
Total Volume	0	45	45	25	0	25	28	13	41	111
% App. Total	0	100		100	0		68.3	31.7		
PHF	.000	.750	.750	.781	.000	.781	.538	.813	.603	.957

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County of Riverside
N/S: Clay Canyon Road
E/W: Dawson Canyon Road
Weather: Sunny



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

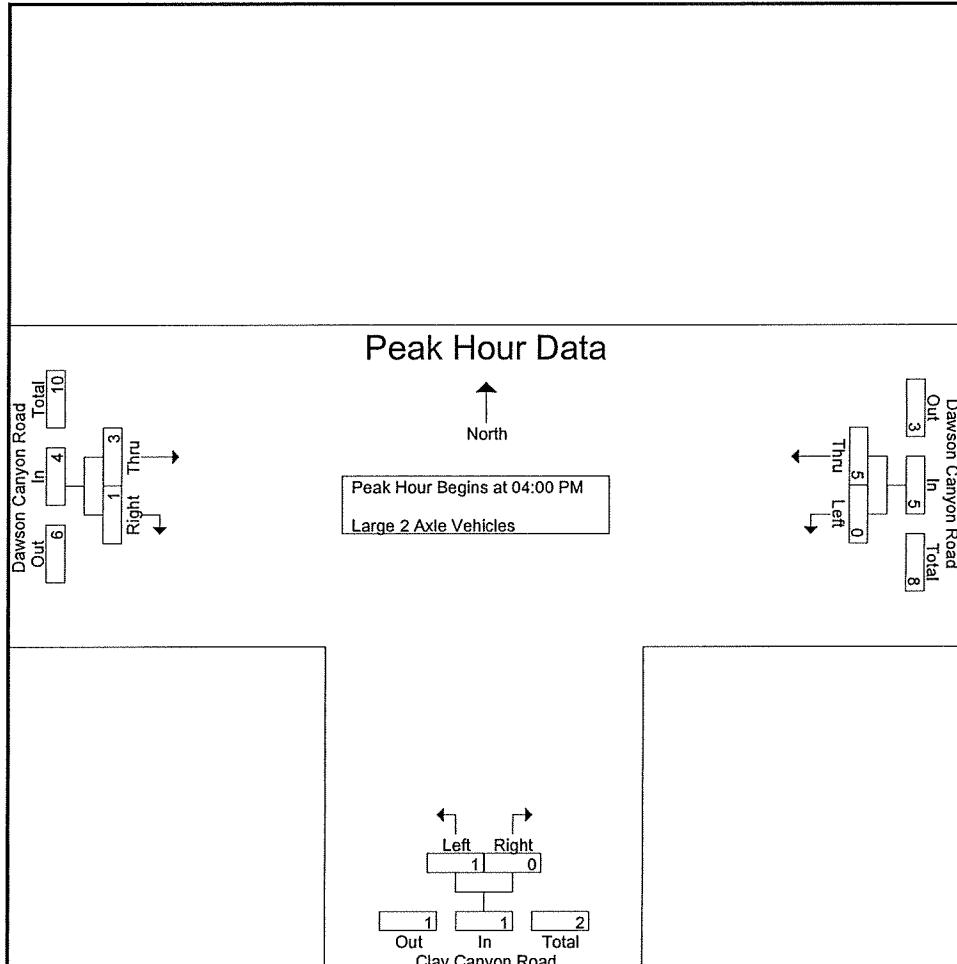
Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:00 PM			
	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Out	In	Total	Out	In	Total
Total Volume	0	58	58	58	25	0	25	28	13	41
% App. Total	0	100	100	100	0	0	0	68.3	31.7	
PHF	.000	.853	.853	.853	.781	.000	.781	.538	.813	.603

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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			04:00 PM		
+0 mins.	0	2	2	1	0	1	0	1	1
+15 mins.	0	2	2	0	0	0	2	0	2
+30 mins.	0	0	0	2	0	2	0	0	0
+45 mins.	0	1	1	1	0	1	1	0	1
Total Volume	0	5	5	4	0	4	3	1	4
% App. Total	0	100		100	0		75	25	
PHF	.000	.625	.625	.500	.000	.500	.375	.250	.500

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County of Riverside
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Weather: Sunny

File Name : CRCCDCPM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 1

Groups Printed- 3 Axle Vehicles

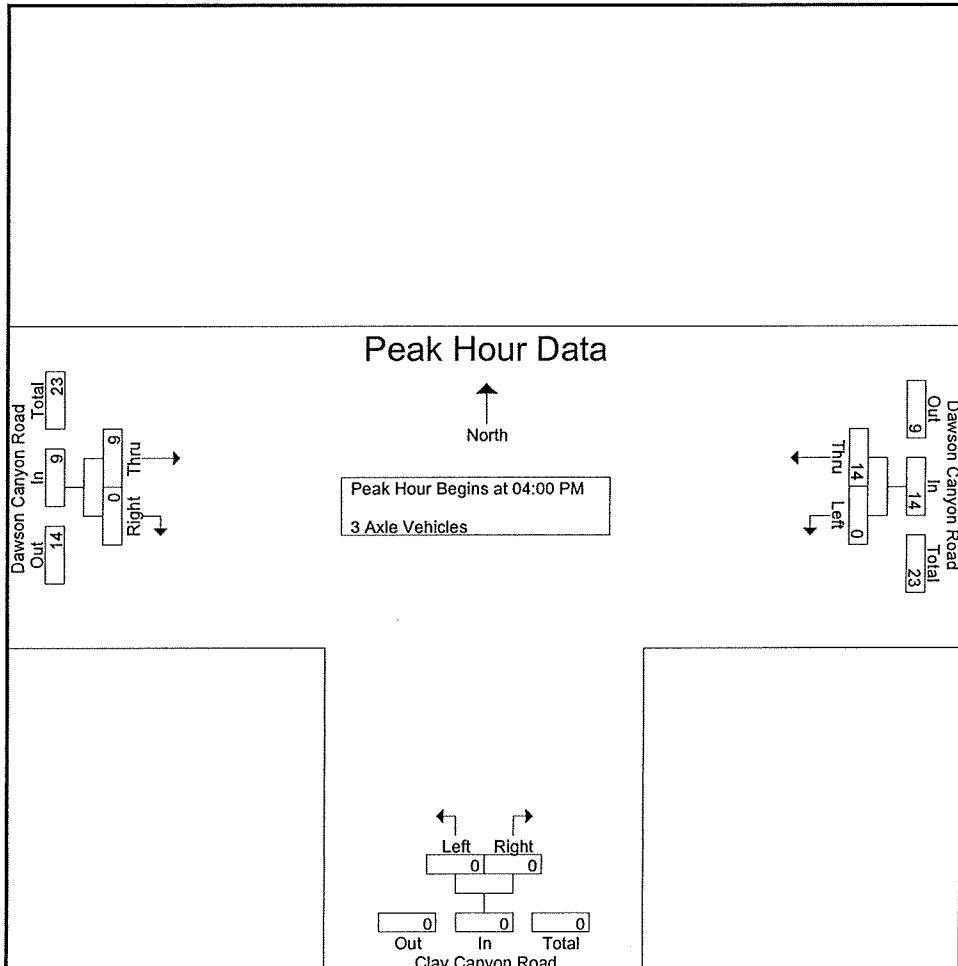
	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	5	0	0	0	2	0	2	7
04:15 PM	0	3	3	0	0	0	3	0	3	6
04:30 PM	0	3	3	0	0	0	2	0	2	5
04:45 PM	0	3	3	0	0	0	2	0	2	5
Total	0	14	14	0	0	0	9	0	9	23
05:00 PM	0	2	2	0	0	0	5	0	5	7
05:15 PM	0	2	2	0	0	0	2	0	2	4
05:30 PM	0	3	3	0	0	0	2	0	2	5
05:45 PM	0	4	4	0	0	0	0	0	0	4
Total	0	11	11	0	0	0	9	0	9	20
Grand Total	0	25	25	0	0	0	18	0	18	43
Apprch %	0	100		0	0		100	0		
Total %	0	58.1	58.1	0	0	0	41.9	0	41.9	

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	5	5	0	0	0	2	0	2	7
04:15 PM	0	3	3	0	0	0	3	0	3	6
04:30 PM	0	3	3	0	0	0	2	0	2	5
04:45 PM	0	3	3	0	0	0	2	0	2	5
Total Volume	0	14	14	0	0	0	9	0	9	23
% App. Total	0	100		0	0		100	0		
PHF	.000	.700	.700	.000	.000	.000	.750	.000	.750	.821

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File Name : CRCCDCPM2
Site Code : 05110940
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	0	5	5	0	0	0	3	0	3
+15 mins.	0	3	3	0	0	0	2	0	2
+30 mins.	0	3	3	0	0	0	2	0	2
+45 mins.	0	3	3	0	0	0	5	0	5
Total Volume	0	14	14	0	0	0	12	0	12
% App. Total	0	100		0	0	0	100	0	
PHF	.000	.700	.700	.000	.000	.000	.600	.000	.600

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951-485-7934

County of Riverside
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E/W: Dawson Canyon Road
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File Name : CRCCDCPM2
Site Code : 05110940
Start Date : 3/27/2008
Page No : 1

Groups Printed- 4+ Axle Trucks

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	7	0	0	0	5	0	5	12
04:15 PM	0	12	12	0	0	0	5	0	5	17
04:30 PM	0	11	11	0	0	0	8	0	8	19
04:45 PM	0	5	5	0	0	0	3	0	3	8
Total	0	35	35	0	0	0	21	0	21	56
05:00 PM	0	9	9	0	0	0	0	0	0	9
05:15 PM	0	4	4	1	0	1	5	0	5	10
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	5	5	0	0	0	3	0	3	8
Total	0	18	18	1	0	1	9	0	9	28
Grand Total	0	53	53	1	0	1	30	0	30	84
Apprch %	0	100		100	0		100	0		
Total %	0	63.1	63.1	1.2	0	1.2	35.7	0	35.7	

	Dawson Canyon Road Westbound			Clay Canyon Road Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	7	7	0	0	0	5	0	5	12
04:15 PM	0	12	12	0	0	0	5	0	5	17
04:30 PM	0	11	11	0	0	0	8	0	8	19
04:45 PM	0	5	5	0	0	0	3	0	3	8
Total Volume	0	35	35	0	0	0	21	0	21	56
% App. Total	0	100		0	0		100	0		
PHF	.000	.729	.729	.000	.000	.000	.656	.000	.656	.737

ATTACHMENT E

**INTERSECTION LEVEL OF SERVICE ANALYSIS WORKSHEETS FOR
2009 CONDITIONS WITH CURRENT 20-HOUR OPERATIONS (ASSUMING
THEORETICAL MAXIMUM OF 1,305 DAILY INBOUND TRIPS)**

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Current 20-Hour Operations (1,305)
 AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-15 SB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	C
<hr/>			
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted
Rights:	Include	Include	Ignore
Min. Green:	0 0 0	18 18 18	0 18 18
Lanes:	0 0 0 0 0	0 1 0 0 1	0 0 1 0 1
<hr/>			
Volume Module:			
Base Vol:	0 0 0	60 2 324	0 534 76
Growth Adj:	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02
Initial Bse:	0 0 0	61 2 330	0 545 78
Added Vol:	0 0 0	174 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	235 2 330	0 545 78
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93
PHF Volume:	0 0 0	253 2 356	0 587 0
Reduct Vol:	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	253 2 356	0 587 0
PCE Adj:	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
FinalVolume:	0 0 0	253 2 356	0 587 0
<hr/>			
Saturation Flow Module:			
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 1.00 1.00	0.94 0.94 0.85	1.00 1.00 1.00
Lanes:	0.00 0.00 0.00	0.99 0.01 1.00	0.00 1.00 1.00
Final Sat.:	0 0 0	1767 15 1615	0 1900 1900
<hr/>			
Capacity Analysis Module:			
Vol/Sat:	0.00 0.00 0.00	0.14 0.14 0.22	0.00 0.31 0.00
Crit Moves:	****	****	****
Green/Cycle:	0.00 0.00 0.00	0.29 0.29 0.29	0.00 0.40 0.00
Volume/Cap:	0.00 0.00 0.00	0.50 0.50 0.77	0.00 0.77 0.00
Delay/Veh:	0.0 0.0 0.0	21.6 21.6 30.8	0.0 23.1 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0	21.6 21.6 30.8	0.0 23.1 0.0
LOS by Move:	A A A	C C C	A C A C A A
HCM2kAvgQ:	0 0 0	5 5 9	0 13 0 1 1 0
<hr/>			

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Current 20-Hour Operations (1,305)
 AM PEAK HOUR

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

Intersection #2 I-15 NB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.589
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Control:	Split Phase			Split Phase			Protected			Permitted				
Rights:	Include			Include			Include			Ignore				
Min. Green:	11	11	11	0	0	0	0	10	20	0	0	20	20	
Lanes:	0	1	0	0	1	0	0	0	0	1	0	2	0	0

Volume Module:

Base Vol:	74	4	430	0	0	0	293	301	0	0	64	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	75	4	439	0	0	0	299	307	0	0	65	3
Added Vol:	0	0	35	0	0	0	0	174	0	0	23	116
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	4	474	0	0	0	299	481	0	0	88	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	79	4	496	0	0	0	313	504	0	0	92	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	4	496	0	0	0	313	504	0	0	92	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	4	496	0	0	0	313	504	0	0	92	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95
Lanes:	0.95	0.05	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00
Final Sat.:	1767	95	1615	0	0	0	1805	3610	0	0	3610

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.31	0.00	0.00	0.00	0.17	0.14	0.00	0.00	0.03	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.23	0.46	0.00	0.00	0.24	0.00
Volume/Cap:	0.11	0.11	0.77	0.00	0.00	0.00	0.77	0.30	0.00	0.00	0.11	0.00
Delay/Veh:	16.2	16.2	27.9	0.0	0.0	0.0	39.6	14.5	0.0	0.0	25.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	16.2	16.2	27.9	0.0	0.0	0.0	39.6	14.5	0.0	0.0	25.6	0.0
LOS by Move:	B	B	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	1	1	13	0	0	0	10	4	0	0	1	0

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Current 20-Hour Operations (1,305)
 AM PEAK HOUR

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

Intersection #3 Temescal Canyon Rd. (NS) / Dawson Canyon Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.591
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
 Optimal Cycle: OPTIMIZED 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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	
Min. Green:	10	18	18	10	18	18	22	22	22	22	22	
Lanes:	1	0	1	0	1	0	1	0	1	0	0	

Volume Module:

Base Vol:	11	682	19	18	37	3	2	0	1	6	0	18
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	696	19	18	38	3	2	0	1	6	0	18
Added Vol:	0	0	209	23	0	0	0	0	0	139	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	696	228	41	38	3	2	0	1	145	0	33
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:	12	738	242	44	40	3	2	0	1	154	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	738	242	44	40	3	2	0	1	154	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	738	242	44	40	3	2	0	1	154	0	35

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	0.86	1.00	0.86	0.71	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	0.67	0.00	0.33	1.00	0.00	1.00	
Final Sat.:	1805	1900	1615	1805	1900	1615	1092	0	546	1353	0	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.15	0.02	0.02	0.00	0.00	0.00	0.00	0.11	0.00	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.25	0.60	0.60	0.09	0.44	0.44	0.20	0.00	0.20	0.20	0.00	0.20
Volume/Cap:	0.03	0.65	0.25	0.27	0.05	0.00	0.01	0.00	0.01	0.57	0.00	0.11
Delay/Veh:	31.4	15.7	10.5	47.5	17.4	17.0	35.3	0.0	35.3	42.6	0.0	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	15.7	10.5	47.5	17.4	17.0	35.3	0.0	35.3	42.6	0.0	36.1
LOS by Move:	C	B	B	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	0	17	4	2	1	0	0	0	0	5	0	1

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Current 20-Hour Operations (1,305)
 AM PEAK HOUR

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

Intersection #4 Clay Canyon Dr. (NS) / Dawson Canyon Rd. (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.6]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 1 0 0

Volume Module:

Base Vol:	24	0	0	0	0	0	0	37	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	0	0	0	0	0	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	232	0	0	154	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	0	0	0	0	232	38	0	154	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	28	0	0	0	0	0	269	44	0	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	0	0	0	0	0	269	44	0	178	0

Critical Gap Module:

Critical Gp:	6.4 xxxx	6.2 xxxx	xxxx								
FollowUpTim:	3.5 xxxx	3.3 xxxx	xxxx								

Capacity Module:

Cnflct Vol:	447	xxxx	269	xxxx							
Potent Cap.:	573	xxxx	775	xxxx							
Move Cap.:	573	xxxx	775	xxxx							
Volume/Cap.:	0.05	xxxx	0.00	xxxx							

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	11.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT										
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.6		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx
ApproachLOS:	B		*		*		*		*		*

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Current 20-Hour Operations (1,305)
 PM PEAK HOUR

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

Intersection #1 I-15 SB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
 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:	Split Phase	Split Phase	Permitted	Protected
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0	18 18 18	0 18 18	10 18 0
Lanes:	0 0 0 0	0 1 0 0	0 0 1 0	1 0 1 0

Volume Module:

Base Vol:	0 0 0	5 4	388	0 397	152	176 276	0
Growth Adj:	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02	1.02
Initial Bse:	0 0 0	5 4	396	0 405	155	180 282	0
Added Vol:	0 0 0	124 0	0 0	0 0 0	0 40	0 0	0
PasserByVol:	0 0 0	0 0	0 0	0 0 0	0 0	0 0	0
Initial Fut:	0 0 0	129 4	396	0 405	155	220 282	0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	0.00 0.00 0.00	1.00 1.00 1.00	1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.00 0.00 0.00	0.96 0.96 0.96	0.96
PHF Volume:	0 0 0	134 4	412	0 422	0 229	293 0	0
Reduct Vol:	0 0 0	0 0	0 0	0 0 0	0 0	0 0	0
Reduced Vol:	0 0 0	134 4	412	0 422	0 229	293 0	0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	0.00 0.00 0.00	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	0.00 0.00 0.00	1.00 1.00 1.00	1.00
FinalVolume:	0 0 0	134 4	412	0 422	0 229	293 0	0

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 1.00 1.00	0.96 0.96 0.85	1.00 1.00 1.00	1.00 1.00 1.00	0.95 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 0.00 0.00	0.97 0.03 1.00	0.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	0.00 0.00 0.00
Final Sat.:	0 0 0	1774 56	1615 0	1900 1900	1805 1900	0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.08 0.08	0.26	0.00 0.22	0.00 0.13	0.15 0.00
Crit Moves:	****			****	****	
Green/Cycle:	0.00 0.00 0.00	0.33 0.33	0.33	0.00 0.30	0.00 0.17	0.47 0.00
Volume/Cap:	0.00 0.00 0.00	0.23 0.23	0.77	0.00 0.74	0.00 0.76	0.33 0.00
Delay/Veh:	0.0 0.0 0.0	14.6 14.6	24.4	0.0 24.0	0.0 34.6	10.3 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0	14.6 14.6	24.4	0.0 24.0	0.0 34.6	10.3 0.0
LOS by Move:	A A A	B B C	A C A	C B A		
HCM2kAvgQ:	0 0 0	2 2 9	0 9 0	6 4 0		

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Current 20-Hour Operations (1,305)
 PM PEAK HOUR

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

Intersection #2 I-15 NB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.475
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: OPTIMIZED 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:	Split Phase	Split Phase	Protected	Permitted
Rights:	Include	Include	Include	Ignore
Min. Green:	11 11 11	0 0 0	0 10 20	0 0 20 20
Lanes:	0 1 0 0 1	0 0 0 0 0	1 0 2 0 0	0 0 2 0 1

Volume Module:

Base Vol:	67	2	59	0	0	0	342	60	0	0	385	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	68	2	60	0	0	0	349	61	0	0	393	54
Added Vol:	0	0	25	0	0	0	0	124	0	0	40	202
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	2	85	0	0	0	349	185	0	0	433	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	75	2	94	0	0	0	383	203	0	0	475	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2	94	0	0	0	383	203	0	0	475	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	75	2	94	0	0	0	383	203	0	0	475	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00
Lanes:	0.97	0.03	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1723	51	1615	0	0	0	1805	3610	0	0	3610	1900

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.06	0.00	0.00	0.00	0.21	0.06	0.00	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.17	0.17	0.17	0.00	0.00	0.00	0.34	0.65	0.00	0.00	0.31	0.00
Volume/Cap:	0.26	0.26	0.34	0.00	0.00	0.00	0.63	0.09	0.00	0.00	0.43	0.00
Delay/Veh:	23.9	23.9	24.6	0.0	0.0	0.0	20.1	4.3	0.0	0.0	18.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	23.9	24.6	0.0	0.0	0.0	20.1	4.3	0.0	0.0	18.2	0.0
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B	A
HCM2kAvgQ:	2	2	2	0	0	0	7	1	0	0	4	0

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Current 20-Hour Operations (1,305)
 PM PEAK HOUR

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

Intersection #3 Temescal Canyon Rd. (NS) / Dawson Canyon Rd. (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.516
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	10	18	18	10	18	18	22	22	22	22	22	22		
Lanes:	1	0	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	1	78	1	13	353	2	1	0	8	12	0	14
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	80	1	13	360	2	1	0	8	12	0	14
Added Vol:	0	0	149	17	0	0	0	0	0	242	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	80	150	30	360	2	1	0	8	254	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	88	167	34	400	2	1	0	9	282	0	46
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	88	167	34	400	2	1	0	9	282	0	46
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:	1	88	167	34	400	2	1	0	9	282	0	46

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	0.86	1.00	0.86	0.71	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	0.11	0.00	0.89	1.00	0.00	1.00	
Final Sat.:	1805	1900	1615	1805	1900	1615	182	0	1454	1343	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.10	0.02	0.21	0.00	0.01	0.00	0.01	0.21	0.00	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.31	0.31	0.17	0.32	0.32	0.34	0.00	0.34	0.34	0.00	0.34
Volume/Cap:	0.00	0.15	0.34	0.11	0.65	0.00	0.02	0.00	0.02	0.62	0.00	0.08
Delay/Veh:	23.3	16.5	17.8	23.0	21.3	14.9	14.3	0.0	14.3	20.6	0.0	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	16.5	17.8	23.0	21.3	14.9	14.3	0.0	14.3	20.6	0.0	14.7
LOS by Move:	C	B	B	C	C	B	B	A	B	C	A	B
HCM2kAvgQ:	0	1	3	1	8	0	0	0	0	6	0	1

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Current 20-Hour Operations (1,305)
 PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Clay Canyon Dr. (NS) / Dawson Canyon Rd. (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.0]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 1 0 0

Volume Module:

Base Vol:	26	0	0	0	0	0	0	0	14	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	27	0	0	0	0	0	0	0	14	0	0	0
Added Vol:	0	0	0	0	0	0	0	165	0	0	269	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	0	0	0	0	0	165	14	0	269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	30	0	0	0	0	0	0	185	16	0	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	0	0	0	0	0	0	185	16	0	301	0

Critical Gap Module:

Critical Gp:	6.4 xxxx	6.2 xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
FollowUpTim:	3.5 xxxx	3.3 xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	486 xxxx	185	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	544 xxxx	863	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	544 xxxx	863	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05 xxxx	0.00	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	0.2 xxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Control Del:	12.0 xxxx	xxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
LOS by Move:	B *	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT										
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.0		xxxxxx		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:	B		*		*		*		*		

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

ATTACHMENT F

**INTERSECTION LEVEL OF SERVICE ANALYSIS WORKSHEETS FOR
2009 CONDITIONS WITH PROPOSED 24-HOUR OPERATIONS (ASSUMING
THEORETICAL MAXIMUM OF 1,305 DAILY INBOUND TRIPS)**

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (1,305)
 AM PEAK HOUR

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

Intersection #1 I-15 SB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap. (X): 0.534
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
 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	-
Control:		Split Phase			Split Phase			Permitted			Protected				
Rights:		Include			Include			Ignore			Include				
Min. Green:	0	0	0	0	18	18	18	0	18	18	10	18	10	18	0
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0

Volume Module:

Base Vol:	0	0	0	60	2	324	0	534	76	22	116	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	61	2	330	0	545	78	22	118	0
Added Vol:	0	0	0	122	0	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	2	330	0	545	78	38	118	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	0	0	0	197	2	356	0	587	0	41	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	2	356	0	587	0	41	128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	197	2	356	0	587	0	41	128	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	0.95	0.85	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1779	20	1615	0	1900	1900	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.22	0.00	0.31	0.00	0.02	0.07	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.40	0.00	0.14	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.77	0.00	0.77	0.00	0.16	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	20.6	20.6	30.8	0.0	23.1	0.0	26.6	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.6	20.6	30.8	0.0	23.1	0.0	26.6	7.9	0.0
LOS by Move:	A	A	A	C	C	C	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	4	4	9	0	13	0	1	1	0

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (1,305)
 AM PEAK HOUR

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

Intersection #2 I-15 NB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.579
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
 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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Include	Split Phase	Include	Protected	Include	Permitted	Ignore				
Rights:	Include	Include	Include	Include								
Min. Green:	11	11	11	0	0	0	10	20	0	0	20	20
Lanes:	0	1	0	0	1	0	0	0	1	0	2	0

Volume Module:

Base Vol:	74	4	430	0	0	0	293	301	0	0	64	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	75	4	439	0	0	0	299	307	0	0	65	3
Added Vol:	0	0	24	0	0	0	0	122	0	0	16	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	4	463	0	0	0	299	429	0	0	81	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	79	4	484	0	0	0	313	449	0	0	85	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	4	484	0	0	0	313	449	0	0	85	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	4	484	0	0	0	313	449	0	0	85	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00
Lanes:	0.95	0.05	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1765	95	1615	0	0	0	1805	3610	0	0	3610	1900

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.30	0.00	0.00	0.00	0.17	0.12	0.00	0.00	0.02	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.23	0.46	0.00	0.00	0.24	0.00
Volume/Cap:	0.11	0.11	0.76	0.00	0.00	0.00	0.76	0.27	0.00	0.00	0.10	0.00
Delay/Veh:	16.3	16.3	27.5	0.0	0.0	0.0	38.6	14.0	0.0	0.0	25.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	27.5	0.0	0.0	0.0	38.6	14.0	0.0	0.0	25.5	0.0
LOS by Move:	B	B	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	1	1	13	0	0	0	10	4	0	0	1	0

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (1,305)
 AM PEAK HOUR

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

Intersection #3 Temescal Canyon Rd. (NS) / Dawson Canyon Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.545
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
 Optimal Cycle: OPTIMIZED 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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	
Min. Green:	10	18	18	10	18	18	22	22	22	22	22	
Lanes:	1	0	1	0	1	0	1	0	1	0	0	

Volume Module:

Base Vol:	11	682	19	18	37	3	2	0	1	6	0	18
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	696	19	18	38	3	2	0	1	6	0	18
Added Vol:	0	0	147	16	0	0	0	0	0	98	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	696	166	34	38	3	2	0	1	104	0	29
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:	12	738	177	36	40	3	2	0	1	111	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	738	177	36	40	3	2	0	1	111	0	31
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:	12	738	177	36	40	3	2	0	1	111	0	31

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	0.87	1.00	0.87	0.71	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	0.67	0.00	0.33	1.00	0.00	1.00	
Final Sat.:	1805	1900	1615	1805	1900	1615	1098	0	549	1353	0	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.11	0.02	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.26	0.63	0.63	0.08	0.46	0.46	0.18	0.00	0.18	0.18	0.00	0.18
Volume/Cap:	0.03	0.61	0.17	0.24	0.05	0.00	0.01	0.00	0.01	0.45	0.00	0.11
Delay/Veh:	33.5	14.1	9.1	52.3	17.8	17.5	40.1	0.0	40.1	44.9	0.0	41.0
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:	33.5	14.1	9.1	52.3	17.8	17.5	40.1	0.0	40.1	44.9	0.0	41.0
LOS by Move:	C	B	A	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	0	16	3	1	1	0	0	0	0	4	0	1

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (1,305)
 AM PEAK HOUR

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

Intersection #4 Clay Canyon Dr. (NS) / Dawson Canyon Rd. (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.5]

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 1 0 0

Volume Module:

Base Vol:	24 0 0 0 0	0 0 0 0 0	0 0 0 0 37	0 0 0 0 0
Growth Adj:	1.02 1.02 1.02 1.02 1.02	1.02 1.02 1.02 1.02 1.02	1.02 1.02 1.02 1.02 1.02	1.02 1.02 1.02 1.02 1.02
Initial Bse:	24 0 0 0 0	0 0 0 0 0	0 0 0 0 38	0 0 0 0 0
Added Vol:	0 0 0 0 0	0 0 0 0 0	0 0 163 0 0	0 0 109 0 0
PasserByVol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Initial Fut:	24 0 0 0 0	0 0 0 0 0	0 0 163 38 0	0 0 109 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 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 0.86 0.86 0.86	0.86 0.86 0.86 0.86 0.86
PHF Volume:	28 0 0 0 0	0 0 0 0 0	0 0 189 44 0	0 0 126 0 0
Reduct Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
FinalVolume:	28 0 0 0 0	0 0 0 0 0	0 0 189 44 0	0 0 126 0 0

Critical Gap Module:

Critical Gp:	6.4 xxxx 6.2 xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
FollowUpTim:	3.5 xxxx 3.3 xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Capacity Module:

Cnflct Vol:	315 xxxx 189 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Potent Cap.:	682 xxxx 858 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Move Cap.:	682 xxxx 858 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Volume/Cap.:	0.04 xxxx 0.00 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:

2Way95thQ:	0.1 xxxx
Control Del:	10.5 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move:	B * * * * * * * * * * * * * *
Movement:	LT - LTR - RT
Shared Cap.:	xxxx
SharedQueue:	xxxxxx xxxx
Shrd ConDel:	xxxxxx xxxx
Shared LOS:	* * * * * * * * * * * * * *
ApproachDel:	10.5 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS:	B * * *

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (1,305)
 PM PEAK HOUR

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

Intersection #1 I-15 SB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
 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
Control:		Split Phase			Split Phase			Permitted		Protected						
Rights:		Include			Include			Ignore		Include						
Min. Green:	0	0	0	0	18	18	18	0	18	18	10	18	0			
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0	0			

Volume Module:

Base Vol:	0	0	0	5	4	388	0	397	152	176	276	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	5	4	396	0	405	155	180	282	0
Added Vol:	0	0	0	124	0	0	0	0	0	40	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	4	396	0	405	155	220	282	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	0	0	0	134	4	412	0	422	0	229	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	4	412	0	422	0	229	293	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	134	4	412	0	422	0	229	293	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.96	0.96	0.85	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	0.97	0.03	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1774	56	1615	0	1900	1900	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.26	0.00	0.22	0.00	0.13	0.15	0.00
Crit Moves:				****			****		****			
Green/Cycle:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.30	0.00	0.17	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	0.77	0.00	0.74	0.00	0.76	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	14.6	14.6	24.4	0.0	24.0	0.0	34.6	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.6	14.6	24.4	0.0	24.0	0.0	34.6	10.3	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	2	2	9	0	9	0	6	4	0

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (1,305)
 PM PEAK HOUR

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

Intersection #2 I-15 NB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 65 Critical Vol./Cap. (X): 0.475
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
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Control:	Split Phase			Split Phase			Protected			Permitted			Ignore			
Rights:	Include			Include			Include			Ignore						
Min. Green:	11	11	11	0	0	0	10	20	0	0	20	20				
Lanes:	0	1	0	0	1	0	0	0	0	0	0	2	0	1		
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Volume Module:																
Base Vol:	67	2	59	0	0	0	342	60	0	0	385	53				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	68	2	60	0	0	0	349	61	0	0	393	54				
Added Vol:	0	0	25	0	0	0	0	124	0	0	40	202				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	68	2	85	0	0	0	349	185	0	0	433	256				
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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
PHF Volume:	75	2	94	0	0	0	383	203	0	0	475	0				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	75	2	94	0	0	0	383	203	0	0	475	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	75	2	94	0	0	0	383	203	0	0	475	0				
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Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.93	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00				
Lanes:	0.97	0.03	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	1723	51	1615	0	0	0	1805	3610	0	0	3610	1900				
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Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.06	0.00	0.00	0.00	0.21	0.06	0.00	0.00	0.13	0.00				
Crit Moves:	****			****			****			****						
Green/Cycle:	0.17	0.17	0.17	0.00	0.00	0.00	0.34	0.65	0.00	0.00	0.31	0.00				
Volume/Cap:	0.26	0.26	0.34	0.00	0.00	0.00	0.63	0.09	0.00	0.00	0.43	0.00				
Delay/Veh:	23.9	23.9	24.6	0.0	0.0	0.0	20.1	4.3	0.0	0.0	18.2	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	23.9	23.9	24.6	0.0	0.0	0.0	20.1	4.3	0.0	0.0	18.2	0.0				
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B	A				
HCM2kAvgQ:	2	2	2	0	0	0	7	1	0	0	4	0				
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Note: Queue reported is the number of cars per lane.

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (1,305)
 PM PEAK HOUR

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

Intersection #3 Temescal Canyon Rd. (NS) / Dawson Canyon Rd. (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.516
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
	Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:		Protected			Protected			Permitted		Permitted			Permitted			
Rights:		Include			Include			Include		Include			Include			
Min. Green:	10	18	18	10	18	18	22	22	22	22	22	22	22	22	22	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	1	78	1	13	353	2	1	0	8	12	0	14
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	80	1	13	360	2	1	0	8	12	0	14
Added Vol:	0	0	149	17	0	0	0	0	0	242	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	80	150	30	360	2	1	0	8	254	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	88	167	34	400	2	1	0	9	282	0	46
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	88	167	34	400	2	1	0	9	282	0	46
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:	1	88	167	34	400	2	1	0	9	282	0	46

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	0.86	1.00	0.86	0.71	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	0.11	0.00	0.89	1.00	0.00	1.00	
Final Sat.:	1805	1900	1615	1805	1900	1615	182	0	1454	1343	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.10	0.02	0.21	0.00	0.01	0.00	0.01	0.21	0.00	0.03
Crit Moves:	****		****							****		
Green/Cycle:	0.15	0.31	0.31	0.17	0.32	0.32	0.34	0.00	0.34	0.34	0.00	0.34
Volume/Cap:	0.00	0.15	0.34	0.11	0.65	0.00	0.02	0.00	0.02	0.62	0.00	0.08
Delay/Veh:	23.3	16.5	17.8	23.0	21.3	14.9	14.3	0.0	14.3	20.6	0.0	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	16.5	17.8	23.0	21.3	14.9	14.3	0.0	14.3	20.6	0.0	14.7
LOS by Move:	C	B	B	C	C	B	B	A	B	C	A	B
HCM2kAvgQ:	0	1	3	1	8	0	0	0	0	6	0	1

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (1,305)
 PM PEAK HOUR

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

Intersection #4 Clay Canyon Dr. (NS) / Dawson Canyon Rd. (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B [12.0]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
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Rights:	Include	Include	Include	Include
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Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 1 0 0
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Volume Module:

Base Vol:	26 0 0 0 0	0 0 0 0 0	0 0 0 14 0	0 0 0 0 0
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Growth Adj:	1.02 1.02 1.02 1.02 1.02	1.02 1.02 1.02 1.02 1.02	1.02 1.02 1.02 1.02 1.02	1.02 1.02 1.02 1.02 1.02
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Initial Bse:	27 0 0 0 0	0 0 0 0 0	0 0 0 14 0	0 0 0 0 0
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Added Vol:	0 0 0 0 0	0 0 0 0 0	0 0 165 0 0	0 0 269 0 0
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PasserByVol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
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Initial Fut:	27 0 0 0 0	0 0 0 0 0	0 165 14 0 269	0 269 0 0 0
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User Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00
-----------	--------------------------	--------------------------	--------------------------	--------------------------

PHF Adj:	0.89 0.89 0.89 0.89 0.89	0.89 0.89 0.89 0.89 0.89	0.89 0.89 0.89 0.89 0.89	0.89 0.89 0.89 0.89 0.89
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PHF Volume:	30 0 0 0 0	0 0 0 0 0	0 185 16 0 301	0 301 0 0 0
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Reduct Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
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FinalVolume:	30 0 0 0 0	0 0 0 0 0	0 185 16 0 301	0 301 0 0 0
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Critical Gap Module:				
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Critical Gp:	6.4 xxxx 6.2 xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx			
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FollowUpTim:	3.5 xxxx 3.3 xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx			
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Capacity Module:				
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Cnflct Vol:	486 xxxx 185 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx			
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Potent Cap.:	544 xxxx 863 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx			
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Move Cap.:	544 xxxx 863 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx			
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Volume/Cap:	0.05 xxxx 0.00 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx			
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Level Of Service Module:				
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2Way95thQ:	0.2 xxxx			
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Control Del:	12.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx			
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LOS by Move:	B * * * * * * * * * * * * * *			
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Movement:	LT - LTR - RT			
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Shared Cap.:	xxxx			
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SharedQueue:	xxxx			
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Shrd ConDel:	xxxx			
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Shared LOS:	* * * * * * * * * * * * * *			
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ApproachDel:	12.0	xxxxxx	xxxxxx	xxxxxx
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ApproachLOS:	B	*	*	*
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Note: Queue reported is the number of cars per lane.				
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ATTACHMENT G

**INTERSECTION LEVEL OF SERVICE ANALYSIS WORKSHEETS FOR
2009 CONDITIONS WITH PROPOSED 24-HOUR OPERATIONS (ON A TYPICAL DAY)**

Typical Day 24Hr AM

Thu Apr 3, 2008 14:10:35

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EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (Typical Day)
 AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-15 SB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.528
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
 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:	Split Phase	Split Phase	Permitted	Protected
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0	18 18 18	0 18 18	10 18 0
Lanes:	0 0 0 0 0	0 1 0 0 1	0 0 1 0 1	1 0 1 0 0

Volume Module:

Base Vol:	0 0 0	60 2 324	0 534 76	22 116 0
Growth Adj:	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02
Initial Bse:	0 0 0	61 2 330	0 545 78	22 118 0
Added Vol:	0 0 0	114 0 0	0 0 0	15 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	175 2 330	0 545 78	37 118 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Adj:	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.00	0.93 0.93 0.93
PHF Volume:	0 0 0	189 2 356	0 587 0	40 128 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	189 2 356	0 587 0	40 128 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
FinalVolume:	0 0 0	189 2 356	0 587 0	40 128 0

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 1.00 1.00	0.95 0.95 0.85	1.00 1.00 1.00	0.95 1.00 1.00
Lanes:	0.00 0.00 0.00	0.99 0.01 1.00	0.00 1.00 1.00	1.00 1.00 0.00
Final Sat.:	0 0 0	1780 21 1615	0 1900 1900	1805 1900 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.11 0.11 0.22	0.00 0.31 0.00	0.02 0.07 0.00
Crit Moves:		****	****	****
Green/Cycle:	0.00 0.00 0.00	0.29 0.29 0.29	0.00 0.40 0.00	0.14 0.54 0.00
Volume/Cap:	0.00 0.00 0.00	0.37 0.37 0.77	0.00 0.77 0.00	0.16 0.12 0.00
Delay/Veh:	0.0 0.0 0.0	20.4 20.4 30.8	0.0 23.1 0.0	26.6 7.9 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0	20.4 20.4 30.8	0.0 23.1 0.0	26.6 7.9 0.0
LOS by Move:	A A A	C C C	A C A	C A A
HCM2kAvgQ:	0 0 0	4 4 9	0 13 0	1 1 0

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (Typical Day)
 AM PEAK HOUR

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

Intersection #2 I-15 NB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 85 Critical Vol./Cap. (X): 0.577
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Control:	Split Phase			Split Phase			Protected			Permitted					
Rights:	Include			Include			Include			Ignore					
Min. Green:	11	11	11	0	0	0	10	20	0	0	20	20			
Lanes:	0	1	0	0	1	0	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	74	4	430	0	0	0	293	301	0	0	64	3			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	75	4	439	0	0	0	299	307	0	0	65	3			
Added Vol:	0	0	23	0	0	0	0	114	0	0	15	76			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	75	4	462	0	0	0	299	421	0	0	80	79			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	
PHF Volume:	79	4	483	0	0	0	313	441	0	0	84	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	79	4	483	0	0	0	313	441	0	0	84	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	79	4	483	0	0	0	313	441	0	0	84	0			

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.98	0.98	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00			
Lanes:	0.95	0.05	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	1765	95	1615	0	0	0	1805	3610	0	0	3610	1900			

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.30	0.00	0.00	0.00	0.17	0.12	0.00	0.00	0.02	0.00			
Crit Moves:	****			****			****			****					
Green/Cycle:	0.39	0.39	0.39	0.00	0.00	0.00	0.23	0.46	0.00	0.00	0.24	0.00			
Volume/Cap:	0.11	0.11	0.76	0.00	0.00	0.00	0.76	0.26	0.00	0.00	0.10	0.00			
Delay/Veh:	16.4	16.4	27.5	0.0	0.0	0.0	38.5	14.0	0.0	0.0	25.5	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	16.4	16.4	27.5	0.0	0.0	0.0	38.5	14.0	0.0	0.0	25.5	0.0			
LOS by Move:	B	B	C	A	A	A	D	B	A	A	C	A			
HCM2kAvgQ:	1	1	13	0	0	0	9	4	0	0	1	0			

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (Typical Day)
 AM PEAK HOUR

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

Intersection #3 Temescal Canyon Rd. (NS) / Dawson Canyon Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.538
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound					
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	10	18	18	10	18	18	22	22	22	22	22	22	22	22	
Lanes:	1	0	1	0	1	1	0	1	0	0	1!	0	0	0	1

Volume Module:

Base Vol:	11	682	19	18	37	3	2	0	1	6	0	18
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	696	19	18	38	3	2	0	1	6	0	18
Added Vol:	0	0	137	15	0	0	0	0	0	91	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	696	156	33	38	3	2	0	1	97	0	28
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:	12	738	166	35	40	3	2	0	1	103	0	30
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	738	166	35	40	3	2	0	1	103	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	738	166	35	40	3	2	0	1	103	0	30

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	0.87	1.00	0.87	0.71	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.00	0.33	1.00	0.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1101	0	550	1353	0	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.39	0.10	0.02	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Moves:	****	****								****		
Green/Cycle:	0.26	0.63	0.63	0.08	0.46	0.46	0.18	0.00	0.18	0.18	0.00	0.18
Volume/Cap:	0.03	0.61	0.16	0.24	0.05	0.00	0.01	0.00	0.01	0.42	0.00	0.10
Delay/Veh:	33.5	14.1	9.1	52.2	17.8	17.5	40.1	0.0	40.1	44.4	0.0	40.9
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:	33.5	14.1	9.1	52.2	17.8	17.5	40.1	0.0	40.1	44.4	0.0	40.9
LOS by Move:	C	B	A	D	B	B	D	A	D	D	A	D
HCM2kAvgQ:	0	16	2	1	1	0	0	0	0	4	0	1

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (Typical Day)
 AM PEAK HOUR

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

Intersection #4 Clay Canyon Dr. (NS) / Dawson Canyon Rd. (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B [10.3]

Approach:	North Bound		South Bound		East Bound		West Bound	
	Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled				
Rights:	Include	Include	Include	Include				
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 1 0 0				

Volume Module:

Base Vol:	24	0	0	0	0	0	0	37	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	0	0	0	0	0	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	152	0	0	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	0	0	0	0	152	38	0	101	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	28	0	0	0	0	0	176	44	0	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	0	0	0	0	0	176	44	0	117	0

Critical Gap Module:

Critical Gp:	6.4 xxxx	6.2 xxxxx	xxxxx								
FollowUpTim:	3.5 xxxx	3.3 xxxxx	xxxxx								

Capacity Module:

Cnflct Vol:	293 xxxx	176	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	702 xxxx	872	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Move Cap.:	702 xxxx	872	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04 xxxx	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1 xxxx	xxxxx	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Control Del:	10.3 xxxx	xxxxx	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
LOS by Move:	B *	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT										
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.3	xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	B	*			*			*			*

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (Typical Day)
 PM PEAK HOUR

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

Intersection #1 I-15 SB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.518
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
 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
Control:	Split Phase			Split Phase			Permitted			Protected					
Rights:	Include			Include			Ignore			Include					
Min. Green:	0	0	0	18	18	18	0	18	18	10	18	0			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	1	0	0	
Volume Module:															
Base Vol:	0	0	0	5	4	388	0	397	152	176	276	0			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	0	0	0	5	4	396	0	405	155	180	282	0			
Added Vol:	0	0	0	110	0	0	0	0	0	36	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	115	4	396	0	405	155	216	282	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
PHF Volume:	0	0	0	120	4	412	0	422	0	225	293	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	120	4	412	0	422	0	225	293	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		
FinalVolume:	0	0	0	120	4	412	0	422	0	225	293	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.85	1.00	1.00	1.00	0.95	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00	0.97	0.03	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00		
Final Sat.:	0	0	0	1773	63	1615	0	1900	1900	1805	1900	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.26	0.00	0.22	0.00	0.12	0.15	0.00			
Crit Moves:	****			****			****			****					
Green/Cycle:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.30	0.00	0.17	0.47	0.00			
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.77	0.00	0.74	0.00	0.75	0.33	0.00			
Delay/Veh:	0.0	0.0	0.0	14.5	14.5	24.4	0.0	24.0	0.0	33.6	10.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0	14.5	14.5	24.4	0.0	24.0	0.0	33.6	10.3	0.0			
LOS by Move:	A	A	A	B	B	C	A	C	A	C	B	A			
HCM2kAvgQ:	0	0	0	2	2	9	0	9	0	6	4	0			

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (Typical Day)
 PM PEAK HOUR

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

Intersection #2 I-15 NB Ramps (NS) / Temescal Canyon Rd. (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.465
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Control:	Split Phase			Split Phase			Protected			Permitted				
Rights:	Include			Include			Include			Ignore				
Min. Green:	11	11	11	0	0	0	0	10	20	0	0	20	20	
Lanes:	0	1	0	0	1	0	0	0	0	1	0	2	0	1

Volume Module:

Base Vol:	67	2	59	0	0	0	342	60	0	0	0	385	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	68	2	60	0	0	0	349	61	0	0	0	393	54
Added Vol:	0	0	22	0	0	0	0	110	0	0	0	36	180
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	2	82	0	0	0	349	171	0	0	0	429	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	75	2	90	0	0	0	383	188	0	0	0	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2	90	0	0	0	383	188	0	0	0	471	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	75	2	90	0	0	0	383	188	0	0	0	471	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.85	1.00	1.00	1.00	0.98	0.95	1.00	1.00	0.95	1.00
Lanes:	0.97	0.03	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1721	51	1615	0	0	0	1865	3610	0	0	3610	1900

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.06	0.00	0.00	0.00	0.21	0.05	0.00	0.00	0.13	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.00	0.00	0.00	0.34	0.65	0.00	0.00	0.31	0.00
Volume/Cap:	0.26	0.26	0.33	0.00	0.00	0.00	0.61	0.08	0.00	0.00	0.42	0.00
Delay/Veh:	23.9	23.9	24.5	0.0	0.0	0.0	19.6	4.3	0.0	0.0	18.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	23.9	24.5	0.0	0.0	0.0	19.6	4.3	0.0	0.0	18.2	0.0
LOS by Move:	C	C	C	A	A	A	B	A	A	A	B	A
HCM2kAvgQ:	2	2	2	0	0	0	7	1	0	0	4	0

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (Typical Day)
 PM PEAK HOUR

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

Intersection #3 Temescal Canyon Rd. (NS) / Dawson Canyon Rd. (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.490
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound					
	Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Control:		Protected			Protected			Permitted		Permitted			Permitted		
Rights:		Include			Include			Include		Include			Include		
Min. Green:	10	18	18	10	18	18	22	22	22	22	22	22	22	22	22
Lanes:	1	0	1	0	1	1	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	1	78	1	13	353	2	1	0	8	12	0	14
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	80	1	13	360	2	1	0	8	12	0	14
Added Vol:	0	0	132	15	0	0	0	0	0	216	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	80	133	28	360	2	1	0	8	228	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1	88	148	31	400	2	1	0	9	253	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	88	148	31	400	2	1	0	9	253	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	88	148	31	400	2	1	0	9	253	0	42

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	0.86	1.00	0.86	0.71	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	0.11	0.00	0.89	1.00	0.00	1.00	
Final Sat.:	1805	1900	1615	1805	1900	1615	182	0	1455	1343	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.09	0.02	0.21	0.00	0.01	0.00	0.01	0.19	0.00	0.03
Crit Moves:	****		****							****		
Green/Cycle:	0.15	0.31	0.31	0.17	0.32	0.32	0.34	0.00	0.34	0.34	0.00	0.34
Volume/Cap:	0.00	0.15	0.30	0.10	0.65	0.00	0.02	0.00	0.02	0.56	0.00	0.08
Delay/Veh:	23.3	16.5	17.5	22.9	21.3	14.9	14.3	0.0	14.3	19.1	0.0	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	16.5	17.5	22.9	21.3	14.9	14.3	0.0	14.3	19.1	0.0	14.7
LOS by Move:	C	B	B	C	C	B	B	A	B	B	A	B
HCM2kAvgQ:	0	1	2	1	8	0	0	0	0	5	0	1

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

EL SOBRANTE LANDFILL TRAFFIC ASSESSMENT (JN 05213)
 2009 Conditions - With Proposed 24-Hour Operations (Typical Day)
 PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #4 Clay Canyon Dr. (NS) / Dawson Canyon Rd. (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.5]

Approach:	North Bound	South Bound	East Bound	
Movement:	L - T - R	L - T - R	L - T - R	
Control:	Stop Sign	Stop Sign	Uncontrolled	
Rights:	Include	Include	Include	
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	0 0 1 0 0

Volume Module:

Base Vol:	26 0 0 0 0	0 0 0 0 0	0 0 0 14 0
Growth Adj:	1.02 1.02 1.02 1.02 1.02	1.02 1.02 1.02 1.02 1.02	1.02 1.02 1.02 1.02 1.02
Initial Bse:	27 0 0 0 0	0 0 0 0 0	0 0 0 14 0
Added Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 147 0
PasserByVol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Initial Fut:	27 0 0 0 0	0 0 0 0 0	0 0 0 147 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 1.00 1.00 1.00
PHF Adj:	0.89 0.89 0.89 0.89 0.89	0.89 0.89 0.89 0.89 0.89	0.89 0.89 0.89 0.89 0.89
PHF Volume:	30 0 0 0 0	0 0 0 0 0	0 0 0 165 16
Reduct Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
FinalVolume:	30 0 0 0 0	0 0 0 0 0	0 0 0 165 16

Critical Gap Module:

Critical Gp:	6.4 xxxx 6.2 xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	xxxx
FollowUpTim:	3.5 xxxx 3.3 xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	xxxx

Capacity Module:

Cnflct Vol:	433 xxxx 165 xxxx	xxxx
Potent Cap.:	583 xxxx 885 xxxx	xxxx
Move Cap.:	583 xxxx 885 xxxx	xxxx
Volume/Cap:	0.05 xxxx 0.00 xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2 xxxx	xxxx
Control Del:	11.5 xxxx	xxxx
LOS by Move:	B * * * * * * * * * * * * * *	*
Movement:	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx
SharedQueue:	xxxx	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shrd ConDel:	xxxx	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS:	* * * * * * * * * * * * * *	*
ApproachDel:	11.5	xxxxxx
ApproachLOS:	B	*

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

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