ALBERT A.
WEBB
ASSOCIATES

Memorandum

To: Michael Goodwin – First Industrial Realty Trust

From: Nicholas Lowe, P.E. – Albert A. Webb Associates
           Senior Engineer

Date: May 11, 2021

Re: Focused Traffic Impact Analysis (TIA) for FIR Wilson 2 Warehouse Development on Wilson Avenue
           in the City of Perris, California (DPR 21-00001)

Albert A. Webb Associates (Webb) has prepared this focused traffic impact analysis (TIA) to determine traffic impacts for a proposed 155,000 square-foot warehouse development (Project) over 9.69 gross acres on the east side of Wilson Avenue south of Rider Street in the City of Perris (City) (DPR 21-00001). This focused analysis is based on the City of Perris Transportation Impact Analysis Guidelines (Guidelines) adopted on June 9, 2020.

A TIA and VMT scoping agreement for the Project were submitted to the City for review on January 13, 2021 (**Appendix A**). The City reviewed the scoping agreement and provided comments and outlined the scope for a focused TIA (**Appendix B**). Webb has reviewed the scope and all necessary scope and discussion items are included in this focused study.

The Project generates **26 AM peak hour trips, 29 PM peak hour trips, and 270 daily trips** per the ITE Trip Generation Manual and the approved Project scoping agreement. Those trips converted into passenger car equivalents (PCE) results in **30 AM peak hour trips, 36 PM peak hour trips, and 413 daily trips**. These Project trip generation rates are shown in **Table 1** and the calculated trips are shown in **Table 2**.

Table 1 – Project Trip Generation Rates

Vehicle Type	Estimated Mix[1]	Units[2]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates (classification, non-PCE) [3]									
Passenger Cars [4]	-		1.140	0.121	0.030	**0.150**	0.036	0.124	**0.16**
2-axle Trucks	16.7%		0.100	0.002	0.002	**0.003**	0.003	0.002	**0.005**
3-axle Trucks	20.7%	KSF	0.124	0.002	0.002	**0.004**	0.003	0.003	**0.006**
4-axle Trucks	62.5%		0.375	0.007	0.006	**0.013**	0.010	0.009	**0.019**
Total	**100%**		**1.74**	**0.131**	**0.039**	**0.17**	**0.051**	**0.139**	**0.19**

[1] Truck mix per High-Cube Warehouse Vehicle Trip Generation Analysis, ITE (2017); Warehouse Truck Trip Study, SCAQMD (2014)
[2] KSF = 1,000 square feet gross floor area
[3] ITE Trip Generation Manual 10th Ed + Supplement, 2017 - Land Use 150, Warehousing
[4] Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

Table 2 – Project Trip Generation

Vehicle Type	Units[1]	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project Trip Generation (classification, non-PCE)								
Passenger Cars4		177	19	5	**24**	6	19	**25**
2-axle Trucks		16	0	0	**0**	0	0	**0**
3-axle Trucks	155 KSF	19	0	0	**0**	1	0	**1**
4-axle Trucks		58	1	1	**2**	2	1	**3**
Total		**270**	**20**	**6**	**26**	**9**	**20**	**29**
Passenger Car Equivalent (PCE) Project Trip Generation								
Passenger Cars4		177	19	5	**24**	6	19	**25**
2-axle Trucks		24	0	0	**0**	0	0	**0**
3-axle Trucks	155 KSF	38	0	0	**0**	2	0	**2**
4-axle Trucks		174	3	3	**6**	6	3	**9**
Total		**413**	**22**	**8**	**30**	**14**	**22**	**36**

[1] PCE factors per San Bernardino County Transportation Authority
[1] KSF = 1,000 square feet gross floor area

The Project is located on the east side of Wilson Avenue south of Rider Street. Per the City of Perris General Plan, Wilson Avenue is designated as a Collector while Rider Street is designated as a Secondary Arterial and is approximately 700' north of the Project.

Figure 1 shows the Project's proposed passenger car trip distribution while Figure 2 shows the Project's proposed truck trip distribution. Trip distribution is based on the Project's location and proximity to residential areas, arterial roadways, and freeways. Truck trip distribution is per correspondence with the City.

Figure 1 – Project Passenger Car Trip Distribution
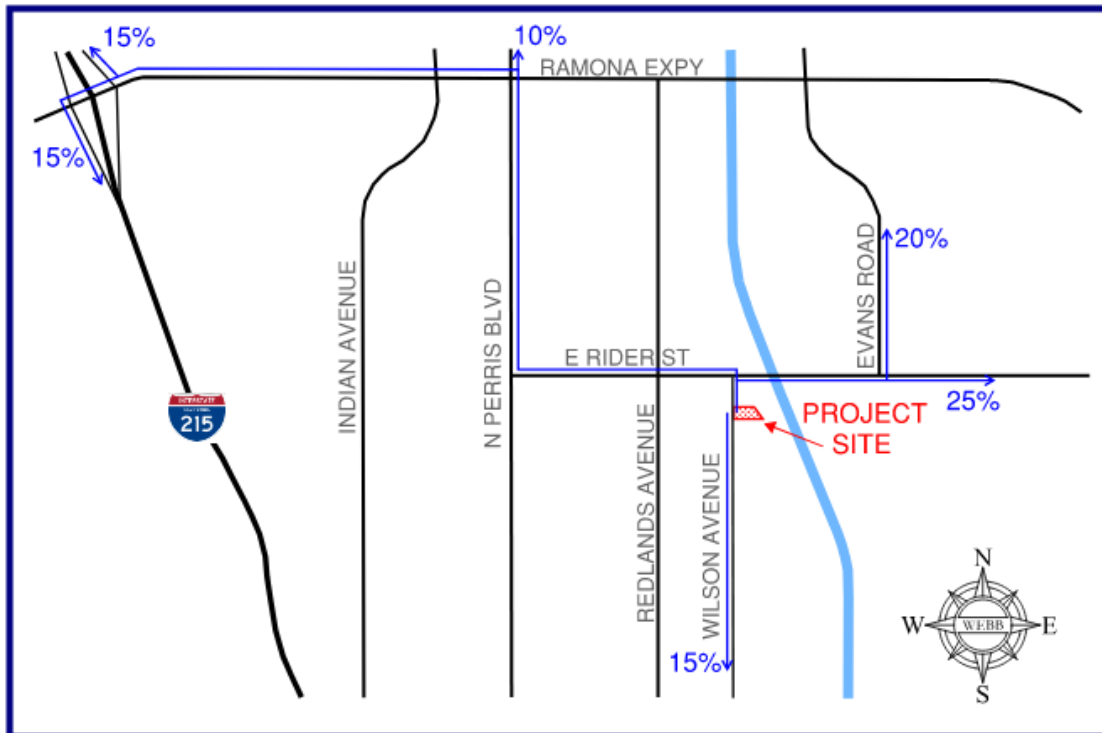
Figure 2 – Project Truck Trip Distribution
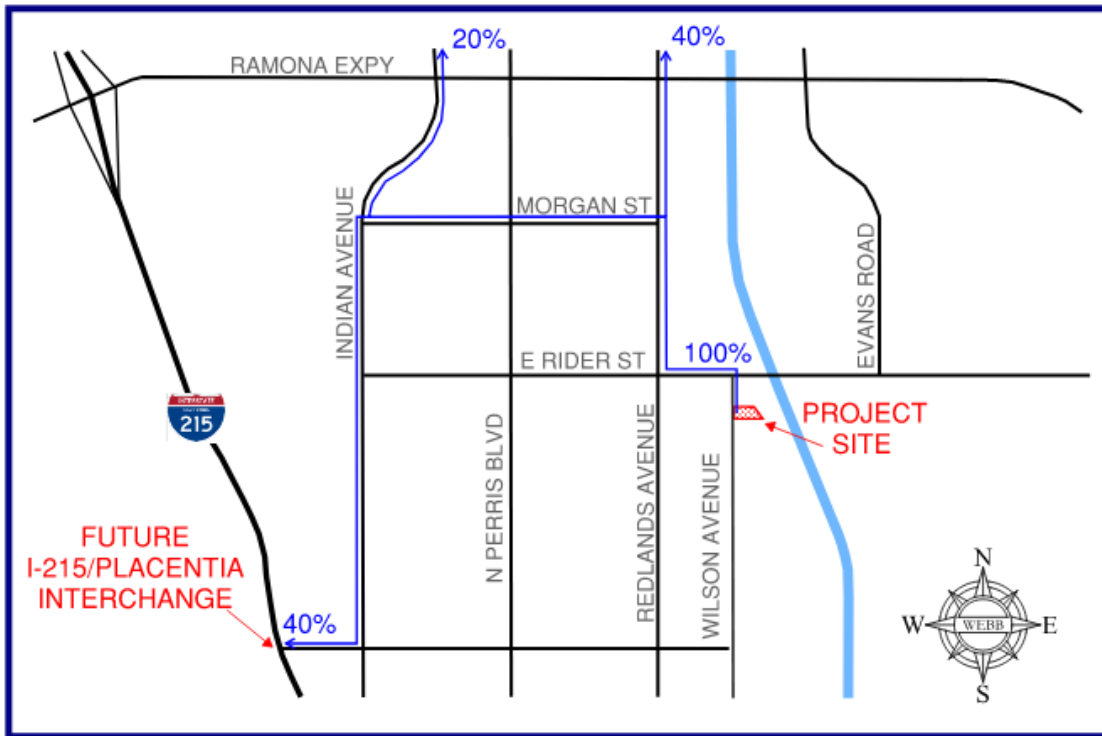
Project trip assignment is the Project's total inbound and outbound peak hour trip generation applied to the Project trip distribution. Project trip assignment for passenger cars and trucks in the AM and PM peak hours are shown in **Figure 3**, **Figure 4, Figure 5, and Figure 6**. None of the study intersections experience more than 50 peak hour Project trips which should exempt the Project from a full level of service analysis per City Guidelines.

Figure 3 – Project Passenger Car Trip Assignment AM
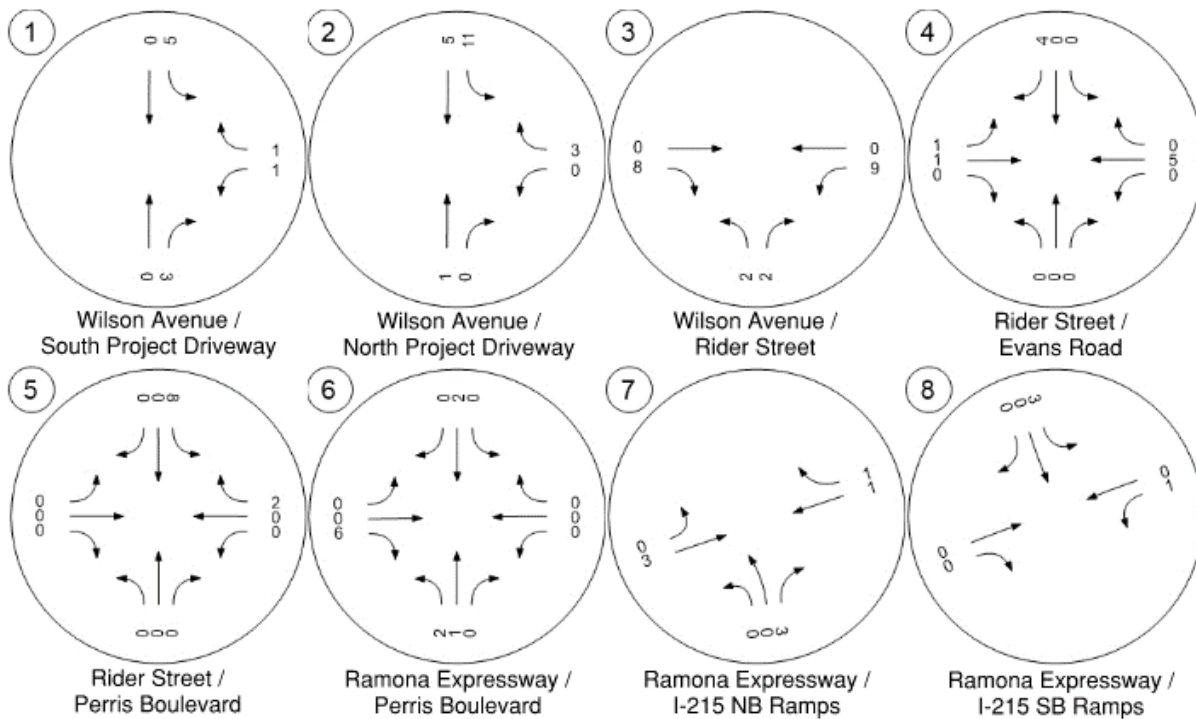
Figure 4 – Project Truck Trip Assignment AM

1 Wilson Avenue / South Project Driveway

2 Wilson Avenue / North Project Driveway

3 Wilson Avenue / Rider Street

4 Rider Street / Evans Road

5 Rider Street / Perris Boulevard

6 Ramona Expressway / Perris Boulevard

7 Ramona Expressway / I-215 NB Ramps

8 Ramona Expressway / I-215 SB Ramps
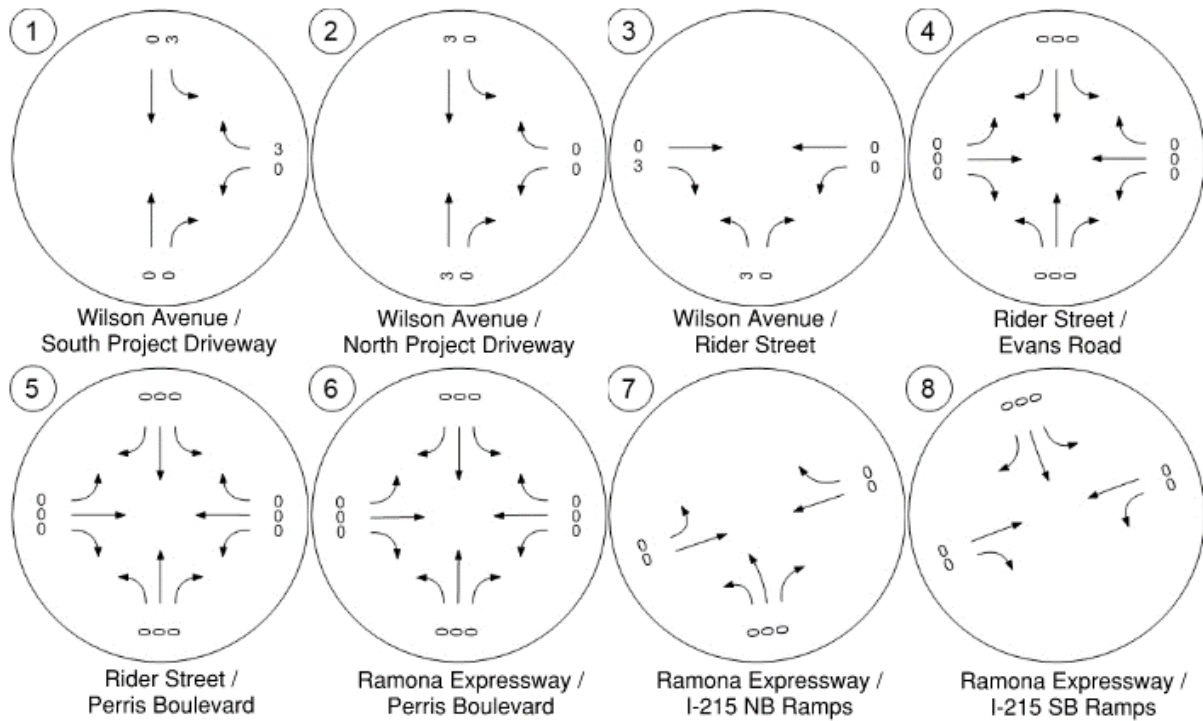
Figure 5 – Project Passenger Car Trip Assignment PM

1 Wilson Avenue / South Project Driveway

2 Wilson Avenue / North Project Driveway

3 Wilson Avenue / Rider Street

4 Rider Street / Evans Road

5 Rider Street / Perris Boulevard

6 Ramona Expressway / Perris Boulevard

7 Ramona Expressway / I-215 NB Ramps

8 Ramona Expressway / I-215 SB Ramps
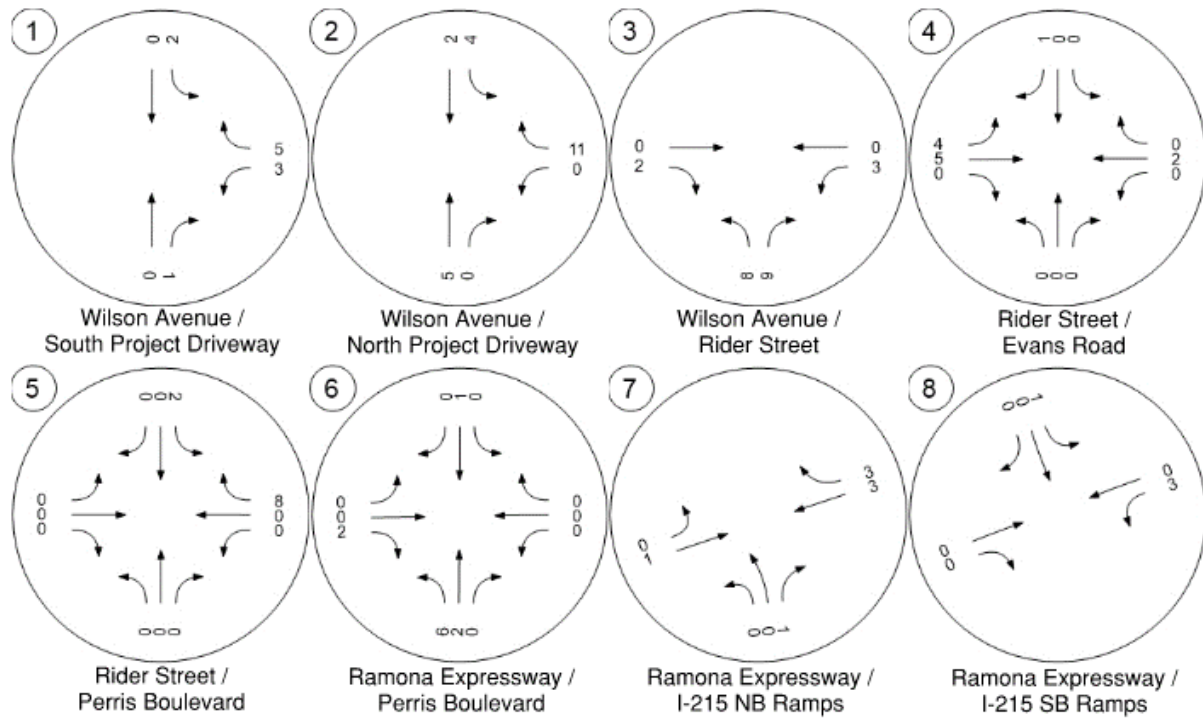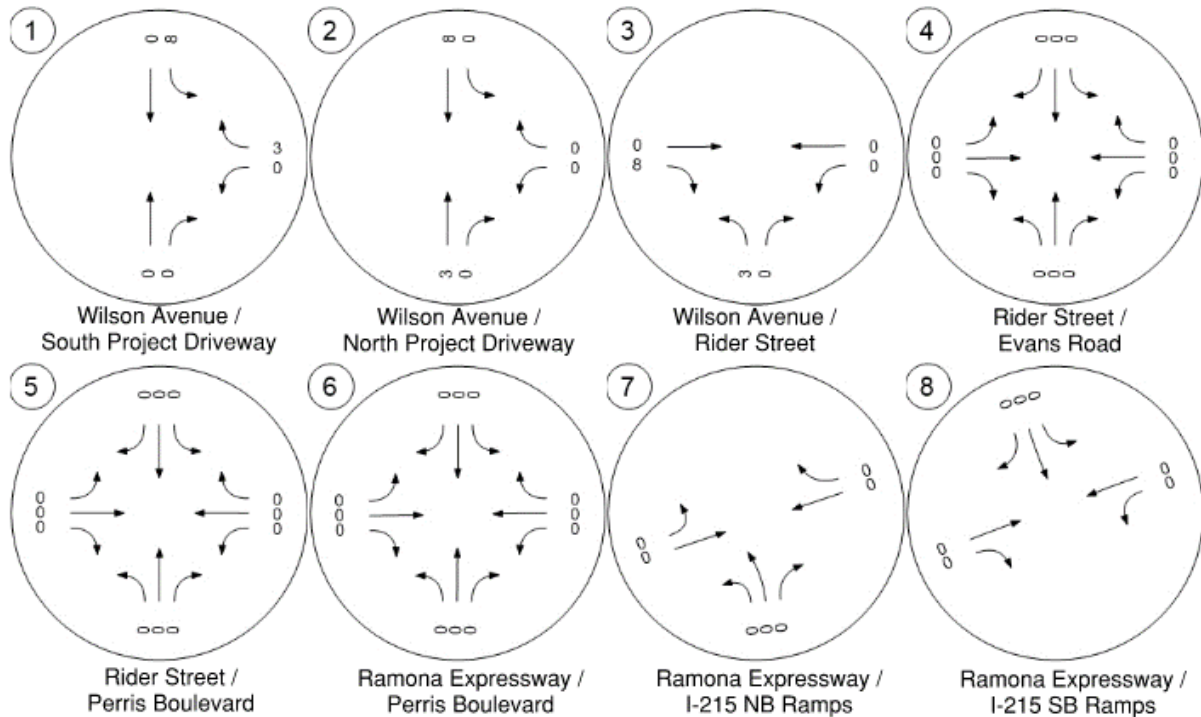
Figure 6 – Project Truck Trip Assignment PM

Analysis

Traffic counts were collected on May 30, 2019 at the intersection of Wilson Avenue and Rider Street. The counts are classification counts and include passenger cars, large 2-axle vehicles, 3-axle vehicles, and 4+axle vehicles. Counts are included in **Appendix C**. A 3% annual growth rate (total of 6%) was added to the counts to estimate 2021 counts. Level of service (LOS) analysis was conducted at the two Project driveways assuming an opening year in 2023 and a 3% annual ambient growth rate to account for overall region traffic growth. Both Project driveway intersections are expected to operate at satisfactory levels of service (LOS A-D) and the results are provided in **Table 3** and in **Appendix D**.

Table 3 – Project Driveway Level of Service (Existing Plus Ambient Growth Plus Project)

Intersection		Traffic Control[1]	AM Peak Hr		PM Peak Hr	
			Delay	LOS[2]	Delay	LOS[2]
1	Wilson Avenue / South Project Driveway	OWSC	13.7	B	13.2	B
2	Wilson Avenue / North Project Driveway	OWSC	9.5	A	9.1	A

[1] OWSC = one-way stop control
[2] Level of service (LOS) rankings based on highest vehicle delay (sec/veh)
　x　 = LOS falls below minimum threshold

Peak hour traffic signal warrants per the California Manual on Uniform Traffic Control Devices (CA MUTCD) were conducted to determine if a traffic signal would be warranted at the Project driveways. Neither of the two Project driveways warranted a signal in the peak hour and the results are provided in **Appendix E**.

Recommendations

The analysis resulted in no traffic impacts due to the Project. However, the Project should improve Wilson Avenue along its frontage with sidewalk, landscaping, driveway access, and other related improvements. The curb, gutter,

and roadway improvements appear to already have been constructed to ultimate conditions. Traffic striping on Wilson Avenue should be modified to stripe a through lane in each direction as well as a left-turn lane or two-way left-turn lane along the center of the street to provide access to the Project.

A traffic signal is currently in design at the intersection of Wilson Avenue and Rider Street as part of another nearby warehouse project. In addition, Wilson Avenue between Rider Street to approximately 1,700' south of Rider Street is currently in design to undergo revised striping as part of an adjacent warehouse project. A recommended Project striping concept for Wilson Avenue and truck turning exhibit is provided in **Appendix F**.

If you have any questions about this analysis, please contact us at (951) 248-4289.

Attachments: Appendix A – Project Scoping Agreement
Appendix B – City Traffic Comments and Scope
Appendix C – May 30, 2019 Traffic Counts
Appendix D – Level of Service Worksheets (EAP)
Appendix E – Signal Warrant Worksheets
Appendix F – Wilson Avenue Conceptual Striping Plan and Truck Turning

APPENDIX A:
PROJECT SCOPING AGREEMENT

CITY OF PERRIS
VMT SCOPING FORM FOR LAND USE PROJECTS

This Scoping Form acknowledges the City of Perris requirements for the evaluation of transportation impacts under CEQA. The analysis provided in this form should follow the City of Perris TIA Guidelines, dated May 12, 2020.

I. Project Description

Tract/Case No. DPR 21-00001

Project Name: Wilson 2 Warehouse

Project Location: North of Placentia Avenue, South of Rider Street, West side of Wilson Avenue

Project Description: 155,000 SF Warehouse
(Please attach a copy of the project Site Plan)

Current GP Land Use: PVCCSP - LI   Proposed GP Land Use: PVCCSP - LI

Current Zoning: PVCCSP - LI   Proposed Zoning: PVCCSP - LI

If a project requires a General Plan Amendment or Zone change, then additional information and analysis should be provided to ensure the project is consistent with RHNA and RTP/SCS Strategies.

II. VMT Screening Criteria

	YES	NO		Attachments:
A. Is the Project 100% affordable housing?		X		
B. Is the Project within 1/2 mile of qualifying transit?		X		
C. Is the Project a local serving land use?		X		
D. Is the Project in a low VMT area?	X			
E. Are the Project's Net Daily Trips less than 500 ADT?	X			

Low VMT Area Evaluation:

Citywide VMT Averages[1]		
Citywide Home-Based VMT =	15.05	VMT/Capita
Citywide Employment-Based VMT =	11.62	VMT/Employee

WRCOG VMT MAP

Project TAZ	VMT Rate for Project TAZ[1]		Type of Project	
3814	13.16	VMT/Capita	Residential:	
	9.95	VMT/Employee	Non-Residential:	X

[1] Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation: ITE 10th Edition Trip Generation

Project Trip Generation: 270 Average Daily Trips (ADT)

	YES	NO	% Trip Credit:
Internal Trip Credit:			
Pass-By Trip Credit:			
Affordable Housing Credit:			
Existing Land Use Trip Credit:			Trip Credit:

Net Project Daily Trips: 270 Average Daily Trips (ADT)   Attachments:

Does project trip generation warrant an LOS evaluation outside of CEQA?   YES   NO X

III. VMT Screening Summary

A. Is the Project presumed to have a less than significant impact on VMT?

A Project is presumed to have a less than significant impact on VMT if the Project satisfies at least one (1) of the VMT screening criteria.

Less Than Significant

B. Is mitigation required?

If the Project does not satisfy at least one (1) of the VMT screening criteria, then mitigation is required to reduce the Project's impact on VMT.

No Mitigation Required

C. Is additional VMT modeling required to evaluate Project impacts?

YES		NO	X

If the Project requires a zone change and/or General Plan Amendment AND generates 2,500 or more net daily trips, then additional VMT modeling using RIVTAM/RIVCOM is required. If the project generates less than 2,500 net daily trips, the Project TAZ VMT Rate can be used for mitigation purposes.

IV. MITIGATION

A. Citywide Average VMT Rate (Threshold of Significance) for Mitigation Purposes:

N/A	N/A

B. Unmitigated Project TAZ VMT Rate:

N/A	N/A

C. Percentage Reduction Required to Achieve the Citywide Average VMT:

N/A

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates:	

Project Location Setting	

VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.	0.00%
2.	0.00%
3.	0.00%
4.	0.00%
5.	0.00%
6.	0.00%
7.	0.00%
8.	0.00%
9.	0.00%
10.	0.00%
Total VMT Reduction (%)	**0.00%**

(Attach additional pages, if necessary, and a copy of all mitigation calculations.)

E. Mitigated Project TAZ VMT Rate:

N/A	N/A

F. Is the project pressumed to have a less than significant impact with mitigation?

N/A

If the mitigated Project VMT rate is below the Citywide Average Rate, then the Project is presumed to have a less than significant impact with mitigation. If the answer is no, then additional VMT modeling may be required and a potentially significant and unavoidable impact may occur. All mitigation measures identified in Section IV.D. are subject to become Conditions of Approval of the project. Development review and processing fees should be submitted with, or prior to the submittal of this Form. The Planning Department staff will not process the Form prior to fees being paid to the City.

Prepared By			Developer/Applicant	
Company:	Albert A. Webb Associates		**Company:**	First Industrial Realty Trust
Contact:	Nicholas Lowe		**Contact:**	Michael Goodwin
Address:	3788 McCray Street, Riverside		**Address:**	898 Pacific Coast Highway #175, El Segundo
Phone:	951-248-4289		**Phone:**	310-606-1634
Email:	nick.lowe@webbassociates.com		**Email:**	mgoodwin2@firstindustrial.com
Date:	1/13/2021		**Date:**	1/13/2021

Approved by:	
Perris Development Serivces Dept. Date	**Perris Public Works Dept.** Date

PROJECT DATA:

ZONE:	LIGHT INDUSTRIAL
GROSS SITE AREA:	422,174 SF / 9.69 AC
CHANNEL DEDICATION:	59,687 SF / 1.37 AC
NET SITE AREA:	361,128 SF / 8.32 AC

BUILDING AREA:

FOOTPRINT:	150,558 SF
MEZZANINE:	4,000 SF
TOTAL:	154,558 SF

NET LOT COVERAGE: (50% MAX)	41.69 %
NET FAR: (75% MAX)	42.79 %

PARKING REQUIRED:

7,000 SF OFFICE @ 1/300 SF	24 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K AND ABV (1/2000 SF)	64 STALLS
TOTAL	108 STALLS

PARKING PROVIDED:	108 STALLS
LANDSCAPE: (12% MIN.)	57,202 SF / 15.83 %

FIRST WILSON 2
WILSON AVENUE DEVELOPMENT

000 WILSON AVENUE
CITY OF PERRIS, CA

Site plan — building 154,558 SF, WILSON AVENUE, OFFICE AREA, 23 DOCK POSITIONS, 33 TRAILER STALLS, GATE, WATER BASIN, RESERVED FOR FUTURE PERRIS VALLEY STORM DRAIN WIDENING 1.37 AC. Dimensions: 634', 220', 42', 40', 33', 94.2', 185.4'.

APPENDIX B:
CITY TRAFFIC COMMENTS AND SCOPE

traffic engineering & design
transportation planning
parking
acoustical engineering
air quality & ghg
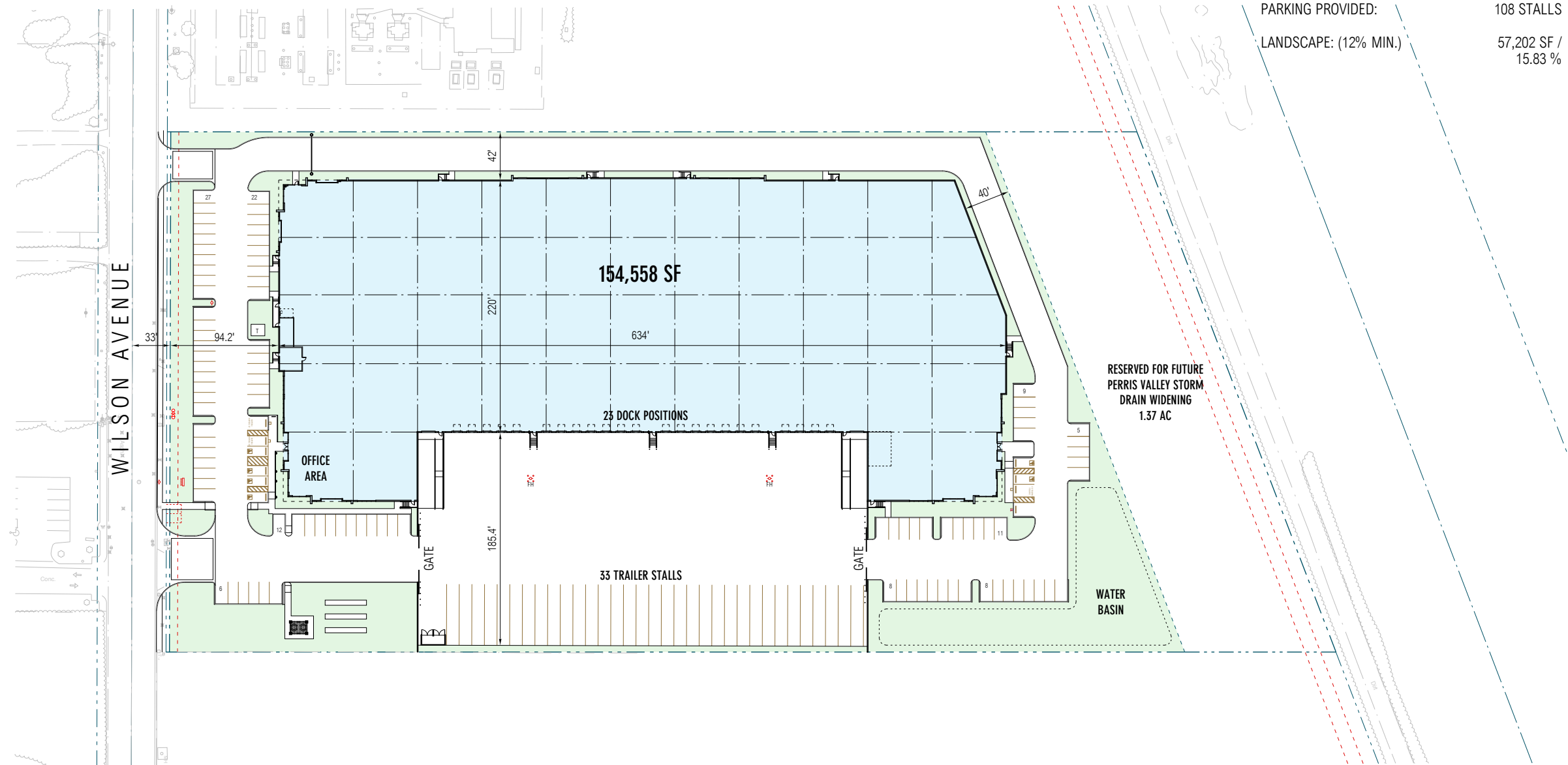
March 4, 2021

Mr. Alfredo Garcia
CITY OF PERRIS
Planning Division
135 North "D" Street
Perris, CA 92570

Subject: **First Industrial Realty – Wilson 2 (DPR 21-00001) Scoping Agreement, Traffic Study and VMT Analysis Review, City of Perris**

Dear Mr. Garcia,

Introduction

RK (RK ENGINEERING GROUP, INC.) has reviewed the first submittal of the VMT Scoping Analysis #1 for the proposed First Industrial Realty – Wilson 2 Project (DPR 21-00001) located in the City of Perris based upon the City of Perris requirements. The VMT Analysis was prepared by Albert A. Webb Associates and is dated 1/13/2021. The project is located at 3175 Wilson Avenue, south of Rider Avenue, north of Placentia Avenue and west of the Perris Storm Channel in the City of Perris. The project would include 154,633 square feet of speculative industrial building on a 9.69-acre site within the Perris Valley Commerce Center Specific Plan (PVCC SP).

The proposed project appears to be consistent with the zoning for the property according to the Applicants project description. At this time a formal scoping agreement for the project was not submitted, just the VMT Screening Form. However, based upon the data provided a full traffic study may not be required, based upon the estimated number of project trips. However, based upon the project's location RK would recommend that a focused traffic study be provided for the development approval to fully review the project from a traffic standpoint.

The VMT analysis, as submitted, is acceptable and the project is screened out from further VMT analysis, since the project's VMT/Employee is projected to be less than the City average. According to the analysis the projects transportation CEQA impacts are to be considered less than significant. With respect to the City's development review process, RK would recommend that a focused traffic study be prepared as specified in the scope of work section of this letter.

Scope of Work

1. Determine the project's trip generation in both vehicles and PCE's (Passenger Car Equivalents).

2. Determine the project's Trip Distribution and Traffic Assignment to the adjacent highway system.

4000 westerly place, ste. 280
newport beach, ca 92660
P (949) 474-0809
w rkengineer.com
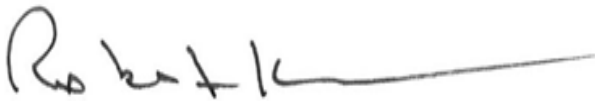
3. Obtain future traffic volumes for Wilson Avenue from recent traffic studies in the area.

4. Determine traffic signal warrants for the two project driveways.

5. Review truck turning templates at any of the project driveways that will accommodate trucks.

6. Consider relocating the project's southerly driveway on Wilson Avenue to the south slightly to align with the adjacent driveway on the west side of Wilson Avenue.

7. Prepare the recommended concept striping plan for Wilson Avenue along the project's frontage.

8. Identify any additional traffic recommendations that should be included as conditions of approval for the project.

Conclusions

RK has a reviewed the VMT Scoping Analysis, dated January 13, 2021 and it is acceptable to address the Transportation CEQA requirements for the project. RK has recommended that a focused traffic study be provided to address the development approval requirements for the project. The items to be addressed are included in the Scope of Work Section of this letter.

RK appreciates this opportunity to work with the City of Perris on this project and if you have any questions please contact me at 949-293-9639.

Sincerely,

Robert Kahn, P.E.
Founding Principal

Registered Civil Engineer 20285
Registered Traffic Engineer 0555

XC: Kenneth Phung, City of Perris
    Stuart McKibbin, City of Perris

RK16510
JN:2126-2021-01

Nicholas Lowe

From:	Kenneth Phung <Kphung@cityofperris.org>
Sent:	Monday, May 10, 2021 9:22 AM
To:	Nicholas Lowe; Alfredo Garcia
Cc:	Stuart McKibbin; Robert Kahn; Nicole Torstvet; Deborah Saulina; Eliza Laws; Melissa Perez
Subject:	RE: First Industrial Realty - Wilson 2 (DPR 21-00001) Revised Focused Traffic Analysis
Follow Up Flag:	Follow up
Flag Status:	Flagged

Hi Nicholas,

Since Rider Street is not a truck route east of Perris Boulevard, please have the truck route head north of Redlands Avenue, then west of Morgan Street to Indians Avenue.

Alfredo – Please coordinate with the City Engineer's office if the driveway suggested by the applicant works.

Thank you.

Kenneth

From: Nicholas Lowe <nick.lowe@webbassociates.com>
Sent: Sunday, May 09, 2021 6:25 PM
To: Alfredo Garcia <algarcia@cityofperris.org>
Cc: Kenneth Phung <Kphung@cityofperris.org>; Stuart McKibbin <stuart@trilakeconsultants.com>; Robert Kahn <rk@rkengineer.com>; Nicole Torstvet <nicole.torstvet@webbassociates.com>; Deborah Saulina <deborah.saulina@webbassociates.com>; Eliza Laws <eliza.laws@webbassociates.com>; Melissa Perez <melissa.perez@webbassociates.com>
Subject: First Industrial Realty - Wilson 2 (DPR 21-00001) Revised Focused Traffic Analysis

Hello Alfredo,

Webb Associates has revised the attached focused traffic analysis for the Wilson 2 project (DPR 21-00001) per City comments. Note that the Project's southern driveway cannot be relocated further south as it would not line up properly with the truck parking stalls and would not provide a straight path for truck access. Please review and let me know if it is approved.

Thank you,

Nicholas R. Lowe, MS|PE - Senior Engineer
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.248.4289
e: nick.lowe@webbassociates.com w: www.webbassociates.com
LinkedIn | Twitter | Facebook | YouTube

APPENDIX C:
MAY 30, 2019 TRAFFIC COUNTS

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider AM
Site Code : 06719335
Start Date : 5/30/2019
Page No   : 1

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

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	35	145	180	9	29	38	88	5	93	311
07:15 AM	62	148	210	2	33	35	110	2	112	357
07:30 AM	91	166	257	7	33	40	139	2	141	438
07:45 AM	91	164	255	7	45	52	101	7	108	415
Total	279	623	902	25	140	165	438	16	454	1521
08:00 AM	65	110	175	8	21	29	86	6	92	296
08:15 AM	31	95	126	9	12	21	40	1	41	188
08:30 AM	23	64	87	2	11	13	49	2	51	151
08:45 AM	24	67	91	6	16	22	54	6	60	173
Total	143	336	479	25	60	85	229	15	244	808
Grand Total	422	959	1381	50	200	250	667	31	698	2329
Apprch %	30.6	69.4		20	80		95.6	4.4		
Total %	18.1	41.2	59.3	2.1	8.6	10.7	28.6	1.3	30	
Passenger Vehicles	415	941	1356	49	197	246	653	30	683	2285
% Passenger Vehicles	98.3	98.1	98.2	98	98.5	98.4	97.9	96.8	97.9	98.1
Large 2 Axle Vehicles	7	15	22	1	3	4	12	0	12	38
% Large 2 Axle Vehicles	1.7	1.6	1.6	2	1.5	1.6	1.8	0	1.7	1.6
3 Axle Vehicles	0	2	2	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0.2	0.1	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	1	0	0	0	2	1	3	4
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0.3	3.2	0.4	0.2

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	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 07:00 AM										
07:00 AM	35	145	180	9	29	38	88	5	93	311
07:15 AM	62	148	210	2	33	35	110	2	112	357
07:30 AM	91	166	257	7	33	40	139	2	141	438
07:45 AM	91	164	255	7	45	52	101	7	108	415
Total Volume	279	623	902	25	140	165	438	16	454	1521
% App. Total	30.9	69.1		15.2	84.8		96.5	3.5		
PHF	.766	.938	.877	.694	.778	.793	.788	.571	.805	.868

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

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider AM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 2

Peak Hour Data

North

Rider Street
Total 1102
In 454
Out 648
Thru 438
Right 16

Out 578
In 902
Total 1480
Thru 623
Left 279
Rider Street

Peak Hour Begins at 07:00 AM

Passenger Vehicles
Large 2 Axle Vehicles
3 Axle Vehicles
4+ Axle Trucks

Left 25   Right 140

Out 295   In 165   Total 460
Wilson Avenue

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	35	145	180	**9**	29	38	88	5	93
+15 mins.	62	148	210	2	33	35	110	2	112
+30 mins.	**91**	**166**	**257**	7	33	40	**139**	2	**141**
+45 mins.	91	164	255	7	**45**	**52**	101	**7**	108
Total Volume	279	623	902	25	140	165	438	16	454
% App. Total	30.9	69.1		15.2	84.8		96.5	3.5	
PHF	.766	.938	.877	.694	.778	.793	.788	.571	.805

City of Perris   File Name : 03_PER_Wilson_Rider AM
N/S: Wilson Avenue   Site Code : 06719335
E/W: Rider Street   Start Date : 5/30/2019
Weather: Clear   Page No   : 1

Groups Printed- Passenger Vehicles

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	35	141	176	9	29	38	86	5	91	305
07:15 AM	61	145	206	2	33	35	107	2	109	350
07:30 AM	87	164	251	7	31	38	138	2	140	429
07:45 AM	90	162	252	6	44	50	100	7	107	409
Total	273	612	885	24	137	161	431	16	447	1493
08:00 AM	64	108	172	8	21	29	85	5	90	291
08:15 AM	31	94	125	9	12	21	38	1	39	185
08:30 AM	23	62	85	2	11	13	46	2	48	146
08:45 AM	24	65	89	6	16	22	53	6	59	170
Total	142	329	471	25	60	85	222	14	236	792
Grand Total	415	941	1356	49	197	246	653	30	683	2285
Apprch %	30.6	69.4		19.9	80.1		95.6	4.4		
Total %	18.2	41.2	59.3	2.1	8.6	10.8	28.6	1.3	29.9	

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	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	35	141	176	**9**	29	38	86	5	91	305
07:15 AM	61	145	206	2	33	35	107	2	109	350
07:30 AM	87	**164**	251	7	31	38	**138**	2	**140**	**429**
07:45 AM	**90**	162	**252**	6	**44**	**50**	100	**7**	107	409
Total Volume	273	612	885	24	137	161	431	16	447	1493
% App. Total	30.8	69.2		14.9	85.1		96.4	3.6		
PHF	.758	.933	.878	.667	.778	.805	.781	.571	.798	.870

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City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider AM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 2

Peak Hour Data

North

Peak Hour Begins at 07:00 AM

Passenger Vehicles

Rider Street
Total 1083
In 447
Out 636
Thru 431
Right 16

Rider Street
Out 568
In 885
Total 1453
Thru 612
Left 273

Wilson Avenue
Left 24
Right 137
Out 289
In 161
Total 450
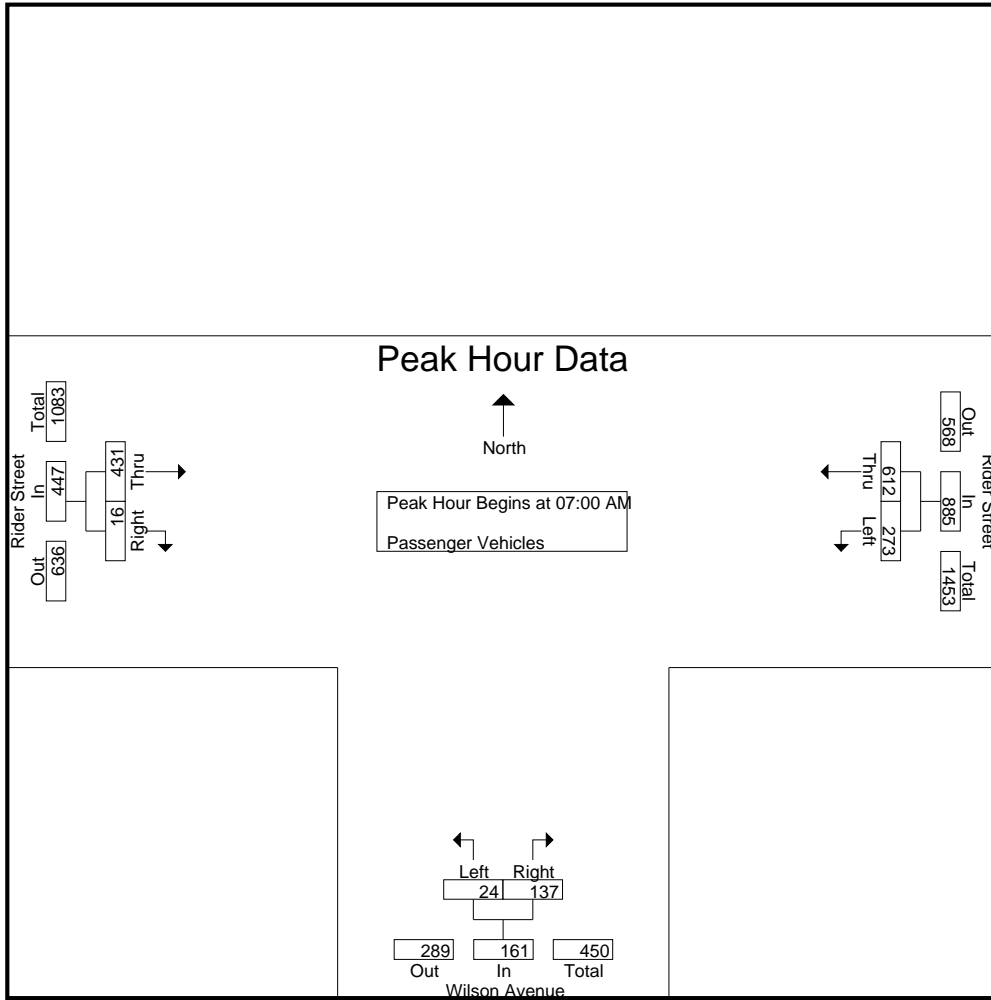
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	35	141	176	**9**	29	38	86	5	91
+15 mins.	61	145	206	2	33	35	107	2	109
+30 mins.	87	**164**	251	7	31	38	**138**	2	**140**
+45 mins.	**90**	162	**252**	6	**44**	**50**	100	**7**	107
Total Volume	273	612	885	24	137	161	431	16	447
% App. Total	30.8	69.2		14.9	85.1		96.4	3.6	
PHF	.758	.933	.878	.667	.778	.805	.781	.571	.798

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider AM
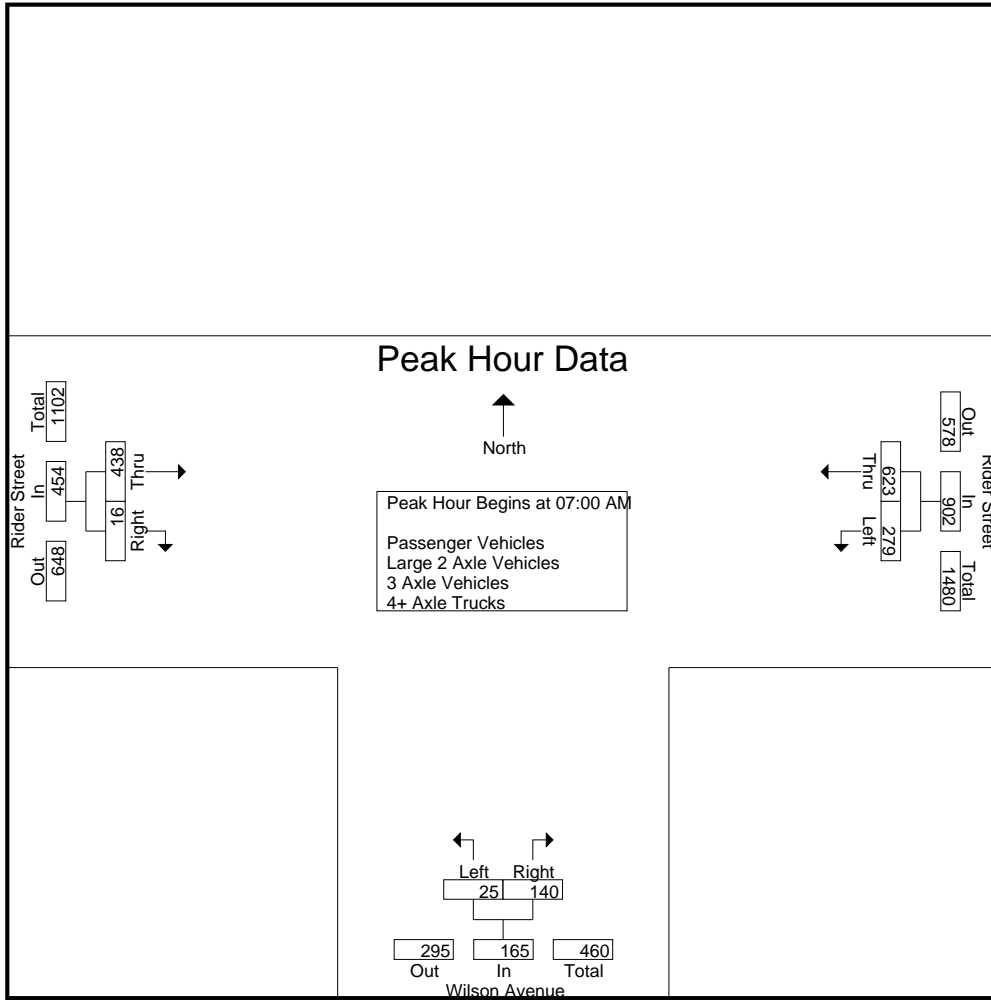Site Code : 06719335
Start Date : 5/30/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	4	4	0	0	0	2	0	2	6
07:15 AM	1	3	4	0	0	0	3	0	3	7
07:30 AM	4	2	6	0	2	2	1	0	1	9
07:45 AM	1	1	2	1	1	2	0	0	0	4
Total	6	10	16	1	3	4	6	0	6	26
08:00 AM	1	2	3	0	0	0	1	0	1	4
08:15 AM	0	1	1	0	0	0	2	0	2	3
08:30 AM	0	1	1	0	0	0	2	0	2	3
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total	1	5	6	0	0	0	6	0	6	12
Grand Total	7	15	22	1	3	4	12	0	12	38
Apprch %	31.8	68.2		25	75		100	0		
Total %	18.4	39.5	57.9	2.6	7.9	10.5	31.6	0	31.6	

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	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	**4**	4	0	0	0	2	0	2	6
07:15 AM	1	3	4	0	0	0	**3**	0	**3**	7
07:30 AM	**4**	2	**6**	0	**2**	**2**	1	0	1	**9**
07:45 AM	1	1	2	**1**	1	2	0	0	0	4
Total Volume	6	10	16	1	3	4	6	0	6	26
% App. Total	37.5	62.5		25	75		100	0		
PHF	.375	.625	.667	.250	.375	.500	.500	.000	.500	.722

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City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider AM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 2

Peak Hour Data

North

Peak Hour Begins at 07:00 AM

Large 2 Axle Vehicles

Rider Street (left)
Total 17
In 6
Out 11
Thru 6
Right 0

Rider Street (right)
Out 9
In 16
Total 25
Thru 10
Left 6

Wilson Avenue
Left 1
Right 3
Out 6
In 4
Total 10
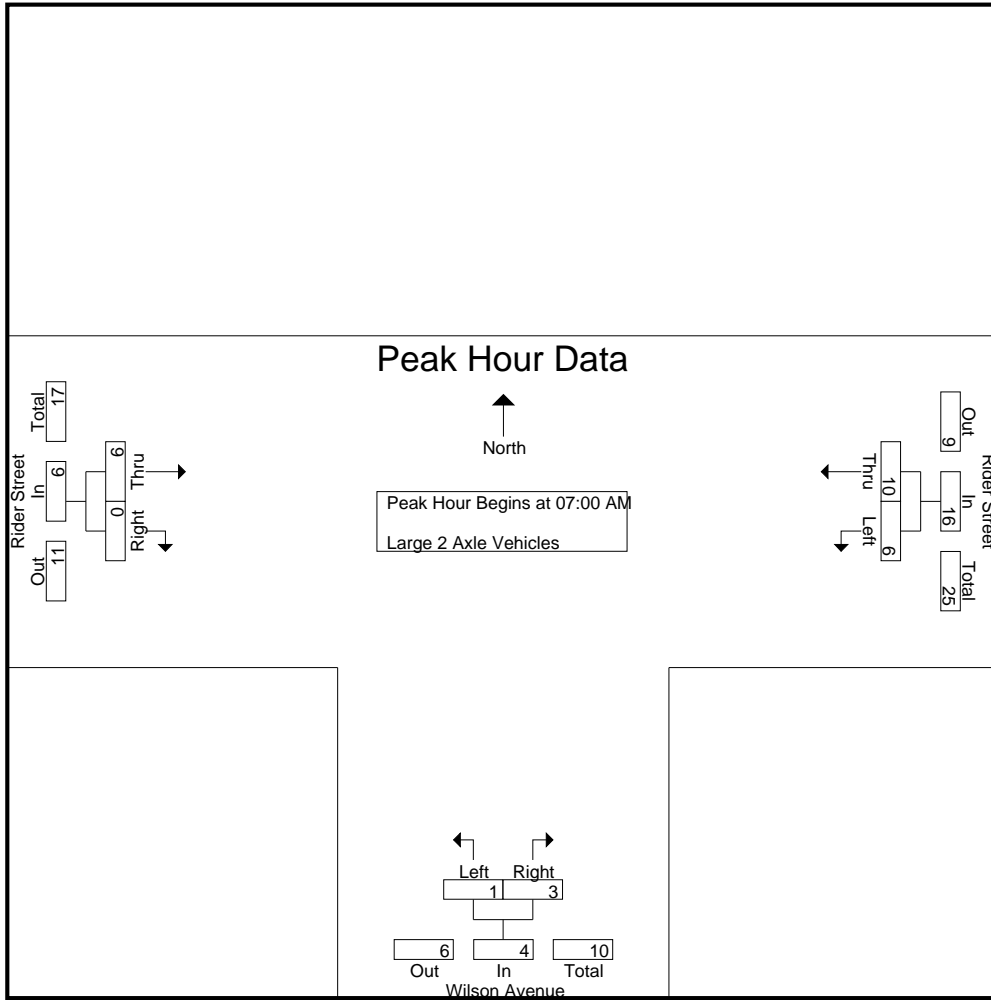
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**4**	4	0	0	0	2	0	2
+15 mins.	1	3	4	0	0	0	**3**	0	**3**
+30 mins.	**4**	2	**6**	0	2	**2**	1	0	1
+45 mins.	1	1	2	**1**	1	2	0	0	0
Total Volume	6	10	16	1	3	4	6	0	6
% App. Total	37.5	62.5		25	75		100	0	
PHF	.375	.625	.667	.250	.375	.500	.500	.000	.500

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider AM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	0	0	0	2
Grand Total	0	2	2	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

Peak Hour Data

North

Peak Hour Begins at 07:00 AM

3 Axle Vehicles

Rider Street — Total 0 — In 0 — Thru 0 — Right 0 — Out 0

Rider Street — Out 0 — Thru 0 — In 0 — Left 0 — Total 0

Left 0   Right 0

Out 0   In 0   Total 0
Wilson Avenue

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
N/S: Wilson Avenue
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Weather: Clear

File Name : 03_PER_Wilson_Rider AM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	1	1	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	2	2
Grand Total	0	1	1	0	0	0	2	1	3	4
Apprch %	0	100		0	0		66.7	33.3		
Total %	0	25	25	0	0	0	50	25	75	

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

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City of Perris
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Weather: Clear

File Name : 03_PER_Wilson_Rider AM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 2

Peak Hour Data

North

Peak Hour Begins at 07:00 AM

4+ Axle Trucks

Rider Street: Total 2, In 1, Out 1, Thru 1, Right 0

Rider Street: Out 1, In 1, Total 2, Thru 1, Left 0

Wilson Avenue: Left 0, Right 0, Out 0, In 0, Total 0
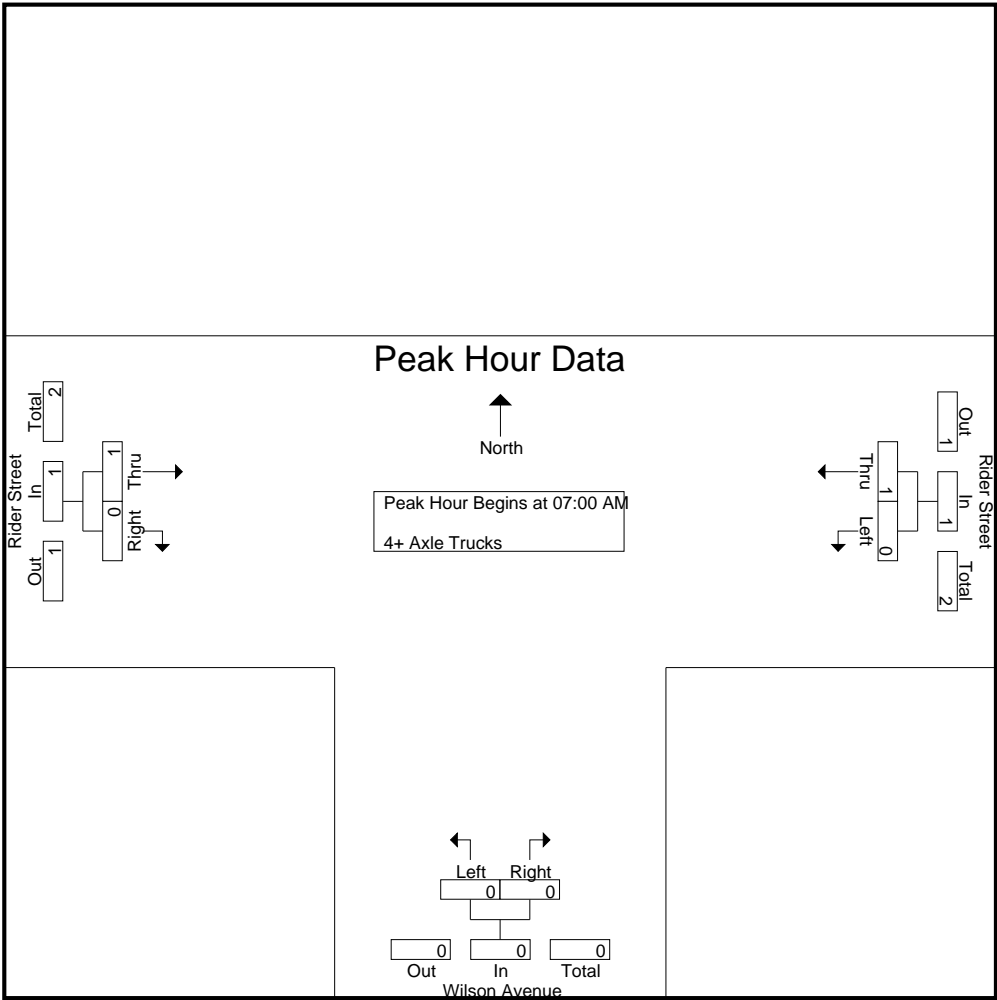
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	0	0	0	**1**	0	**1**
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

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

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	39	71	110	8	25	33	127	15	142	285
04:15 PM	48	74	122	8	24	32	123	9	132	286
04:30 PM	35	89	124	6	27	33	121	15	136	293
04:45 PM	37	94	131	5	25	30	112	11	123	284
Total	159	328	487	27	101	128	483	50	533	1148
05:00 PM	37	80	117	7	25	32	146	5	151	300
05:15 PM	40	74	114	6	26	32	148	11	159	305
05:30 PM	48	95	143	7	21	28	177	6	183	354
05:45 PM	30	87	117	5	21	26	147	13	160	303
Total	155	336	491	25	93	118	618	35	653	1262
Grand Total	314	664	978	52	194	246	1101	85	1186	2410
Apprch %	32.1	67.9		21.1	78.9		92.8	7.2		
Total %	13	27.6	40.6	2.2	8	10.2	45.7	3.5	49.2	
Passenger Vehicles	310	652	962	49	194	243	1087	85	1172	2377
% Passenger Vehicles	98.7	98.2	98.4	94.2	100	98.8	98.7	100	98.8	98.6
Large 2 Axle Vehicles	3	9	12	3	0	3	7	0	7	22
% Large 2 Axle Vehicles	1	1.4	1.2	5.8	0	1.2	0.6	0	0.6	0.9
3 Axle Vehicles	1	0	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0.3	0	0.1	0	0	0	0	0	0	0
4+ Axle Trucks	0	3	3	0	0	0	7	0	7	10
% 4+ Axle Trucks	0	0.5	0.3	0	0	0	0.6	0	0.6	0.4

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	37	80	117	**7**	25	**32**	146	5	151	300
05:15 PM	40	74	114	6	**26**	32	148	11	159	305
05:30 PM	**48**	**95**	**143**	7	21	28	**177**	6	**183**	**354**
05:45 PM	30	87	117	5	21	26	147	**13**	160	303
Total Volume	155	336	491	25	93	118	618	35	653	1262
% App. Total	31.6	68.4		21.2	78.8		94.6	5.4		
PHF	.807	.884	.858	.893	.894	.922	.873	.673	.892	.891

City of Perris
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Weather: Clear

File Name : 03_PER_Wilson_Rider PM
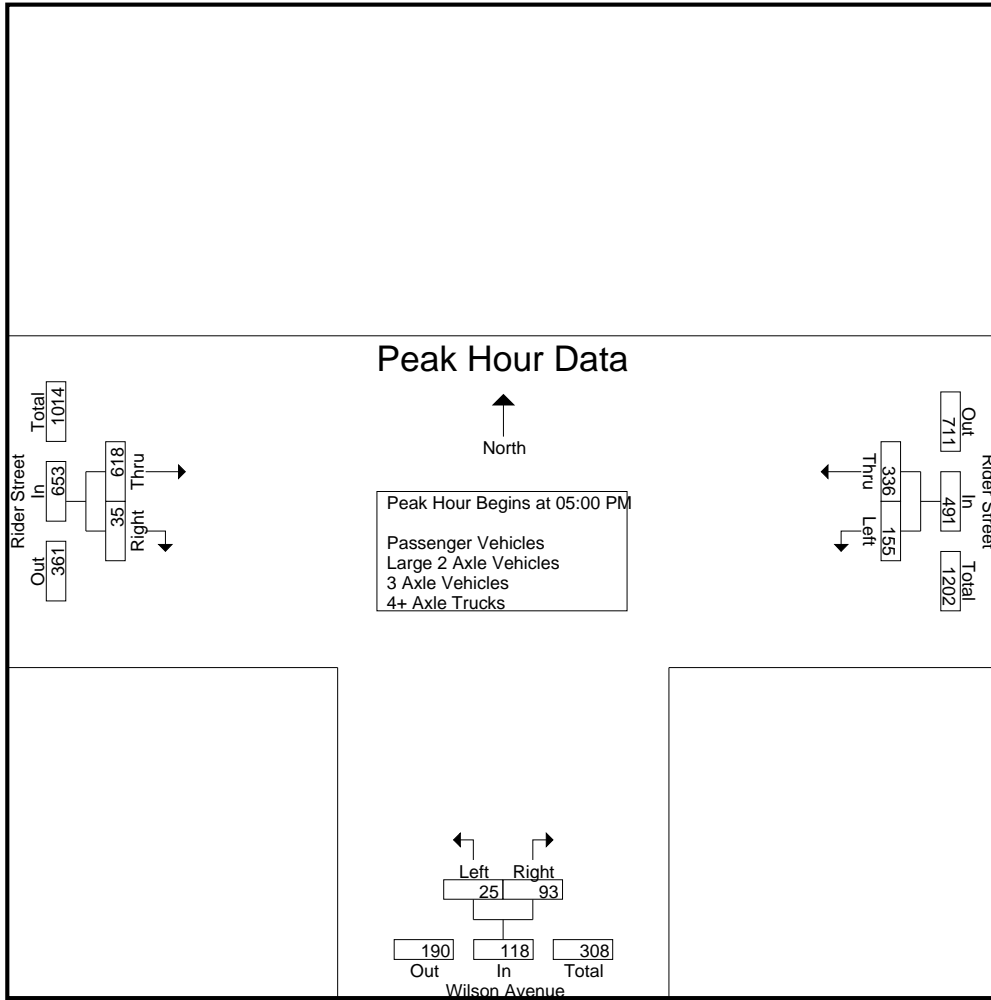Site Code : 06719335
Start Date : 5/30/2019
Page No : 2

Peak Hour Data

North

Peak Hour Begins at 05:00 PM

Passenger Vehicles
Large 2 Axle Vehicles
3 Axle Vehicles
4+ Axle Trucks

Rider Street
Total 1014
In 653
Out 361
Thru 618
Right 35

Rider Street
Out 711
In 491
Total 1202
Thru 336
Left 155

Wilson Avenue
Left 25
Right 93
Out 190
In 118
Total 308

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	37	94	131	**8**	25	**33**	146	5	151
+15 mins.	37	80	117	8	24	32	148	11	159
+30 mins.	40	74	114	6	**27**	33	**177**	6	**183**
+45 mins.	**48**	**95**	**143**	5	25	30	147	**13**	160
Total Volume	162	343	505	27	101	128	618	35	653
% App. Total	32.1	67.9		21.1	78.9		94.6	5.4	
PHF	.844	.903	.883	.844	.935	.970	.873	.673	.892

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City of Perris
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Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	38	71	109	6	25	31	126	15	141	281
04:15 PM	48	72	120	8	24	32	122	9	131	283
04:30 PM	35	86	121	6	27	33	119	15	134	288
04:45 PM	37	91	128	5	25	30	111	11	122	280
Total	158	320	478	25	101	126	478	50	528	1132
05:00 PM	37	79	116	7	25	32	145	5	150	298
05:15 PM	38	72	110	6	26	32	147	11	158	300
05:30 PM	48	95	143	6	21	27	173	6	179	349
05:45 PM	29	86	115	5	21	26	144	13	157	298
Total	152	332	484	24	93	117	609	35	644	1245
Grand Total	310	652	962	49	194	243	1087	85	1172	2377
Apprch %	32.2	67.8		20.2	79.8		92.7	7.3		
Total %	13	27.4	40.5	2.1	8.2	10.2	45.7	3.6	49.3	

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	37	79	116	**7**	25	**32**	145	5	150	298
05:15 PM	38	72	110	6	**26**	32	147	11	158	300
05:30 PM	**48**	**95**	**143**	6	21	27	**173**	6	**179**	**349**
05:45 PM	29	86	115	5	21	26	144	**13**	157	298
Total Volume	152	332	484	24	93	117	609	35	644	1245
% App. Total	31.4	68.6		20.5	79.5		94.6	5.4		
PHF	.792	.874	.846	.857	.894	.914	.880	.673	.899	.892

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City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider PM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 2

Peak Hour Data

North

Peak Hour Begins at 05:00 PM

Passenger Vehicles

Rider Street
Total 1000
In 644
Thru 609
Right 35
Out 356

Rider Street
Out 702
Thru 332
In 484
Left 152
Total 1186

Wilson Avenue
Left 24
Right 93
Out 187
In 117
Total 304
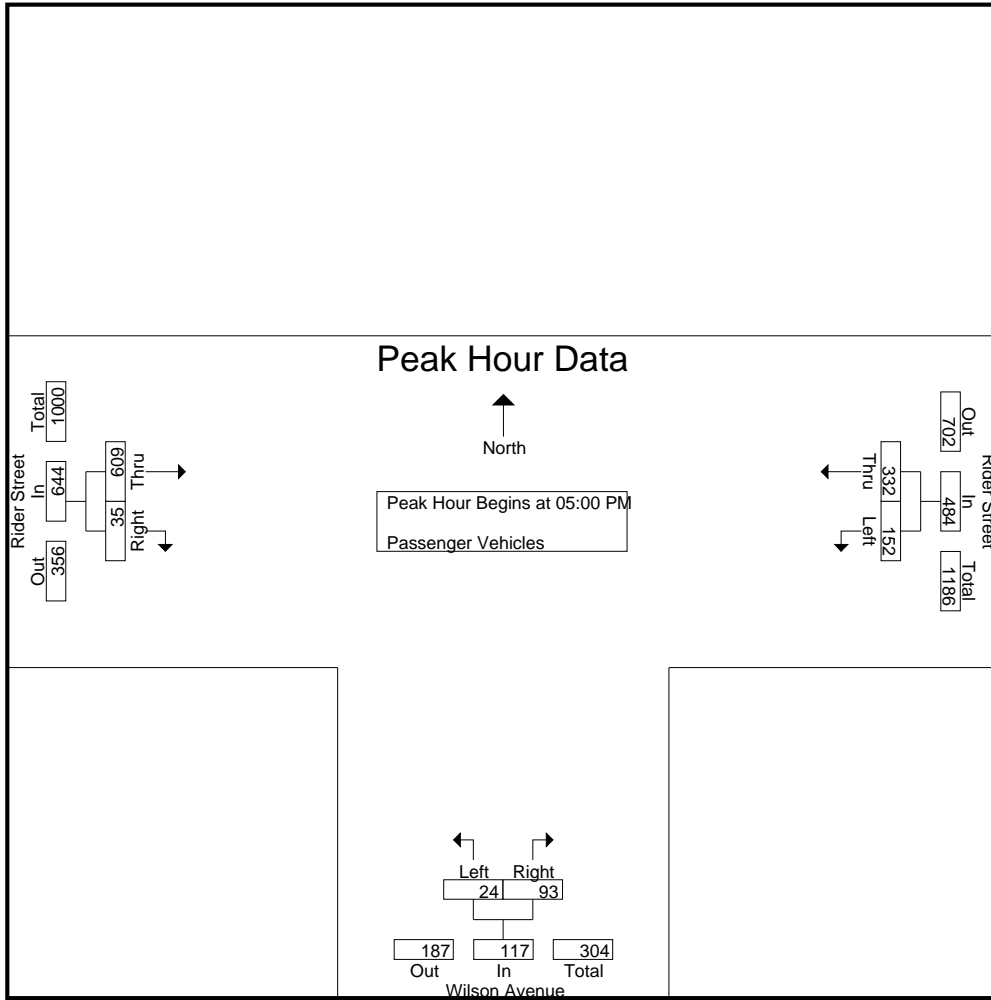
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	37	79	116	**7**	25	**32**	145	5	150
+15 mins.	38	72	110	6	**26**	32	147	11	158
+30 mins.	**48**	**95**	**143**	6	21	27	**173**	6	**179**
+45 mins.	29	86	115	5	21	26	144	**13**	157
Total Volume	152	332	484	24	93	117	609	35	644
% App. Total	31.4	68.6		20.5	79.5		94.6	5.4	
PHF	.792	.874	.846	.857	.894	.914	.880	.673	.899

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider PM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	0	2	0	0	0	3
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	2	2	0	0	0	2	0	2	4
04:45 PM	0	2	2	0	0	0	1	0	1	3
Total	1	6	7	2	0	2	3	0	3	12
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	1	1	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	1	0	1	3	0	3	4
05:45 PM	1	1	2	0	0	0	1	0	1	3
Total	2	3	5	1	0	1	4	0	4	10
Grand Total	3	9	12	3	0	3	7	0	7	22
Apprch %	25	75		100	0		100	0		
Total %	13.6	40.9	54.5	13.6	0	13.6	31.8	0	31.8	

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	1	1	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	1	0	1	3	0	3	4
05:45 PM	1	1	2	0	0	0	1	0	1	3
Total Volume	2	3	5	1	0	1	4	0	4	10
% App. Total	40	60		100	0		100	0		
PHF	.500	.750	.625	.250	.000	.250	.333	.000	.333	.625

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

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider PM
Site Code : 06719335
Start Date : 5/30/2019
Page No   : 2

Peak Hour Data

North

Peak Hour Begins at 05:00 PM

Large 2 Axle Vehicles

Rider Street (West)
- Total: 8
- In: 4
- Out: 4
- Thru: 4
- Right: 0

Rider Street (East)
- Out: 4
- Thru: 3
- In: 5
- Left: 2
- Total: 9

Wilson Avenue (South)
- Left: 1
- Right: 0
- Out: 2
- In: 1
- Total: 3
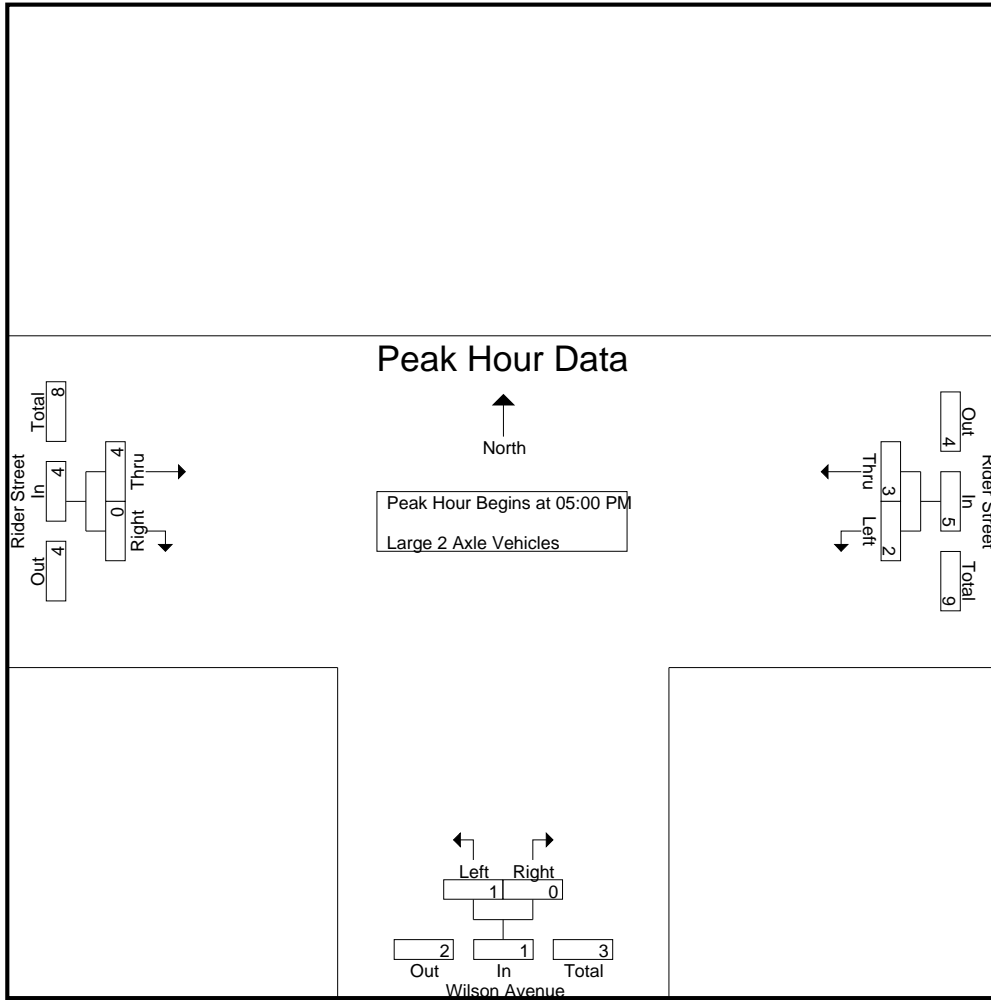
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	**1**	1	0	0	0	0	0	0
+15 mins.	**1**	1	**2**	0	0	0	0	0	0
+30 mins.	0	0	0	**1**	0	**1**	**3**	0	**3**
+45 mins.	1	1	2	0	0	0	1	0	1
Total Volume	2	3	5	1	0	1	4	0	4
% App. Total	40	60		100	0		100	0	
PHF	.500	.750	.625	.250	.000	.250	.333	.000	.333

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider PM
Site Code : 06719335
Start Date : 5/30/2019
Page No   : 1

Groups Printed- 3 Axle Vehicles

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

Start Time	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

Peak Hour Data

North

Rider Street
Total 0
In 0
Thru 0
Right 0
Out 0

Peak Hour Begins at 05:00 PM

3 Axle Vehicles

Rider Street
Out 0
Thru 0
In 1
Left 1
Total 1

Left 0   Right 0

Out 1   In 0   Total 1

Wilson Avenue

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider PM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	1	1	0	0	0	5	0	5	6
Grand Total	0	3	3	0	0	0	7	0	7	10
Apprch %	0	100		0	0		100	0		
Total %	0	30	30	0	0	0	70	0	70	

	Rider Street Westbound			Wilson Avenue Northbound			Rider Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	1	1	0	0	0	5	0	5	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.625	.000	.625	.750

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

City of Perris
N/S: Wilson Avenue
E/W: Rider Street
Weather: Clear

File Name : 03_PER_Wilson_Rider PM
Site Code : 06719335
Start Date : 5/30/2019
Page No : 2

Peak Hour Data

North

Peak Hour Begins at 05:00 PM

4+ Axle Trucks

Rider Street (left/west approach)
- Total: 6
- In: 5
- Out: 1
- Thru: 5
- Right: 0

Rider Street (right/east approach)
- Out: 5
- Thru: 1
- Left: 0
- In: 1
- Total: 6

Wilson Avenue (bottom/south approach)
- Left: 0
- Right: 0
- Out: 0
- In: 0
- Total: 0
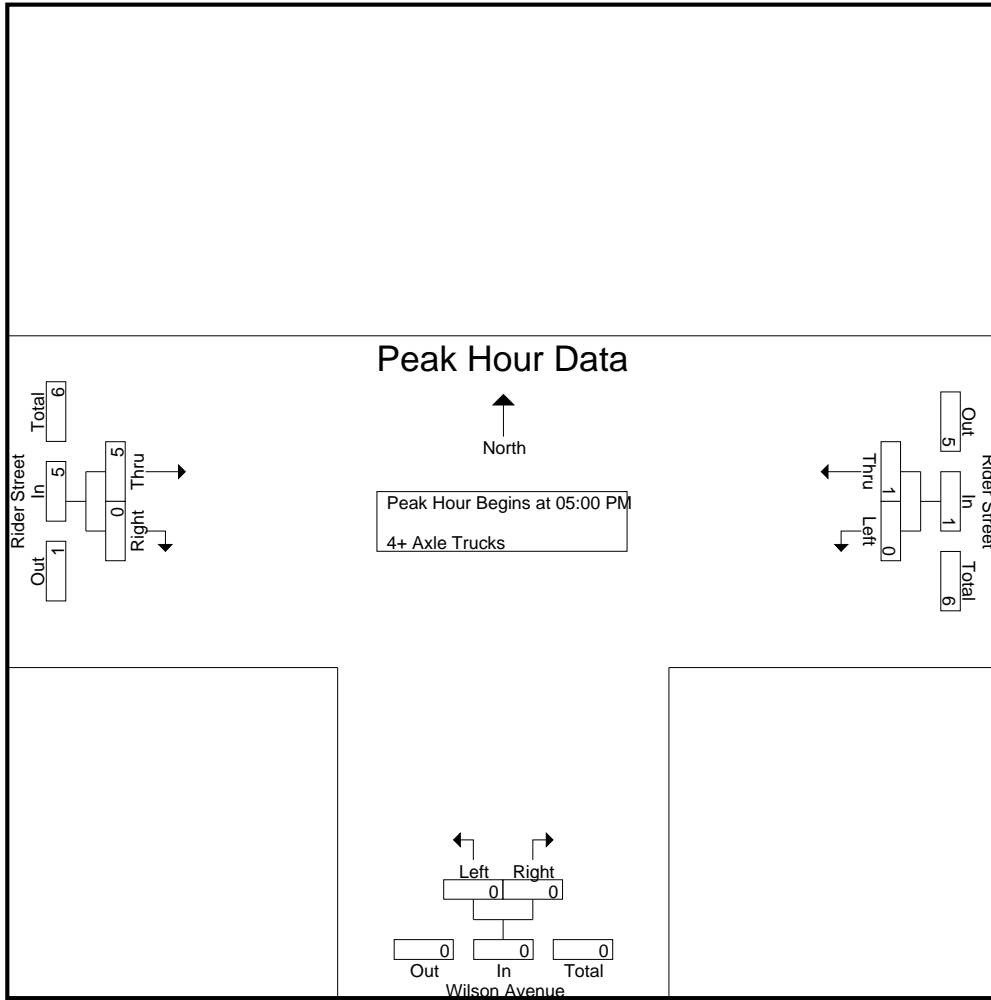
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	**1**	**1**	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	**2**	0	**2**
Total Volume	0	1	1	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.625	.000	.625

APPENDIX D:
LEVEL OF SERVICE WORKSHEETS

Vistro File: H:\...\Analysis.vistro

Report File: H:\...\LOS Analysis AM.pdf

Scenario 1 EAP AM

5/9/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Wilson Avenue / South Project Driveway	Two-way stop	HCM 6th Edition	WB Left	0.002	13.7	B
2	Wilson Avenue / North Project Driveway	Two-way stop	HCM 6th Edition	WB Right	0.005	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Wilson Avenue / South Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	⊢		↰↑		⊤	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	168	0	0	298	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1200	1.1200	1.1200	1.1200	1.1200	1.1200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	8	0	1	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	3	8	334	1	4
Peak Hour Factor	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	1	3	105	0	1
Total Analysis Volume [veh/h]	237	4	10	421	1	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.71	0.00	13.69	9.52
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.56	0.00	0.65	0.65
d_A, Approach Delay [s/veh]	0.00		0.18		10.21	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Wilson Avenue / North Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	⊢		⤒		⊤	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	168	0	0	298	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1200	1.1200	1.1200	1.1200	1.1200	1.1200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	11	8	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	0	11	342	0	3
Peak Hour Factor	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	0	3	108	0	1
Total Analysis Volume [veh/h]	242	0	14	431	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.72	0.00	13.94	9.51
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.79	0.00	0.38	0.38
d_A, Approach Delay [s/veh]	0.00		0.24		9.51	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Vistro File: H:\...\Analysis.vistro

Scenario 2 EAP PM

Report File: H:\...\LOS Analysis PM.pdf

5/9/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Wilson Avenue / South Project Driveway	Two-way stop	HCM 6th Edition	WB Left	0.007	13.2	B
2	Wilson Avenue / North Project Driveway	Two-way stop	HCM 6th Edition	WB Right	0.015	9.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Wilson Avenue / South Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	⊢		⌐|		⊤	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	168	0	0	298	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1200	1.1200	1.1200	1.1200	1.1200	1.1200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	10	0	3	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	1	10	334	3	8
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	3	97	1	2
Total Analysis Volume [veh/h]	219	1	12	389	3	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.67	0.00	13.22	9.46
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.00	1.35	1.35
d_A, Approach Delay [s/veh]	0.00		0.23		10.40	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Wilson Avenue / North Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	⊢		⌐		⊤	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	119	0	0	298	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.1200	1.1200	1.1200	1.1200	1.1200	1.1200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	4	10	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	0	4	344	0	11
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	0	1	100	0	3
Total Analysis Volume [veh/h]	164	0	5	401	0	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free		Free		Stop	
Flared Lane					No	
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.53	0.00	12.54	9.12
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.26	0.00	1.12	1.12
d_A, Approach Delay [s/veh]	0.00		0.09		9.12	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	A					

APPENDIX E:
SIGNAL WARRANT WORKSHEETS

Signal Warrants Report For Intersection 1: Wilson Avenue / South Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	191	342	5
2	183	328	5
3	180	321	5
4	153	274	4
5	145	260	4
6	130	233	3
7	120	215	3
8	115	205	3
9	92	164	2
10	86	154	2
11	86	154	2
12	82	147	2
13	74	133	2
14	69	123	2
15	69	123	2
16	67	120	2
17	38	68	1
18	21	38	1
19	19	34	1
20	8	14	0
21	6	10	0
22	6	10	0
23	4	7	0
24	4	7	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	533	1	5	No	No	No	No	No	No	No	No	No	No
2	3	511	1	5	No	No	No	No	No	No	No	No	No	No
3	3	501	1	5	No	No	No	No	No	No	No	No	No	No
4	3	427	1	4	No	No	No	No	No	No	No	No	No	No
5	3	405	1	4	No	No	No	No	No	No	No	No	No	No
6	3	363	1	3	No	No	No	No	No	No	No	No	No	No
7	3	335	1	3	No	No	No	No	No	No	No	No	No	No
8	3	320	1	3	No	No	No	No	No	No	No	No	No	No
9	3	256	1	2	No	No	No	No	No	No	No	No	No	No
10	3	240	1	2	No	No	No	No	No	No	No	No	No	No
11	3	240	1	2	No	No	No	No	No	No	No	No	No	No
12	3	229	1	2	No	No	No	No	No	No	No	No	No	No
13	3	207	1	2	No	No	No	No	No	No	No	No	No	No
14	3	192	1	2	No	No	No	No	No	No	No	No	No	No
15	3	192	1	2	No	No	No	No	No	No	No	No	No	No
16	3	187	1	2	No	No	No	No	No	No	No	No	No	No
17	3	106	1	1	No	No	No	No	No	No	No	No	No	No
18	3	59	1	1	No	No	No	No	No	No	No	No	No	No
19	3	53	1	1	No	No	No	No	No	No	No	No	No	No
20	3	22	1	0	No	No	No	No	No	No	No	No	No	No
21	3	16	1	0	No	No	No	No	No	No	No	No	No	No
22	3	16	1	0	No	No	No	No	No	No	No	No	No	No
23	3	11	1	0	No	No	No	No	No	No	No	No	No	No
24	3	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.2
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	5
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	538
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Wilson Avenue / North Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	353	192	3
2	339	184	3
3	332	180	3
4	282	154	2
5	268	146	2
6	240	131	2
7	222	121	2
8	212	115	2
9	169	92	1
10	159	86	1
11	159	86	1
12	152	83	1
13	138	75	1
14	127	69	1
15	127	69	1
16	124	67	1
17	71	38	1
18	39	21	0
19	35	19	0
20	14	8	0
21	11	6	0
22	11	6	0
23	7	4	0
24	7	4	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	545	1	3	No	No	No	No	No	No	No	No	No	No
2	3	523	1	3	No	No	No	No	No	No	No	No	No	No
3	3	512	1	3	No	No	No	No	No	No	No	No	No	No
4	3	436	1	2	No	No	No	No	No	No	No	No	No	No
5	3	414	1	2	No	No	No	No	No	No	No	No	No	No
6	3	371	1	2	No	No	No	No	No	No	No	No	No	No
7	3	343	1	2	No	No	No	No	No	No	No	No	No	No
8	3	327	1	2	No	No	No	No	No	No	No	No	No	No
9	3	261	1	1	No	No	No	No	No	No	No	No	No	No
10	3	245	1	1	No	No	No	No	No	No	No	No	No	No
11	3	245	1	1	No	No	No	No	No	No	No	No	No	No
12	3	235	1	1	No	No	No	No	No	No	No	No	No	No
13	3	213	1	1	No	No	No	No	No	No	No	No	No	No
14	3	196	1	1	No	No	No	No	No	No	No	No	No	No
15	3	196	1	1	No	No	No	No	No	No	No	No	No	No
16	3	191	1	1	No	No	No	No	No	No	No	No	No	No
17	3	109	1	1	No	No	No	No	No	No	No	No	No	No
18	3	60	1	0	No	No	No	No	No	No	No	No	No	No
19	3	54	1	0	No	No	No	No	No	No	No	No	No	No
20	3	22	1	0	No	No	No	No	No	No	No	No	No	No
21	3	17	1	0	No	No	No	No	No	No	No	No	No	No
22	3	17	1	0	No	No	No	No	No	No	No	No	No	No
23	3	11	1	0	No	No	No	No	No	No	No	No	No	No
24	3	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	548
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: Wilson Avenue / South Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	189	344	11
2	181	330	11
3	178	323	10
4	151	275	9
5	144	261	8
6	129	234	7
7	119	217	7
8	113	206	7
9	91	165	5
10	85	155	5
11	85	155	5
12	81	148	5
13	74	134	4
14	68	124	4
15	68	124	4
16	66	120	4
17	38	69	2
18	21	38	1
19	19	34	1
20	8	14	0
21	6	10	0
22	6	10	0
23	4	7	0
24	4	7	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	533	1	11	No	No	No	No	No	No	No	No	No	No
2	3	511	1	11	No	No	No	No	No	No	No	No	No	No
3	3	501	1	10	No	No	No	No	No	No	No	No	No	No
4	3	426	1	9	No	No	No	No	No	No	No	No	No	No
5	3	405	1	8	No	No	No	No	No	No	No	No	No	No
6	3	363	1	7	No	No	No	No	No	No	No	No	No	No
7	3	336	1	7	No	No	No	No	No	No	No	No	No	No
8	3	319	1	7	No	No	No	No	No	No	No	No	No	No
9	3	256	1	5	No	No	No	No	No	No	No	No	No	No
10	3	240	1	5	No	No	No	No	No	No	No	No	No	No
11	3	240	1	5	No	No	No	No	No	No	No	No	No	No
12	3	229	1	5	No	No	No	No	No	No	No	No	No	No
13	3	208	1	4	No	No	No	No	No	No	No	No	No	No
14	3	192	1	4	No	No	No	No	No	No	No	No	No	No
15	3	192	1	4	No	No	No	No	No	No	No	No	No	No
16	3	186	1	4	No	No	No	No	No	No	No	No	No	No
17	3	107	1	2	No	No	No	No	No	No	No	No	No	No
18	3	59	1	1	No	No	No	No	No	No	No	No	No	No
19	3	53	1	1	No	No	No	No	No	No	No	No	No	No
20	3	22	1	0	No	No	No	No	No	No	No	No	No	No
21	3	16	1	0	No	No	No	No	No	No	No	No	No	No
22	3	16	1	0	No	No	No	No	No	No	No	No	No	No
23	3	11	1	0	No	No	No	No	No	No	No	No	No	No
24	3	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	11
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	544
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Wilson Avenue / North Project Driveway

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	E
1	348	141	11
2	334	135	11
3	327	133	10
4	278	113	9
5	264	107	8
6	237	96	7
7	219	89	7
8	209	85	7
9	167	68	5
10	157	63	5
11	157	63	5
12	150	61	5
13	136	55	4
14	125	51	4
15	125	51	4
16	122	49	4
17	70	28	2
18	38	16	1
19	35	14	1
20	14	6	0
21	10	4	0
22	10	4	0
23	7	3	0
24	7	3	0

Warrant Analysis by Hour

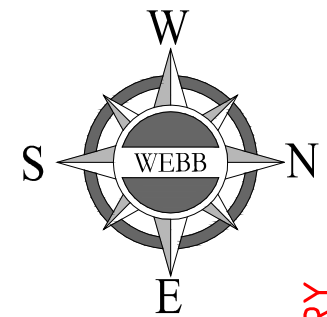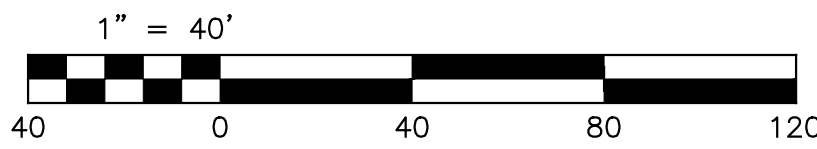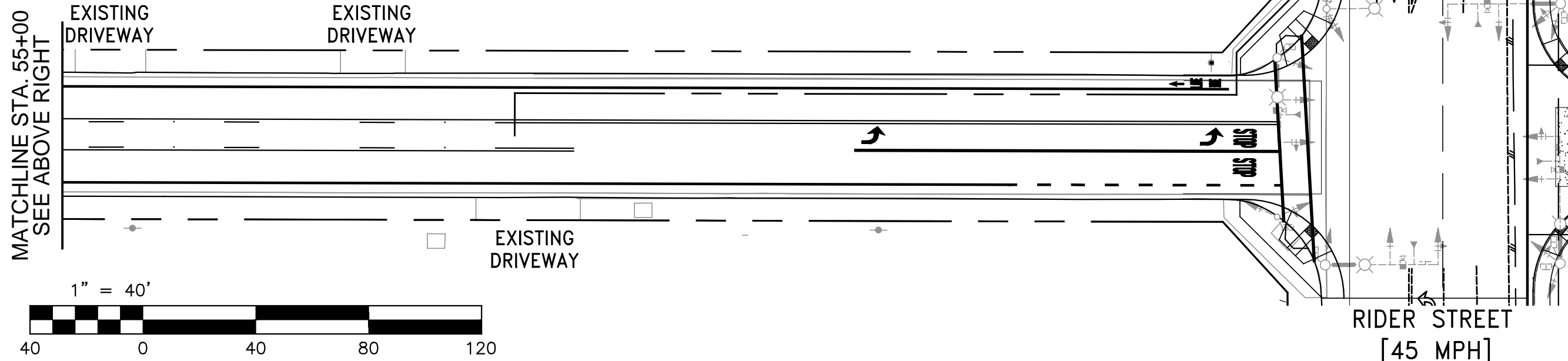| Hour | Major Lanes | | Minor Lanes | | Warrant 1 Condition A | | | | Warrant 1 Condition B | | | | Warrant 2 | Warrant 3 |
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	489	1	11	No	No	No	No	No	No	No	No	No	No
2	3	469	1	11	No	No	No	No	No	No	No	No	No	No
3	3	460	1	10	No	No	No	No	No	No	No	No	No	No
4	3	391	1	9	No	No	No	No	No	No	No	No	No	No
5	3	371	1	8	No	No	No	No	No	No	No	No	No	No
6	3	333	1	7	No	No	No	No	No	No	No	No	No	No
7	3	308	1	7	No	No	No	No	No	No	No	No	No	No
8	3	294	1	7	No	No	No	No	No	No	No	No	No	No
9	3	235	1	5	No	No	No	No	No	No	No	No	No	No
10	3	220	1	5	No	No	No	No	No	No	No	No	No	No
11	3	220	1	5	No	No	No	No	No	No	No	No	No	No
12	3	211	1	5	No	No	No	No	No	No	No	No	No	No
13	3	191	1	4	No	No	No	No	No	No	No	No	No	No
14	3	176	1	4	No	No	No	No	No	No	No	No	No	No
15	3	176	1	4	No	No	No	No	No	No	No	No	No	No
16	3	171	1	4	No	No	No	No	No	No	No	No	No	No
17	3	98	1	2	No	No	No	No	No	No	No	No	No	No
18	3	54	1	1	No	No	No	No	No	No	No	No	No	No
19	3	49	1	1	No	No	No	No	No	No	No	No	No	No
20	3	20	1	0	No	No	No	No	No	No	No	No	No	No
21	3	14	1	0	No	No	No	No	No	No	No	No	No	No
22	3	14	1	0	No	No	No	No	No	No	No	No	No	No
23	3	10	1	0	No	No	No	No	No	No	No	No	No	No
24	3	10	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	11
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	500
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

APPENDIX F:
CONCEPTUAL STRIPING AND
TRUCK TURNING EXHIBIT

WILSON AVENUE
[35 MPH]

EXISTING DRIVEWAY

EXISTING DRIVEWAY

EXISTING DRIVEWAY

EXISTING DRIVEWAY

MATCHLINE STA. 55+00
SEE BELOW LEFT

FUTURE WILSON 1 DRIVEWAY

PROPOSED WILSON 2 DRIVEWAY

PROPOSED WILSON 2 DRIVEWAY

19.00   48.00
3.00   41.00
0.00
4.00   23.00
STAA – STANDARD

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

19.00
3.00 11.00
P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

SEE CITY FILE NO. P8-1080 FOR FUTURE TRAFFIC
SIGNAL, CURB RAMPS, AND ROADWAY IMPROVEMENTS.

MATCHLINE STA. 55+00
SEE ABOVE RIGHT

EXISTING DRIVEWAY

EXISTING DRIVEWAY

EXISTING DRIVEWAY

1" = 40'

40   0   40   80   120

RIDER STREET
[45 MPH]

W N S E
WEBB

REVISIONS	DATE	BY	DATE	BY		CONCEPTUAL STRIPING AND TRUCK TURNING EXHIBIT FIRST INDUSTRIAL REALTY – WILSON 2 PERRIS, CA	SCALE: 1"=40'	ALBERT A. WEBB ASSOCIATES	W.O. 20-0259
							DATE: 4/19/21		SHEET 1
							DESIGNED: NRL		
							CHECKED:		
							PLN CK REF:		OF 1 SHEETS
							F.B.		

H:\2020\20-0259\TRAFFIC\EXHIBITS\18-0305 SS-SHEETS.DWG   4/19/2021 7:04:21 PM