
APPENDIX E: FOCUSED TRANSPORTATION STUDY



Fehr & Peers

Memorandum

Date: June 20, 2025
To: Josh Cospers, PE, Mark Thomas & Co
Wei Sun, TE, PTOE, City of Moreno Valley
From: Paul Herrmann, TE
Joshua Geronimo
Subject: **Heacock Street South Extension – Focused Transportation Study**

OC25-1124

Fehr & Peers completed a focused transportation study for the Heacock Street South Extension project (Project) in the City of Moreno Valley, California (City).

The results of this study conclude that the Project results in a less-than-significant transportation impact related to Vehicle Miles of Travel (VMT), results in acceptable Level of Service (LOS) performance at Opening Year (2030) and is consistent with the City of Moreno Valley General Plan Circulation Element.

Project Description

The Heacock Street South Extension project proposes to extend the existing Heacock Street below Nandina Avenue to City limits, south of the Lowe's ADC 3459 Driveway before the intersection of Webster Road and Harley Knox Boulevard. Above San Michele Road, Heacock Street is currently a 4 Lane Undivided Arterial.

Within the study segments, the existing configuration for Heacock Street between San Michele Road and Nandina Avenue is 1 lane Southbound, 2 lanes Northbound, and a Two-Way-Left-Turn-Lane. The existing Heacock Street between Nandina Avenue to City limits is classified as a 2 Lane Industrial Collector.

The Project proposes to extend Heacock Street's 4 Lane Undivided Arterial classification from San Michele to City limits.

Analysis Methodology

An analysis of the proposed cul-de-sac was conducted for determination of potential significant transportation impacts in compliance with the California Environmental Quality Act (CEQA) and an

assessment of roadway segment and intersection operations for City General Plan consistency.

Figure 1 shows the study intersections and roadway segments.

Data Collection

Traffic Counts

All traffic counts were collected on Wednesday April 2nd, 2025 with fair weather while school was in session. Peak hour vehicle turning movement counts were collected at the following City intersections:

1. Heacock Street & San Michele Road (Signalized)
2. Heacock Street & Nandina Avenue (Side-Street Stop Controlled)
3. Heacock Street & Lowe's ADC 3459 Driveway (Uncontrolled Intersection)

Peak hour traffic counts are presented in **Figure 2**. 24-hour Average Daily Traffic (ADT) counts were collected at the following segments:

1. Heacock Street between San Michele Road and Nandina Avenue
2. Heacock Street between Nandina Avenue and Oleander Avenue

Appendix 3 and **4** have the raw TMC and ADT data.

Cumulative Development Projects

Fehr & Peers used the City's Community Development Department "Current Projects" website¹ to identify pending and approved development projects along Heacock Street. Projects were included in the future forecasting if they were anticipated to be complete and operating by the Project's Opening Year (2030). Additionally, there are no vacancies identified within Moreno Valley's Property Search Database² along Heacock Street that may generate traffic in the future but weren't identified in the City's Current Project website.

The Heacock Logistics Parking Lot is proposed south of the Lowe's Driveway and would use the Heacock Street and Nandina Street intersection for major access to the roadway network. LLG's TIA for the Heacock Logistics Parking Lot³ studied scenarios for a pick-up/drop-off automobile and truck parking lot. The truck parking lot scenario generated more trips and was used to provide conservative Project forecasts for LOS and ADT.

Additionally, the proposed Heacock Commerce Center is located at the southeastern corner of Heacock Street and Gentian Avenue and would provide nearly 874,000 square feet of warehousing and supportive land uses. Forecasts were generated for the proposed Commerce Center due to its scale and proximity to the Project.

Appendix 5 has all considered cumulative projects

¹ <https://www.moval.org/cdd/documents/about-projects.html>

² <https://www.morenovalleybusiness.com/property-search/>

³ <https://www.moval.org/cdd/pdfs/projects/Heacock-ParkingLot/app-I.pdf>

Study Scenarios

The following two scenarios were analyzed in this assessment:

- Existing (2025) Baseline Conditions – Consists of existing condition traffic turning movement counts collected at the study intersections based on vehicle, pedestrian and cyclist data collected on April 2nd, 2025.
- Opening Year (2030) With Project Conditions – Opening Year volumes were developed by addition of traffic from nearby approved and pending development projects to existing counts. Additional ambient growth was not applied since the study area only provides access for nearby industrial uses and the Project does not enhance connectivity to the broader roadway network.

Figure 3 has the forecasted Opening Year with Project Conditions volumes.

Transportation Analysis

VMT Assessment

The City of Moreno Valley's *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* (June 2020) was referenced to prepare the VMT assessment. The City's VMT Screening Criteria are specific to land use related projects, which the Project does not fall under. However, the City's VMT Impact Threshold 1 generally states that projects resulting in a net increase in VMT would be considered a significant impact, consistent with guidance provided in the *California State Governor's Office of Land Use and Climate Innovation's Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018).

The Project is not land use related and does not affect connectivity within the roadway network as it primarily serves as a dead end. As the Project will not inherently generate trips or affect existing travel patterns, VMT is not expected to be change with the Project and would result in a net zero increase in VMT. Therefore, the Project is expected to result in a less-than-significant transportation impact related to VMT.

Intersection Operations Analysis

Intersection operating conditions were evaluated using the Transportation Research Board (TRB) *Highway Capacity Manual* (HCM) 7th Edition methodology to evaluate LOS for signalized and unsignalized intersections.

The HCM 7th Edition methodology for signalized and unsignalized intersections estimates the average control delay for vehicles at the intersection. After V/C ratio and quantitative delay estimates are complete, each methodology assigns a qualitative letter grade to represent the operations of the intersection. These grades range from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. The LOS definitions are presented in **Table 1**.

Table 1: LOS Definitions for Intersections

Level of Service	Description	Signalized Delay (Seconds)	Unsignalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths	>10.0 to 20.0	>10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	>20.0 to 35.0	>15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable	>35.0 to 55.0	>25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences	>55.0 to 80.0	>35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	>80.0	>50.0

Source: Highway Capacity Manual 7th Edition (Transportation Research Board, 2022).

Fehr & Peers used Synchro for HCM analysis. **Table 2** presents Existing Conditions, Opening Year results. Synchro worksheets are provided in **Appendix 1**.

Per the Moreno Valley Circulation Element⁴, LOS D is the operational threshold for intersections nearby high employment generating centers and is the criteria used for this study given the Project's proximity to industrial land use.

As shown in **Table 2**, the study intersections are forecast to operate acceptably across both scenarios.

Table 2: Peak Hour LOS Summary

ID	Intersection	Control Type	Peak Hour	Existing (2025)		Opening Year (2030)	
				Delay (s)	LOS	Delay (s)	LOS
1	Heacock Street & San Michele Road	Signalized	AM	25	C	22	C
			PM	30	C	26	C

⁴<https://moreno-valley.ca.us/cdd/documents/general-plan-update/draft-docs/GP-Elements/04.pdf>

2	Heacock Street & Nandina Avenue	TWSC ¹	AM	9	A	9	A
			PM	11	B	9	A
3	Heacock Street & Lowe's Driveway	Uncontrolled ²	AM	9	A	9	A
			PM	9	A	9	A

Notes: **Bold** text indicates potentially unacceptable intersection operations

- Existing conditions control type is side-street stop-controlled. Results are presented as Intersection Delay (Worst Movement Delay).
- While the intersection does not provide a traffic control device, the driveway operates like a TWSC with a stop at the WB driveway approach

Source: Fehr & Peers, 2025

Roadway Segment Analysis

Per the City's Circulation Element policy goal C.3-1, the City strives to maintain a Level of Service "C" on roadway links, wherever possible, and LOS "D" in the vicinity of high employment centers. Heacock Street is identified as an arterial within the City's General Plan.

Table 3 identifies the City's two official roadway segment capacity classifications.

Heacock Street between San Michele Road and Nandina Avenue's classification effectively falls between a 4 Lane Undivided Arterial and 2 Lane Industrial Collector, and thus its capacity will be analyzed by interpolating the two classifications' capacities. Heacock Street between Nandina Avenue and Oleander Avenue is currently a "2 Lane Industrial Collector".

Table 3: Roadway Segment Capacities

Type of Roadway	Level of Service*				
	A	B	C	D	E
4 Lane Undivided Arterial	15,000	17,500	20,000	22,500	25,000
2 Lane Industrial Collector	7,500	8,800	10,000	11,300	12,500
Interpolated 4 Lane Undivided Arterial and 2 Lane Industrial Collector Capacities	11,250	13,150	15,000	16,900	18,750

* - Maximum Average Daily Traffic (ADT)

NOTE: These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration, and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic), and pedestrian and bicycle traffic.

Source: City of Moreno Valley Transportation Impact Preparation Guide (City of Moreno Valley, 2020)

ADT segment forecasts were developed by adding forecasted daily cumulative development project trips to existing ADT volumes. As shown in **Table 4**, forecasted ADT still meets the City's roadway segment requirements as it does not exceed a 4 Lane Undivided Arterial's LOS capacity.

ADT forecasts considered volumes generated by the proposed Heacock Commerce Center and Heacock Logistics Parking Lot. Segment 1's growth can be attributed to some traffic navigating to and from Heacock Commerce Center and some North/Southbound traffic accessing the Logistics Parking Lot. Heacock Logistics Parking Lot contributes to Segment 2's ADT growth.

Existing volumes are assumed to be related to the immediate industrial and logistics land uses within the Project's vicinity. Additionally, forecasted ADT was assumed to have the same fleet mix as existing, as both development projects are industrial and logistics oriented.

The City's PCE conversion factors were applied to both the existing and forecasted volumes to best understand the Project's impact on the study segments.

Table 4: ADT Segment Summary

Scenario	NON PCE ADT							PCE Converted ADT	LOS
	Segment	Name	All	Class 1	Class 2	Class 3	Class 4		
Existing (2025)	1	Heacock St between San Michele Rd and Nandina Ave	6,774	5,255	300	402	805	8,924	A
	2	Heacock St between Nandina Ave and E Oleander Ave	95	70	18	7	0	111	A
Opening Year (2030)	1	Heacock St between San Michele Rd and Nandina Ave	6,900	5,365	306	409	820	9,102	A
	2	Heacock St between Nandina Ave and E Oleander Ave	400	295	76	29	0	467	A

Conclusion

This study concludes that the proposed Project widening of Heacock Street below San Michele to a 4 Lane Undivided Arterial results in a less-than-significant transportation impact related to VMT and acceptable LOS performance at Opening Year (2030), and is consistent with the City of Moreno Valley General Plan Circulation Element.

Appendices

Appendix 1: Figures

Appendix 2: Synchro Results

Appendix 3: Turning Movement Counts

Appendix 4: ADT 24 Hour Counts

Appendix 5: Cumulative Projects List

Appendix 1: Figures

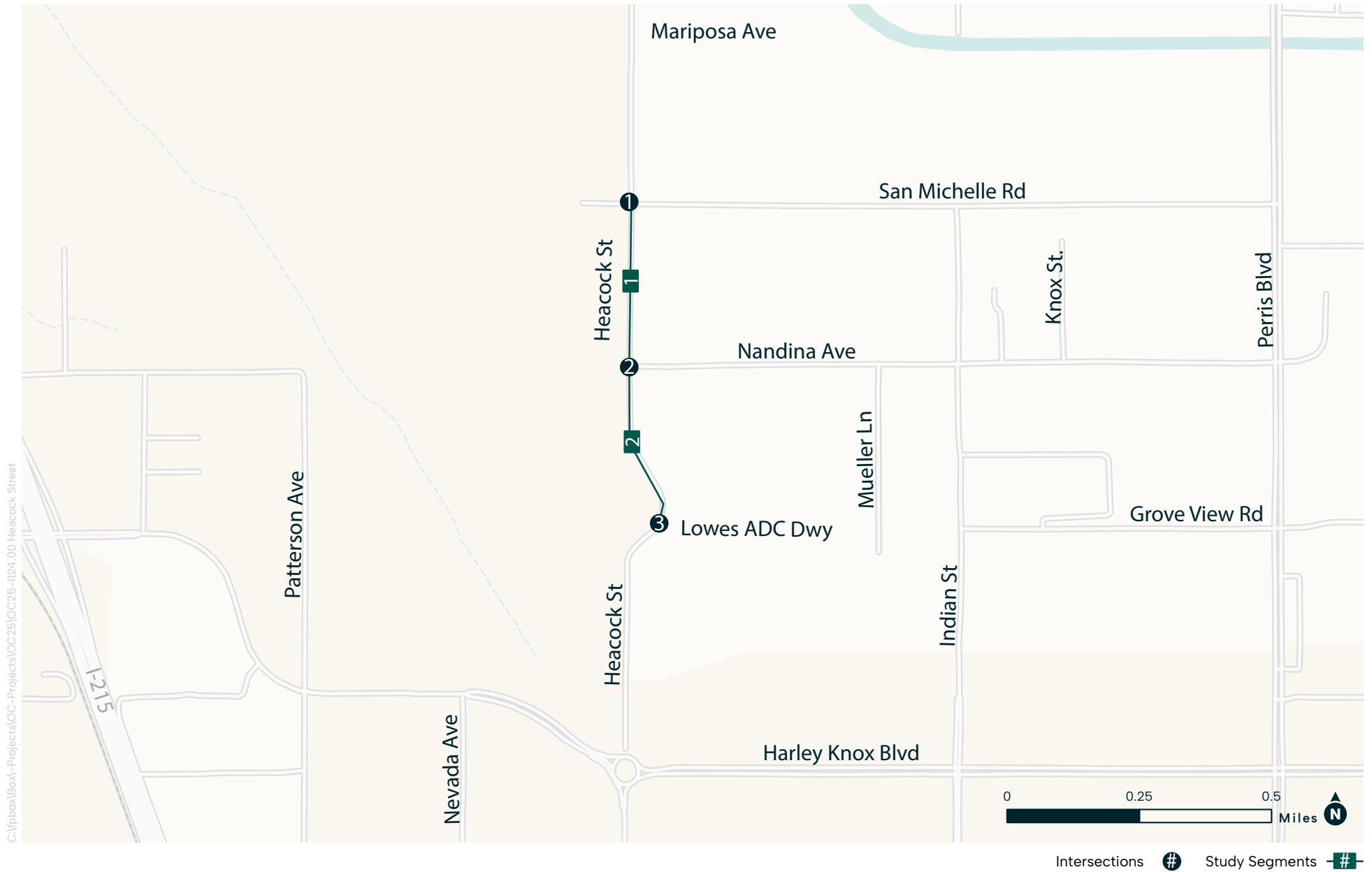
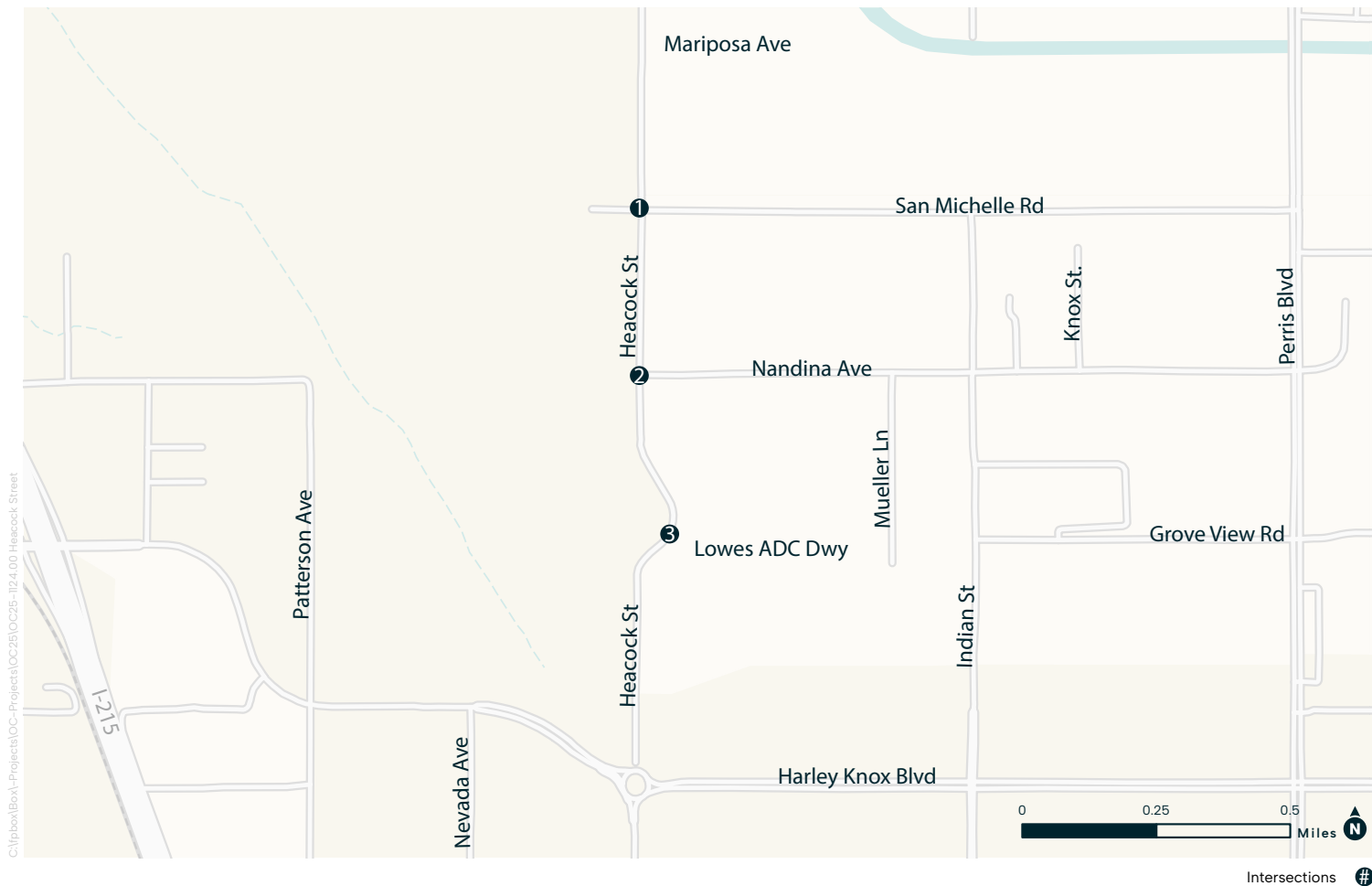


FIGURE #1

Heacock Street Extension



1. Heacock Street/San Michelle Road	2. Heacock Street/Nandina Avenue	3. Heacock Street/Lowes ADC Dwy
San Michelle Road Heacock Street 26 (6) 200 (482) 136 (120) 182 (247) 12 (0) 5 (3) 10 (4) 4 (3) 4 (14) 6 (1) 148 (177) 1 (8)	Heacock Street Nandina Ave 11 (19) 201 (487) 158 (181) 4 (14) 6 (7) 4 (13)	Heacock Street Lowes ADC Driveway 2 (4) 13 (23) 13 (11) 0 (0) 2 (6) 0 (0)

FIGURE #2
Traffic Volumes, Lane Configurations, and Level of Service
Existing (2025)

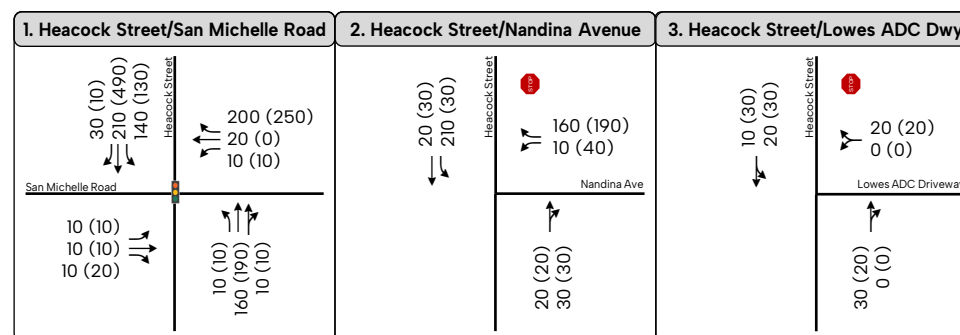
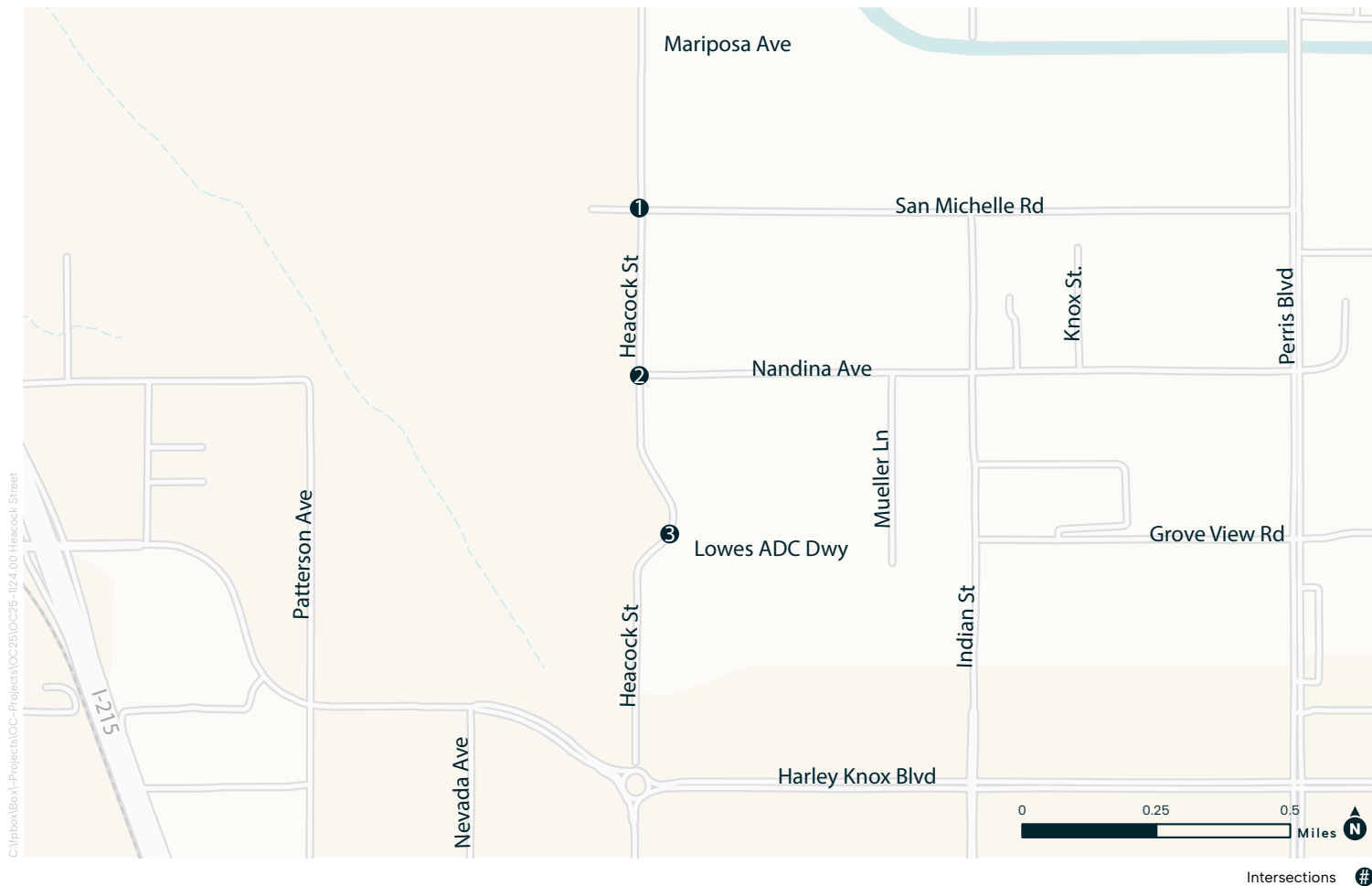


FIGURE #3
**Traffic Volumes, Lane Configurations, and Level of Service
 Opening Year (2030)**

Appendix 2: Synchro Results

HCM 7th Signalized Intersection Summary

1: Heacock Street & San Michele Road/San Michelle Road

06/20/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4	4	5	12	182	6	148	1	136	200	26
Future Volume (veh/h)	10	4	4	5	12	182	6	148	1	136	200	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1618	1618	1618	1618	1618	1618	1618	1618	1618
Adj Flow Rate, veh/h	11	4	2	6	13	37	7	166	1	153	225	13
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	19	19	19	19	19	19	19	19	19	19	19	19
Cap, veh/h	18	225	100	10	110	93	12	824	5	190	613	520
Arrive On Green	0.01	0.07	0.07	0.01	0.07	0.07	0.01	0.26	0.26	0.12	0.38	0.38
Sat Flow, veh/h	1541	3075	1372	1541	1618	1369	1541	3134	19	1541	1618	1372
Grp Volume(v), veh/h	11	4	2	6	13	37	7	81	86	153	225	13
Grp Sat Flow(s),veh/h/ln	1541	1537	1372	1541	1618	1369	1541	1537	1615	1541	1618	1372
Q Serve(g_s), s	0.3	0.0	0.1	0.1	0.3	1.0	0.2	1.6	1.6	3.7	3.8	0.2
Cycle Q Clear(g_c), s	0.3	0.0	0.1	0.1	0.3	1.0	0.2	1.6	1.6	3.7	3.8	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	18	225	100	10	110	93	12	404	425	190	613	520
V/C Ratio(X)	0.62	0.02	0.02	0.60	0.12	0.40	0.61	0.20	0.20	0.80	0.37	0.03
Avail Cap(c_a), veh/h	1216	2426	1082	1216	1277	1080	1216	1820	1912	1216	1916	1623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	16.4	16.4	18.8	16.6	17.0	18.8	10.9	10.9	16.2	8.5	7.4
Incr Delay (d2), s/veh	12.3	0.0	0.1	19.8	0.7	3.9	17.5	0.3	0.3	3.0	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.1	0.3	0.1	0.4	0.4	1.1	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.0	16.4	16.5	38.6	17.3	20.8	36.3	11.2	11.2	19.2	9.0	7.4
LnGrp LOS	C	B	B	D	B	C	D	B	B	B	A	A
Approach Vol, veh/h	17			56			174			391		
Approach Delay, s/veh	25.8			21.9			12.2			13.0		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	16.5	4.2	8.6	4.3	20.9	4.4	8.4				
Change Period (Y+Rc), s	4.0	6.5	4.0	* 5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	30.0	45.0	30.0	* 30	30.0	45.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	5.7	3.6	2.1	2.1	2.2	5.8	2.3	3.0				
Green Ext Time (p_c), s	0.2	1.3	0.0	0.0	0.0	1.9	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

HCM 7th TWSC
2: Heacock Street & Nandina Avenue

06/17/2025

Intersection						
Int Delay, s/veh	8.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	158	6	4	201	11
Future Vol, veh/h	4	158	6	4	201	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	-	-	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	23	23	23	23	23	23
Mvmt Flow	5	184	7	5	234	13

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	490	9	0	0	12
Stage 1	9	-	-	-	-
Stage 2	480	-	-	-	-
Critical Hdwy	6.63	6.43	-	-	4.33
Critical Hdwy Stg 1	5.63	-	-	-	-
Critical Hdwy Stg 2	5.63	-	-	-	-
Follow-up Hdwy	3.707	3.507	-	-	2.407
Pot Cap-1 Maneuver	502	1014	-	-	1481
Stage 1	962	-	-	-	-
Stage 2	581	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	423	1014	-	-	1481
Mov Cap-2 Maneuver	423	-	-	-	-
Stage 1	962	-	-	-	-
Stage 2	489	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.44	0	7.48
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	423	1014	1481
HCM Lane V/C Ratio	-	-	0.011	0.181	0.158
HCM Control Delay (s/veh)	-	-	13.6	9.3	7.9
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0.7	0.6

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	2	0	13	2
Future Vol, veh/h	0	13	2	0	13	2
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	81	81	81	81	81	81
Mvmt Flow	0	17	3	0	17	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	39	4	0
Stage 1	4	-	-
Stage 2	36	-	-
Critical Hdwy	7.21	7.01	-
Critical Hdwy Stg 1	6.21	-	-
Critical Hdwy Stg 2	6.21	-	-
Follow-up Hdwy	4.229	4.029	-
Pot Cap-1 Maneuver	805	889	-
Stage 1	848	-	-
Stage 2	817	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	793	888	-
Mov Cap-2 Maneuver	793	-	-
Stage 1	847	-	-
Stage 2	806	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.13	0	6.92
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	888	1222
HCM Lane V/C Ratio	-	-	0.019	0.014
HCM Control Delay (s/veh)	-	-	9.1	8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th Signalized Intersection Summary

1: Heacock Street & San Michele Road/San Michelle Road

06/20/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 				
Traffic Volume (veh/h)	4	3	14	3	0	247	1	177	8	120	482	6
Future Volume (veh/h)	4	3	14	3	0	247	1	177	8	120	482	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722
Adj Flow Rate, veh/h	5	4	3	4	0	31	1	227	9	154	618	5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	12	12	12	12	12	12	12	12	12	12	12	12
Cap, veh/h	9	145	65	7	74	63	4	1152	46	196	822	697
Arrive On Green	0.01	0.04	0.04	0.00	0.00	0.04	0.00	0.36	0.36	0.12	0.48	0.48
Sat Flow, veh/h	1640	3272	1459	1640	1722	1459	1640	3209	127	1640	1722	1459
Grp Volume(v), veh/h	5	4	3	4	0	31	1	115	121	154	618	5
Grp Sat Flow(s),veh/h/ln	1640	1636	1459	1640	1722	1459	1640	1636	1699	1640	1722	1459
Q Serve(g_s), s	0.1	0.1	0.1	0.1	0.0	0.9	0.0	2.1	2.1	3.9	12.6	0.1
Cycle Q Clear(g_c), s	0.1	0.1	0.1	0.1	0.0	0.9	0.0	2.1	2.1	3.9	12.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	9	145	65	7	74	63	4	588	610	196	822	697
V/C Ratio(X)	0.57	0.03	0.05	0.56	0.00	0.49	0.26	0.20	0.20	0.79	0.75	0.01
Avail Cap(c_a), veh/h	1146	2287	1020	1146	1204	1020	1146	1715	1781	1146	1805	1530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	19.6	19.6	21.3	0.0	20.1	21.4	9.5	9.5	18.4	9.1	5.9
Incr Delay (d2), s/veh	19.3	0.1	0.4	23.3	0.0	8.2	12.9	0.2	0.2	2.6	2.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.4	0.0	0.5	0.5	1.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	19.7	20.1	44.6	0.0	28.3	34.3	9.7	9.7	21.0	11.1	5.9
LnGrp LOS	D	B	C	D		C	C	A	A	C	B	A
Approach Vol, veh/h	12			35			237			777		
Approach Delay, s/veh	28.5			30.2			9.8			13.1		
Approach LOS	C			C			A			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	21.9	4.2	7.7	4.0	27.0	4.2	7.7				
Change Period (Y+Rc), s	4.0	6.5	4.0	* 5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	30.0	45.0	30.0	* 30	30.0	45.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	5.9	4.1	2.1	2.1	2.0	14.6	2.1	2.9				
Green Ext Time (p_c), s	0.2	1.8	0.0	0.0	0.0	5.9	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC

2: Heacock Street & Nandina Avenue

06/17/2025

Intersection						
Int Delay, s/veh	9.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	181	7	13	487	19
Future Vol, veh/h	14	181	7	13	487	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	-	-	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	23	23	23	23	23	23
Mvmt Flow	16	210	8	15	566	22

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1170	16	0	0	23
Stage 1	16	-	-	-	-
Stage 2	1155	-	-	-	-
Critical Hdwy	6.63	6.43	-	-	4.33
Critical Hdwy Stg 1	5.63	-	-	-	-
Critical Hdwy Stg 2	5.63	-	-	-	-
Follow-up Hdwy	3.707	3.507	-	-	2.407
Pot Cap-1 Maneuver	194	1006	-	-	1466
Stage 1	955	-	-	-	-
Stage 2	273	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	119	1006	-	-	1466
Mov Cap-2 Maneuver	119	-	-	-	-
Stage 1	955	-	-	-	-
Stage 2	167	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.72	0	8.66
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	119	1006	1466	-
HCM Lane V/C Ratio	-	-	0.137	0.209	0.386	-
HCM Control Delay (s/veh)	-	-	40.1	9.5	9	-
HCM Lane LOS	-	-	E	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.8	1.9	-

Intersection

Int Delay, s/veh 6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	6	0	23	4
Future Vol, veh/h	0	11	6	0	23	4
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	81	81	81	81	81	81
Mvmt Flow	0	14	8	0	29	5

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	73	9	0
Stage 1	9	-	-
Stage 2	64	-	-
Critical Hdwy	7.21	7.01	-
Critical Hdwy Stg 1	6.21	-	-
Critical Hdwy Stg 2	6.21	-	-
Follow-up Hdwy	4.229	4.029	-
Pot Cap-1 Maneuver	768	883	-
Stage 1	843	-	-
Stage 2	791	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	748	882	-
Mov Cap-2 Maneuver	748	-	-
Stage 1	842	-	-
Stage 2	772	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.15	0	6.84
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	882	1214
HCM Lane V/C Ratio	-	-	0.016	0.024
HCM Control Delay (s/veh)	-	-	9.1	8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

HCM 7th Signalized Intersection Summary

1: Heacock Street & San Michele Road/San Michelle Road

06/20/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	10	20	200	10	160	10	140	210	30
Future Volume (veh/h)	10	10	10	10	20	200	10	160	10	140	210	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1618	1618	1618	1618	1618	1618	1618	1618	1618
Adj Flow Rate, veh/h	11	11	3	11	21	39	11	168	6	147	221	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	19	19	19	19	19	19	19	19	19	19	19	19
Cap, veh/h	18	238	106	18	125	106	18	795	28	178	593	503
Arrive On Green	0.01	0.08	0.08	0.01	0.08	0.08	0.01	0.26	0.26	0.12	0.37	0.37
Sat Flow, veh/h	1541	3075	1372	1541	1618	1369	1541	3029	108	1541	1618	1372
Grp Volume(v), veh/h	11	11	3	11	21	39	11	85	89	147	221	13
Grp Sat Flow(s),veh/h/ln	1541	1537	1372	1541	1618	1369	1541	1537	1599	1541	1618	1372
Q Serve(g_s), s	0.3	0.1	0.1	0.3	0.5	1.0	0.3	1.6	1.7	3.6	3.8	0.2
Cycle Q Clear(g_c), s	0.3	0.1	0.1	0.3	0.5	1.0	0.3	1.6	1.7	3.6	3.8	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	18	238	106	18	125	106	18	404	420	178	593	503
V/C Ratio(X)	0.62	0.05	0.03	0.62	0.17	0.37	0.62	0.21	0.21	0.83	0.37	0.03
Avail Cap(c_a), veh/h	162	2188	976	162	1105	935	162	1118	1163	283	1305	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	16.3	16.2	18.7	16.4	16.7	18.7	11.0	11.0	16.5	8.8	7.7
Incr Delay (d2), s/veh	12.3	0.1	0.2	12.3	0.9	3.0	12.3	0.4	0.4	5.2	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.2	0.3	0.1	0.4	0.4	1.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.0	16.4	16.4	31.0	17.3	19.7	31.0	11.3	11.3	21.6	9.4	7.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	A	A
Approach Vol, veh/h	25			71			185			381		
Approach Delay, s/veh	22.8			20.8			12.5			14.1		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	16.5	4.4	8.7	4.4	20.5	4.4	8.7				
Change Period (Y+Rc), s	4.0	6.5	4.0	* 5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	7.0	27.7	4.0	* 27	4.0	30.7	4.0	26.0				
Max Q Clear Time (g_c+I1), s	5.6	3.7	2.3	2.1	2.3	5.8	2.3	3.0				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	1.6	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

HCM 7th TWSC

2: Heacock Street & Nandina Avenue

06/17/2025

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	160	20	30	210	20
Future Vol, veh/h	10	160	20	30	210	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	-	-	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	23	23	23	23	23	23
Mvmt Flow	11	168	21	32	221	21
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	500	37	0	0	53	0
Stage 1	37	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	6.63	6.43	-	-	4.33	-
Critical Hdwy Stg 1	5.63	-	-	-	-	-
Critical Hdwy Stg 2	5.63	-	-	-	-	-
Follow-up Hdwy	3.707	3.507	-	-	2.407	-
Pot Cap-1 Maneuver	495	978	-	-	1429	-
Stage 1	934	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	418	978	-	-	1429	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	9.7	0	7.29			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 418 978 1429	-	-		
HCM Lane V/C Ratio	-	- 0.025 0.172 0.155	-	-		
HCM Control Delay (s/veh)	-	- 13.8 9.4 8	-	-		
HCM Lane LOS	-	- B A A	-	-		
HCM 95th %tile Q(veh)	-	- 0.1 0.6 0.5	-	-		

Intersection

Int Delay, s/veh 4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	30	0	20	10
Future Vol, veh/h	0	20	30	0	20	10
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	81	81	81	81	81	81
Mvmt Flow	0	21	32	0	21	11

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	85	33	0
Stage 1	33	-	-
Stage 2	53	-	-
Critical Hdwy	7.21	7.01	-
Critical Hdwy Stg 1	6.21	-	-
Critical Hdwy Stg 2	6.21	-	-
Follow-up Hdwy	4.229	4.029	-
Pot Cap-1 Maneuver	754	854	-
Stage 1	820	-	-
Stage 2	802	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	740	853	-
Mov Cap-2 Maneuver	740	-	-
Stage 1	819	-	-
Stage 2	787	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.33	0	5.39
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	853	1183
HCM Lane V/C Ratio	-	-	0.025	0.018
HCM Control Delay (s/veh)	-	-	9.3	8.1
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 7th Signalized Intersection Summary

1: Heacock Street & San Michele Road/San Michelle Road

06/20/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	20	10	0	250	10	190	10	130	490	10
Future Volume (veh/h)	10	10	20	10	0	250	10	190	10	130	490	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722
Adj Flow Rate, veh/h	11	11	3	11	0	36	11	200	7	137	516	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	12	12	12	12	12	12	12	12	12	12	12
Cap, veh/h	19	163	72	19	86	72	19	1017	35	170	701	594
Arrive On Green	0.01	0.05	0.05	0.01	0.00	0.05	0.01	0.32	0.32	0.10	0.41	0.41
Sat Flow, veh/h	1640	3272	1459	1640	1722	1459	1640	3225	112	1640	1722	1459
Grp Volume(v), veh/h	11	11	3	11	0	36	11	101	106	137	516	6
Grp Sat Flow(s),veh/h/ln	1640	1636	1459	1640	1722	1459	1640	1636	1702	1640	1722	1459
Q Serve(g_s), s	0.3	0.1	0.1	0.3	0.0	0.9	0.3	1.8	1.8	3.2	9.9	0.1
Cycle Q Clear(g_c), s	0.3	0.1	0.1	0.3	0.0	0.9	0.3	1.8	1.8	3.2	9.9	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	19	163	72	19	86	72	19	516	537	170	701	594
V/C Ratio(X)	0.58	0.07	0.04	0.58	0.00	0.50	0.58	0.20	0.20	0.81	0.74	0.01
Avail Cap(c_a), veh/h	168	2272	1013	168	1147	972	168	1161	1208	294	1354	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	17.7	17.7	19.2	0.0	18.1	19.2	9.8	9.8	17.1	9.8	6.9
Incr Delay (d2), s/veh	10.1	0.2	0.3	10.1	0.0	7.3	10.1	0.3	0.3	3.4	2.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.4	0.1	0.4	0.4	1.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	17.9	18.0	29.3	0.0	25.4	29.3	10.0	10.0	20.6	12.0	6.9
LnGrp LOS	C	B	B	C		C	C	B	B	C	B	A
Approach Vol, veh/h	25			47			218			659		
Approach Delay, s/veh	22.9			26.3			11.0			13.7		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	18.8	4.4	7.7	4.4	22.4	4.4	7.7				
Change Period (Y+Rc), s	4.0	6.5	4.0	* 5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	7.0	27.7	4.0	* 27	4.0	30.7	4.0	26.0				
Max Q Clear Time (g_c+I1), s	5.2	3.8	2.3	2.1	2.3	11.9	2.3	2.9				
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	4.0	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC

2: Heacock Street & Nandina Avenue

06/17/2025

Intersection						
Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	190	20	30	30	30
Future Vol, veh/h	40	190	20	30	30	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	-	-	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	23	23	23	23	23	23
Mvmt Flow	42	200	21	32	32	32

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	132	37	0	0	53	0
Stage 1	37	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.63	6.43	-	-	4.33	-
Critical Hdwy Stg 1	5.63	-	-	-	-	-
Critical Hdwy Stg 2	5.63	-	-	-	-	-
Follow-up Hdwy	3.707	3.507	-	-	2.407	-
Pot Cap-1 Maneuver	815	978	-	-	1429	-
Stage 1	934	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	797	978	-	-	1429	-
Mov Cap-2 Maneuver	797	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.65	0	3.79
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	797	978	1429
HCM Lane V/C Ratio	-	-	0.053	0.204	0.022
HCM Control Delay (s/veh)	-	-	9.8	9.6	7.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.8	0.1

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	20	0	30	30
Future Vol, veh/h	0	20	20	0	30	30
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	81	81	81	81	81	81
Mvmt Flow	0	21	21	0	32	32

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	117	22	0
Stage 1	22	-	-
Stage 2	95	-	-
Critical Hdwy	7.21	7.01	-
Critical Hdwy Stg 1	6.21	-	-
Critical Hdwy Stg 2	6.21	-	-
Follow-up Hdwy	4.229	4.029	-
Pot Cap-1 Maneuver	721	867	-
Stage 1	830	-	-
Stage 2	764	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	701	866	-
Mov Cap-2 Maneuver	701	-	-
Stage 1	829	-	-
Stage 2	743	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.26	0	4.04
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	866	900
HCM Lane V/C Ratio	-	-	0.024	0.026
HCM Control Delay (s/veh)	-	-	9.3	8.1
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Appendix 3: Turning Movement Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 2, 25	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St San Michele Rd	PROJECT #: LOCATION #: CONTROL:	SC5282 1 SIGNAL	
NOTES:			AM PM MD OTHER OTHER	◀ W S ▼	▲ N E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			San Michele Rd			San Michele Rd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:00 AM	0	31	0	39	43	5	1	2	1	0	2	31	155
	7:15 AM	0	38	0	49	57	3	3	1	1	2	1	43	198
	7:30 AM	4	42	1	27	40	6	5	0	1	2	3	44	175
	7:45 AM	2	37	0	21	60	12	1	1	1	1	6	64	206
	8:00 AM	4	25	1	23	35	7	2	0	0	0	3	29	129
	8:15 AM	1	27	0	20	34	7	0	2	1	0	6	34	132
	8:30 AM	0	22	0	9	37	1	5	2	1	1	5	23	106
	8:45 AM	0	10	0	20	30	5	2	1	1	0	3	29	101
	VOLUMES	11	232	2	208	336	46	19	9	7	6	29	297	1,203
	APPROACH %	4%	95%	1%	35%	57%	8%	54%	26%	20%	2%	9%	89%	
APP/DEPART	245	/	548	590	/	349	35	/	220	333	/	86	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	6	148	1	136	200	26	10	4	4	5	12	182	735	
APPROACH %	4%	95%	1%	38%	55%	7%	56%	22%	22%	3%	6%	91%		
PEAK HR FACTOR	0.824			0.830			0.750			0.704			0.892	
APP/DEPART	155	/	340	362	/	209	18	/	142	200	/	44	0	
P.M	4:00 PM	0	41	1	19	121	3	1	0	4	2	0	52	244
	4:15 PM	0	43	2	29	107	3	2	0	3	1	0	36	226
	4:30 PM	1	58	4	34	134	0	1	3	4	0	0	103	342
	4:45 PM	0	35	1	38	120	0	0	0	3	0	0	56	253
	5:00 PM	0	28	4	33	121	1	11	4	4	1	2	33	242
	5:15 PM	1	20	1	26	110	1	2	0	5	2	0	34	202
	5:30 PM	0	31	3	32	129	0	1	0	0	5	0	78	279
	5:45 PM	0	16	0	32	109	0	0	2	1	2	0	44	206
	VOLUMES	2	272	16	243	951	8	18	9	24	13	2	436	1,994
	APPROACH %	1%	94%	6%	20%	79%	1%	35%	18%	47%	3%	0%	97%	
	APP/DEPART	290	/	726	1,202	/	988	51	/	268	451	/	12	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	177	8	120	482	6	4	3	14	3	0	247	1,065
APPROACH %	1%	95%	4%	20%	79%	1%	19%	14%	67%	1%	0%	99%		
PEAK HR FACTOR	0.738			0.905			0.656			0.607			0.779	
APP/DEPART	186	/	428	608	/	499	21	/	131	250	/	7	0	

[illegible]

0	0	0	1
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[illegible]

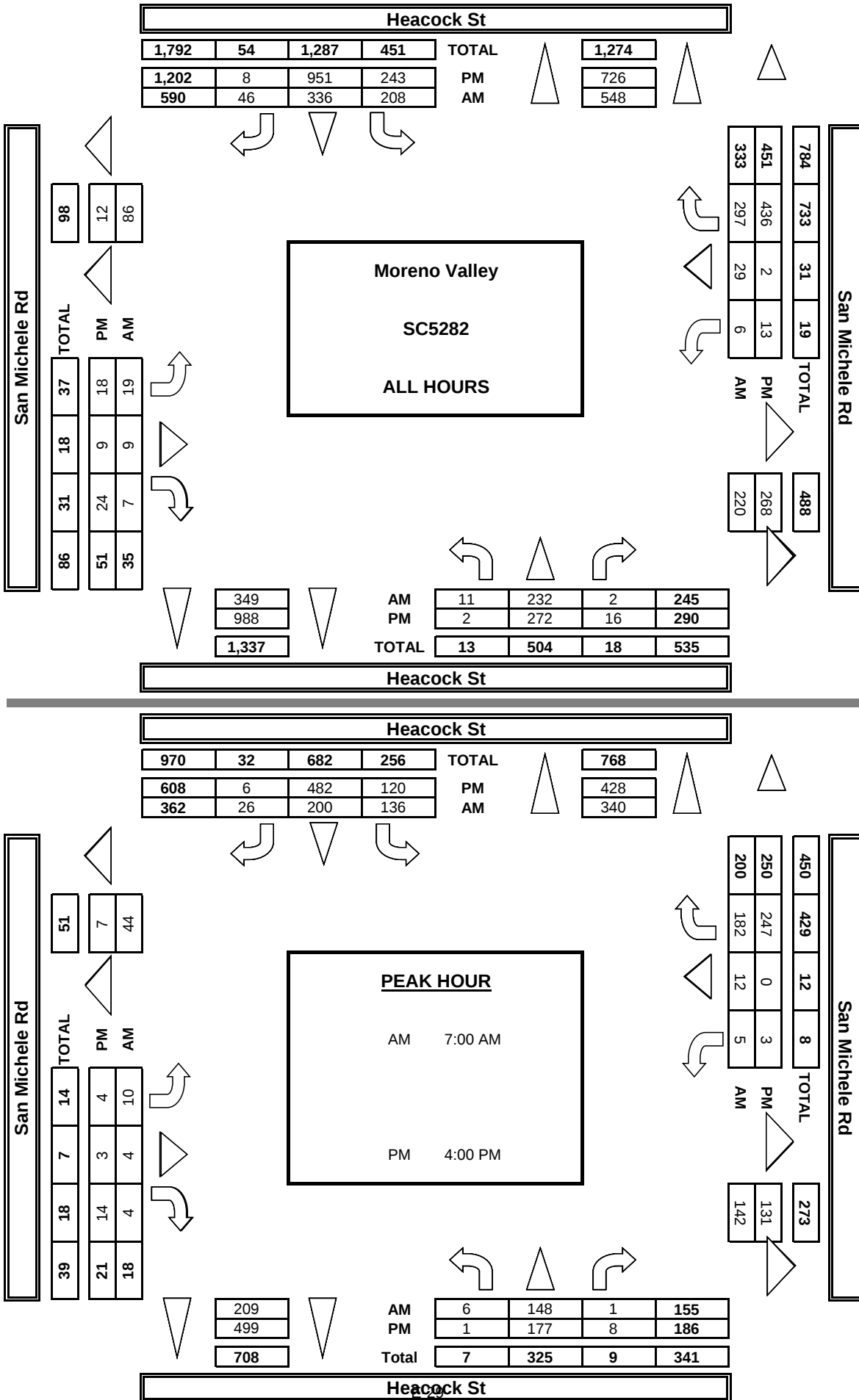
0	0	0	0
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AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		8:30 AM
		8:45 AM
PM		TOTAL
		4:00 PM
		4:15 PM
		4:30 PM
		4:45 PM
		5:00 PM
		5:15 PM
	5:30 PM	
	5:45 PM	
		TOTAL

[illegible][illegible][illegible]

AimTD LLC
TURNING MOVEMENT COUNTS



PREPARED BY: AImTD LLC. tel: 714 253 7888 cs@aimtd.com

LOCATION:
NORTH & SOUTH:
EAST & WEST:

DATE: 4/2/25
WEDNESDAY

[illegible]

NORTHBOUND		HAWOOD ST		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL	
0	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2	NT	1	1	1	1	1	1	1	1	1	
LANES:											

U-TURNS				
NB	SB	EB	WB	TTL

AM	APP/DEPART										APP/DEPART										APP/DEPART									
	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR									
7:00 AM	0	0	45	0	0	47	55	4	80	59	47	5	0	0	45	0	0	45	0	0	45									
7:15 AM	0	0	45	0	0	49	55	6	80	59	32	5	1	1	56	3	3	62	1	1	258									
7:30 AM	5	3%	55	1	32	37	6	32	49	49	37	5	0	0	56	2	2	56	3	3	214									
7:45 AM	2	4%	48	2	37	75	12	77	75	49	7	0	0	0	76	1	1	76	4	4	260									
8:00 AM	4	2%	37	2	34	49	7	49	49	7	7	0	0	0	41	0	0	41	0	0	179									
8:15 AM	1	0	44	0	0	40	7	40	40	0	7	0	0	0	43	0	0	43	0	0	177									
8:30 AM	0	0	36	0	0	64	15	64	64	0	1	0	0	0	44	0	0	44	0	0	173									
8:45 AM	0	0	18	0	0	28	45	28	45	0	4	0	0	0	3	0	0	3	0	0	139									
PM	APP/DEPART										APP/DEPART										APP/DEPART									
	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR									
4:00 PM	0	0	48	1	26	145	3	145	145	0	0	0	0	0	64	0	0	64	0	0	293									
4:15 PM	1	0	53	4	34	118	0	118	118	0	0	0	0	0	46	0	0	46	0	0	264									
4:30 PM	1	0	65	6	40	147	0	147	147	0	0	0	0	0	117	0	0	117	0	0	383									
4:45 PM	0	0	42	4	43	142	0	142	142	0	0	0	0	0	71	0	0	71	0	0	301									
5:00 PM	0	0	38	4	46	136	1	136	136	1	11	4	4	4	43	2	2	43	2	2	289									
5:15 PM	1	0	23	1	40	122	1	122	122	1	1	2	0	0	48	0	0	48	0	0	246									
5:30 PM	0	0	23	0	0	122	0	122	122	0	0	0	0	0	53	0	0	53	0	0	245									
5:45 PM	0	0	2	0	0	5	0	5	5	0	0	0	0	0	2	0	0	2	0	0	235									
APP/DEPART	APP/DEPART										APP/DEPART										APP/DEPART									
	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR	VOLUMES	APPROACH %	BEGIN PEAK HR									
2:00 PM	0	0	1	0	207	4:00 PM	12	207	207	0	0	0	0	0	297	0	0	297	0	0	1,240									
2:15 PM	0	0	45	0	0	94	0	94	94	0	0	0	0	0	0	0	0	0	0	0	0.10									

[illegible]

SOUTH SIDE
Heacock St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St San Michele Rd	PROJECT #: LOCATION #: CONTROL:	SC5282 1 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Heacock St			SOUTHBOUND Heacock St			EASTBOUND San Michele Rd			WESTBOUND San Michele Rd			TOTAL
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

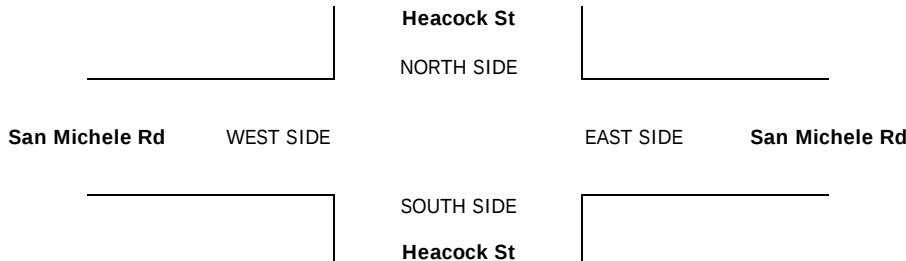
AM	7:00 AM	0	23	0	33	35	5	1	2	1	0	2	20	122
	7:15 AM	0	33	0	41	41	1	3	0	1	1	1	29	151
	7:30 AM	3	35	1	24	33	6	5	0	1	2	3	37	150
	7:45 AM	2	30	0	12	48	12	1	1	1	1	5	55	168
	8:00 AM	4	17	0	16	23	7	2	0	0	0	2	18	89
	8:15 AM	1	18	0	11	29	7	0	1	1	0	6	25	99
	8:30 AM	0	12	0	4	20	1	5	2	1	1	5	12	63
	8:45 AM	0	5	0	14	21	5	2	1	1	0	3	22	74
	VOLUMES	10	173	1	155	250	44	19	7	7	5	27	218	917
	APPROACH %	5%	94%	1%	35%	56%	10%	58%	21%	21%	2%	11%	87%	
PM	APP/DEPART	184	/	410	449	/	262	33	/	164	251	/	81	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	5	121	1	110	157	24	10	3	4	4	11	141	592
	APPROACH %	4%	95%	1%	38%	54%	8%	59%	18%	24%	3%	7%	90%	
	PEAK HR FACTOR	0.814			0.877			0.708			0.643			0.881
	APP/DEPART	127	/	272	291	/	165	17	/	115	157	/	40	0
	4:00 PM	0	35	1	13	102	3	1	0	4	2	0	43	204
	4:15 PM	0	36	1	26	99	3	2	0	2	1	0	30	200
	4:30 PM	1	54	3	31	123	0	1	3	4	0	0	94	314
	4:45 PM	0	30	1	34	103	0	0	0	3	0	0	48	219
PM	5:00 PM	0	22	4	24	110	1	11	4	4	1	2	27	210
	5:15 PM	1	17	1	18	99	1	2	0	5	0	0	25	169
	5:30 PM	0	25	1	23	118	0	1	0	0	5	0	70	243
	5:45 PM	0	12	0	25	98	0	0	2	1	2	0	38	178
	VOLUMES	2	231	12	194	852	8	18	9	23	11	2	375	1,737
	APPROACH %	1%	94%	5%	18%	81%	1%	36%	18%	46%	3%	1%	97%	
	APP/DEPART	245	/	624	1,054	/	886	50	/	215	388	/	12	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	155	6	104	427	6	4	3	13	3	0	215	937
	APPROACH %	1%	96%	4%	19%	80%	1%	20%	15%	65%	1%	0%	99%	
	PEAK HR FACTOR	0.698			0.872			0.625			0.580			0.746
	APP/DEPART	162	/	374	537	/	443	20	/	113	218	/	7	0

0	0	0	1	1
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1

0	0	0	1
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St San Michele Rd	PROJECT #: LOCATION #: CONTROL:	SC5282 1 SIGNAL
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W E ▶ ▼ S

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			San Michele Rd			San Michele Rd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

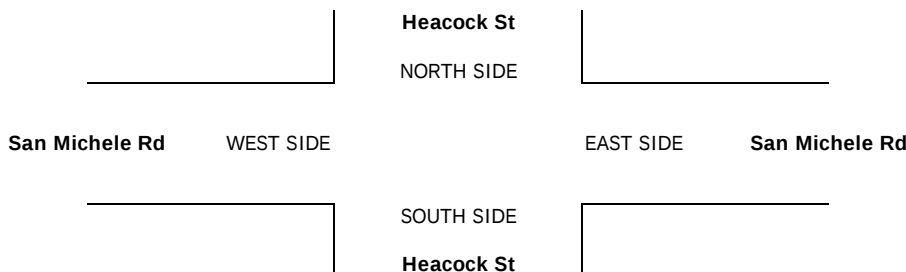
AM	7:00 AM	0	4	0	1	2	0	0	0	0	0	1	8	
	7:15 AM	0	1	0	2	4	2	0	1	0	1	0	14	
	7:30 AM	1	1	0	0	2	0	0	0	0	0	0	4	
	7:45 AM	0	1	0	0	4	0	0	0	0	0	1	8	
	8:00 AM	0	3	0	2	5	0	0	0	0	0	1	15	
	8:15 AM	0	1	0	3	2	0	0	1	0	0	0	4	11
	8:30 AM	0	2	0	3	2	0	0	0	0	0	0	1	8
	8:45 AM	0	0	0	1	1	0	0	0	0	0	0	2	4
	VOLUMES	1	13	0	12	22	2	0	2	0	1	2	17	72
	APPROACH %	7%	93%	0%	33%	61%	6%	0%	100%	0%	5%	10%	85%	
APP/DEPART	14	/	30	36	/	23	2	/	14	20	/	5	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	1	7	0	3	12	2	0	1	0	1	1	6	34	
APPROACH %	13%	88%	0%	18%	71%	12%	0%	100%	0%	13%	13%	75%		
PEAK HR FACTOR	0.500			0.531			0.250			0.500			0.607	
APP/DEPART	8	/	13	17	/	13	1	/	4	8	/	4	0	
PM	4:00 PM	0	2	0	3	6	0	0	0	0	0	3	14	
	4:15 PM	0	1	0	1	2	0	0	0	0	0	0	4	
	4:30 PM	0	1	0	0	5	0	0	0	0	0	1	7	
	4:45 PM	0	1	0	1	5	0	0	0	0	0	0	7	
	5:00 PM	0	1	0	3	4	0	0	0	0	0	1	9	
	5:15 PM	0	1	0	0	5	0	0	0	0	0	2	8	
	5:30 PM	0	0	0	3	5	0	0	0	0	0	1	9	
	5:45 PM	0	0	0	1	4	0	0	0	0	0	1	6	
	VOLUMES	0	7	0	12	36	0	0	0	0	0	9	64	
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	0%	0%	0%	100%		
	APP/DEPART	7	/	16	48	/	36	0	/	12	9	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	5	0	5	18	0	0	0	0	0	4	32	
	APPROACH %	0%	100%	0%	22%	78%	0%	0%	0%	0%	0%	100%		
	PEAK HR FACTOR	0.625			0.639			0.000			0.333			0.571
APP/DEPART	5	/	9	23	/	18	0	/	5	4	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St San Michele Rd	PROJECT #: LOCATION #: CONTROL:	SC5282 1 SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Heacock St			SOUTHBOUND Heacock St			EASTBOUND San Michele Rd			WESTBOUND San Michele Rd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

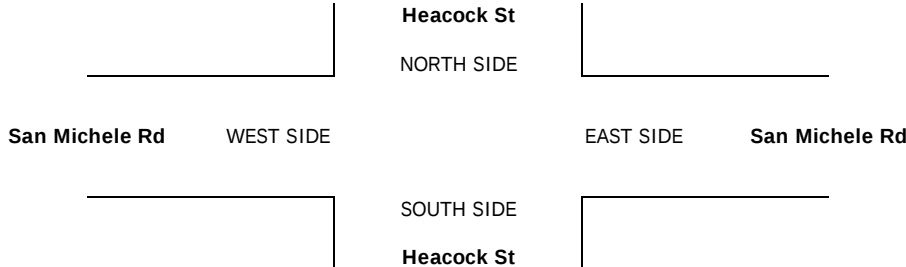
AM	7:00 AM	0	1	0	3	1	0	0	0	0	0	2	7
	7:15 AM	0	2	0	3	2	0	0	0	0	0	5	12
	7:30 AM	0	0	0	1	2	0	0	0	0	0	2	5
	7:45 AM	0	2	0	2	3	0	0	0	0	0	3	10
	8:00 AM	0	0	1	0	3	0	0	0	0	0	4	8
	8:15 AM	0	0	0	1	1	0	0	0	0	0	3	5
	8:30 AM	0	3	0	0	4	0	0	0	0	0	0	7
	8:45 AM	0	2	0	3	2	0	0	0	0	0	3	10
	VOLUMES	0	10	1	13	18	0	0	0	0	0	22	64
	APPROACH %	0%	91%	9%	42%	58%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	11	/	32	31	/	18	0	/	14	22	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	5	0	9	8	0	0	0	0	0	12	34
	APPROACH %	0%	100%	0%	53%	47%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.625			0.850			0.000			0.600		
	APP/DEPART	5	/	17	17	/	8	0	/	9	12	/	0
	4:00 PM	0	2	0	1	5	0	0	0	0	0	2	10
	4:15 PM	0	3	0	0	2	0	0	0	1	0	0	8
	4:30 PM	0	0	0	0	2	0	0	0	0	0	3	5
	4:45 PM	0	2	0	2	4	0	0	0	0	0	1	9
	5:00 PM	0	1	0	1	1	0	0	0	0	0	1	4
	5:15 PM	0	2	0	2	3	0	0	0	0	2	0	1
	5:30 PM	0	0	0	1	2	0	0	0	0	0	4	7
	5:45 PM	0	1	0	2	3	0	0	0	0	0	2	8
	VOLUMES	0	11	0	9	22	0	0	0	1	2	0	16
	APPROACH %	0%	100%	0%	29%	71%	0%	0%	0%	100%	11%	0%	89%
	APP/DEPART	11	/	27	31	/	25	1	/	9	18	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	7	0	3	13	0	0	0	1	0	0	8
	APPROACH %	0%	100%	0%	19%	81%	0%	0%	0%	100%	0%	0%	100%
	PEAK HR FACTOR	0.583			0.667			0.250			0.667		
	APP/DEPART	7	/	15	16	/	14	1	/	3	8	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St San Michele Rd	PROJECT #: LOCATION #: CONTROL:	SC5282 1 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Heacock St			SOUTHBOUND Heacock St			EASTBOUND San Michele Rd			WESTBOUND San Michele Rd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

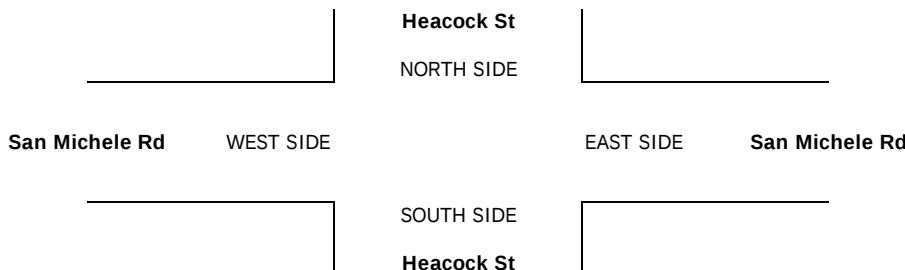
AM	7:00 AM	0	3	0	2	5	0	0	0	0	0	8	18
	7:15 AM	0	2	0	3	9	0	0	0	0	0	6	20
	7:30 AM	0	6	0	2	3	0	0	0	0	0	5	16
	7:45 AM	0	4	0	7	5	0	0	0	0	0	4	20
	8:00 AM	0	5	0	5	4	0	0	0	0	0	3	17
	8:15 AM	0	8	0	5	2	0	0	0	0	0	2	17
	8:30 AM	0	5	0	2	11	0	0	0	0	0	10	28
	8:45 AM	0	3	0	2	6	0	0	0	0	0	2	13
	VOLUMES	0	36	0	28	45	0	0	0	0	0	40	149
	APPROACH %	0%	100%	0%	38%	62%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	36	/	76	73	/	45	0	/	28	40	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	15	0	14	22	0	0	0	0	0	23	74
	APPROACH %	0%	100%	0%	39%	61%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.625			0.750			0.000			0.719		
	APP/DEPART	15	/	38	36	/	22	0	/	14	23	/	0
	4:00 PM	0	2	0	2	8	0	0	0	0	0	4	16
	4:15 PM	0	3	1	2	4	0	0	0	0	0	4	14
	4:30 PM	0	3	1	3	4	0	0	0	0	0	5	16
	4:45 PM	0	2	0	1	7	0	0	0	0	0	7	17
	5:00 PM	0	4	0	5	6	0	0	0	0	0	4	19
	5:15 PM	0	0	0	6	3	0	0	0	0	0	6	15
	5:30 PM	0	6	2	5	4	0	0	0	0	0	3	20
	5:45 PM	0	3	0	4	4	0	0	0	0	0	3	14
	VOLUMES	0	23	4	28	40	0	0	0	0	0	36	131
	APPROACH %	0%	85%	15%	41%	59%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	27	/	59	68	/	40	0	/	32	36	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	10	2	8	23	0	0	0	0	0	20	63
	APPROACH %	0%	83%	17%	26%	74%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.750			0.775			0.000			0.714		
	APP/DEPART	12	/	30	31	/	23	0	/	10	20	/	0

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0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St San Michele Rd	PROJECT #: LOCATION #: CONTROL:	SC5282 1 SIGNAL
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ ◀ W ▼ N S E ▶
RV				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			San Michele Rd			San Michele Rd			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	1	1	1	1	1	1	1	1	

U-TURNS				
NB	SB	EB	WB	TTL

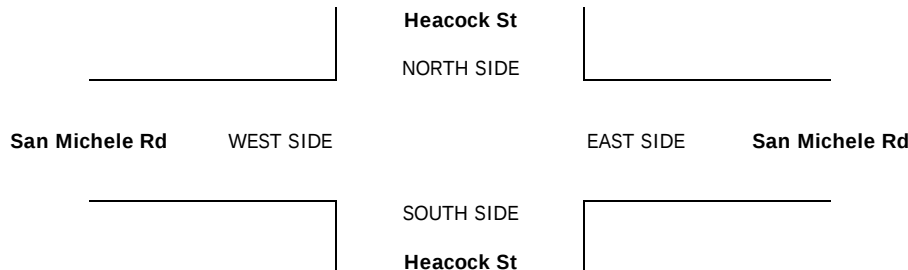
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
4/2/25
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Moreno Valley
Heacock St
San Michele Rd

PROJECT #:
LOCATION #:
CONTROL:

SC5282
1
SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			San Michele Rd			San Michele Rd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

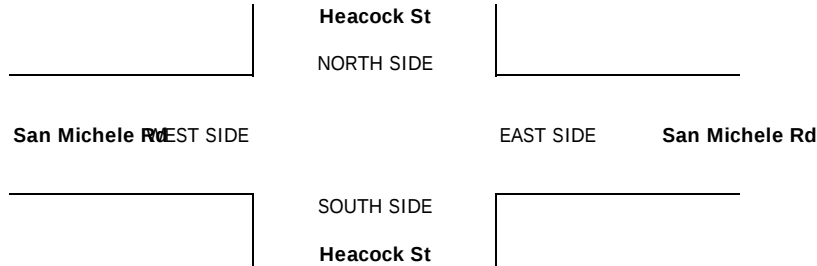
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0

0	0	0	0	0
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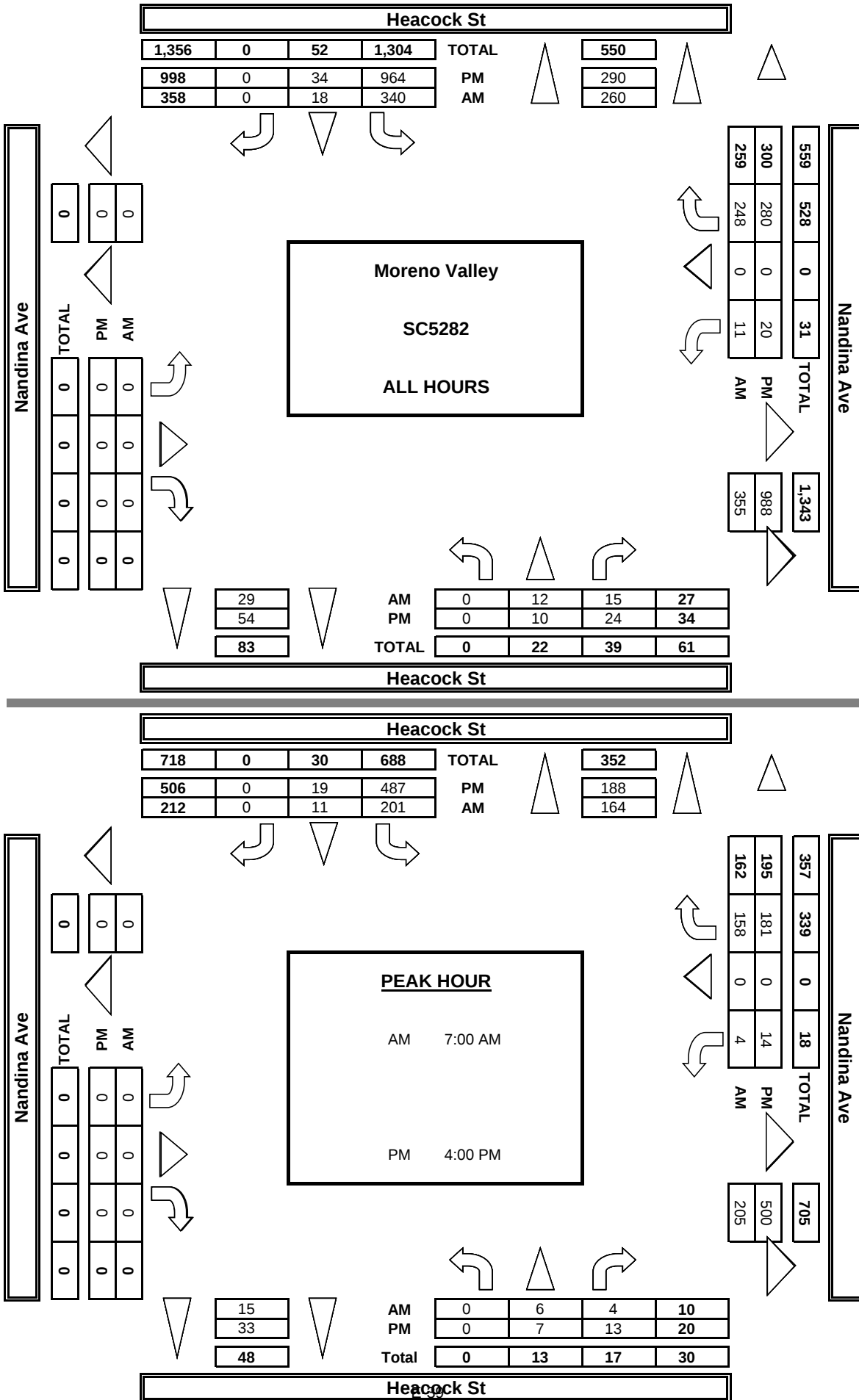
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AimTD LLC
TURNING MOVEMENT COUNTS

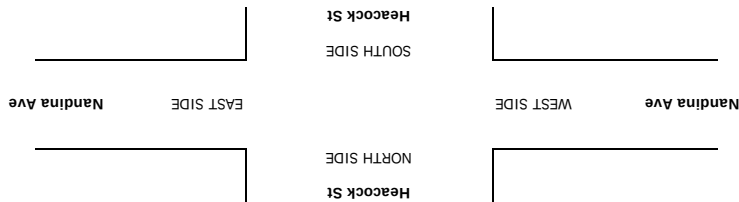


SC5282
2
STOP W

Moreno Valley
Heacock St
Nandina Ave

DATE: 4/2/25
WEDNESDAY

NORTHBOUND						Heacock St				NL	X	LANES:
										NT	1	
										NR	0	
						SOUTHBOUND				SL	1	
						Heacock St				ST	1	
										SR	X	
						EASTBOUND				EL	X	
										ET	X	
						Mendota Ave				ER	X	
						WESTBOUND				WL	1	
										WT	X	
						Mendota Ave				WR	1	
TOTAL										TOTAL		
U-TURNS										NB	SB	
										EB	WB	TLT

[illegible]

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Nandina Ave	PROJECT #: LOCATION #: CONTROL:	SC5282 2 STOP W
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ▼ S	◀ W ▶ E
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	NORTHBOUND Heacock St			SOUTHBOUND Heacock St			EASTBOUND Nandina Ave			WESTBOUND Nandina Ave			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	1	0	1	1	X	X	X	X	1	X	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

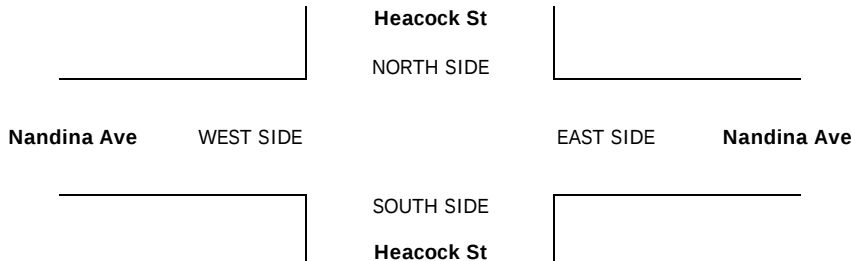
AM	7:00 AM	0	1	0	37	1	0	0	0	0	0	0	29	68
	7:15 AM	0	2	0	44	0	0	0	0	0	0	0	24	70
	7:30 AM	0	0	1	31	3	0	0	0	0	0	0	39	74
	7:45 AM	0	0	1	47	3	0	0	0	0	0	0	32	83
	8:00 AM	0	1	0	22	0	0	0	0	0	0	0	22	45
	8:15 AM	0	0	1	27	0	0	0	0	0	0	0	20	48
	8:30 AM	0	1	2	22	0	0	0	0	0	0	0	9	34
	8:45 AM	0	0	1	23	0	0	0	0	0	1	0	7	32
	VOLUMES	0	5	6	253	7	0	0	0	0	1	0	182	454
	APPROACH %	0%	45%	55%	97%	3%	0%	0%	0%	0%	1%	0%	99%	
APP/DEPART	11	/	187	260	/	8	0	/	259	183	/	0	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	3	2	159	7	0	0	0	0	0	0	124	295	
APPROACH %	0%	60%	40%	96%	4%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.625			0.830			0.000			0.795			0.889	
APP/DEPART	5	/	127	166	/	7	0	/	161	124	/	0	0	
PM	4:00 PM	0	1	3	100	4	0	0	0	0	0	36	144	
	4:15 PM	0	0	2	108	2	0	0	0	0	2	0	34	148
	4:30 PM	0	2	3	122	5	0	0	0	0	0	58	190	
	4:45 PM	0	2	0	107	1	0	0	0	0	2	0	28	140
	5:00 PM	0	0	0	120	1	0	0	0	0	0	25	146	
	5:15 PM	0	1	3	105	4	0	0	0	0	0	18	131	
	5:30 PM	0	1	0	119	1	0	0	0	0	0	22	143	
	5:45 PM	0	0	2	95	5	0	0	0	0	0	10	112	
	VOLUMES	0	7	13	876	23	0	0	0	0	4	0	231	1,154
	APPROACH %	0%	35%	65%	97%	3%	0%	0%	0%	0%	2%	0%	98%	
	APP/DEPART	20	/	238	899	/	27	0	/	889	235	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	5	8	437	12	0	0	0	0	4	0	156	622
	APPROACH %	0%	38%	62%	97%	3%	0%	0%	0%	0%	3%	0%	98%	
PEAK HR FACTOR	0.650			0.884			0.000			0.690			0.818	
APP/DEPART	13	/	161	449	/	16	0	/	445	160	/	0	0	

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Nandina Ave	PROJECT #: LOCATION #: CONTROL:	SC5282 2 STOP W
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Nandina Ave			Nandina Ave			
LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

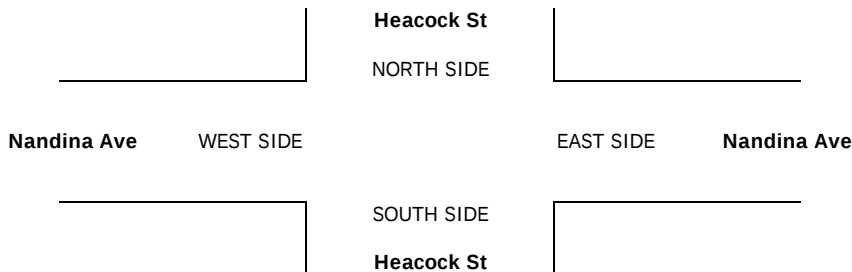
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	4	5
	7:15 AM	0	0	0	3	0	0	0	0	0	0	1	4
	7:30 AM	0	0	0	2	1	0	0	0	0	0	0	3
	7:45 AM	0	1	0	3	0	0	0	0	2	0	2	8
	8:00 AM	0	0	1	5	0	0	0	0	0	0	1	7
	8:15 AM	0	1	0	1	0	0	0	0	1	0	1	4
	8:30 AM	0	0	0	2	0	0	0	0	0	0	1	3
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	2	1	18	1	0	0	0	0	3	10	35
	APPROACH %	0%	67%	33%	95%	5%	0%	0%	0%	0%	23%	0%	77%
PM	APP/DEPART	3	/	12	19	/	4	0	/	19	13	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	1	0	9	1	0	0	0	0	2	0	7
	APPROACH %	0%	100%	0%	90%	10%	0%	0%	0%	0%	22%	0%	78%
	PEAK HR FACTOR	0.250			0.833			0.000			0.563		
	APP/DEPART	1	/	8	10	/	3	0	/	9	9	/	0
	4:00 PM	0	0	0	5	0	0	0	0	0	2	0	2
	4:15 PM	0	0	0	1	1	0	0	0	0	3	0	2
	4:30 PM	0	0	1	4	0	0	0	0	0	1	0	1
	4:45 PM	0	0	1	4	2	0	0	0	0	2	0	1
	5:00 PM	0	0	0	2	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	2	1	0	0	0	0	2	0	1
	5:30 PM	0	0	1	3	1	0	0	0	0	0	0	1
	5:45 PM	0	0	0	3	0	0	0	0	0	2	0	0
	VOLUMES	0	0	3	24	5	0	0	0	0	12	0	9
	APPROACH %	0%	0%	100%	83%	17%	0%	0%	0%	0%	57%	0%	43%
	APP/DEPART	3	/	9	29	/	17	0	/	27	21	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	2	14	3	0	0	0	0	8	0	6
	APPROACH %	0%	0%	100%	82%	18%	0%	0%	0%	0%	57%	0%	43%
	PEAK HR FACTOR	0.500			0.708			0.000			0.700		
	APP/DEPART	2	/	6	17	/	11	0	/	16	14	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Nandina Ave	PROJECT #: LOCATION #: CONTROL:	SC5282 2 STOP W
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ ◀ W ▼ N S E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Nandina Ave			Nandina Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	1	1	X	X	X	X	1	X	1	

U-TURNS				
NB	SB	EB	WB	TTL

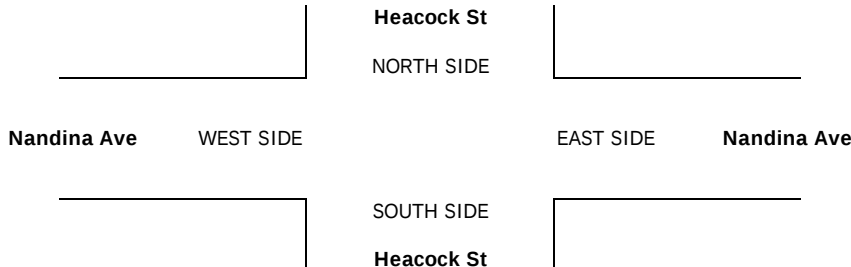
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	2	3
	7:15 AM	0	0	0	1	0	0	0	0	0	0	1	2
	7:30 AM	0	0	0	3	1	0	0	0	0	0	0	4
	7:45 AM	0	0	0	2	1	0	0	0	0	0	3	6
	8:00 AM	0	0	0	2	0	0	0	0	0	0	0	2
	8:15 AM	0	1	0	2	3	0	0	0	0	0	0	6
	8:30 AM	0	0	0	3	0	0	0	0	0	0	2	5
	8:45 AM	0	0	2	1	0	0	0	0	0	0	1	4
	VOLUMES	0	1	2	15	5	0	0	0	0	0	9	32
	APPROACH %	0%	33%	67%	75%	25%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	3	/	10	20	/	5	0	/	17	9	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	7	2	0	0	0	0	0	6	15
	APPROACH %	0%	0%	0%	78%	22%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.563			0.000			0.500		
	APP/DEPART	0	/	6	9	/	2	0	/	7	6	/	0
	4:00 PM	0	0	0	5	0	0	0	0	0	0	3	8
	4:15 PM	0	0	1	3	1	0	0	0	0	0	2	7
	4:30 PM	0	0	0	2	0	0	0	0	0	2	0	4
	4:45 PM	0	0	0	5	2	0	0	0	0	0	2	9
	5:00 PM	0	0	0	1	0	0	0	0	0	0	3	4
	5:15 PM	0	0	0	3	0	0	0	0	0	0	1	4
	5:30 PM	0	0	1	5	0	0	0	0	0	0	1	7
	5:45 PM	0	0	1	3	0	0	0	0	0	0	0	4
	VOLUMES	0	0	3	27	3	0	0	0	0	2	12	47
	APPROACH %	0%	0%	100%	90%	10%	0%	0%	0%	0%	14%	86%	
	APP/DEPART	3	/	12	30	/	5	0	/	30	14	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	1	15	3	0	0	0	0	2	7	28
	APPROACH %	0%	0%	100%	83%	17%	0%	0%	0%	0%	22%	78%	
	PEAK HR FACTOR	0.250			0.643			0.000			0.750		
	APP/DEPART	1	/	7	18	/	5	0	/	16	9	/	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Nandina Ave	PROJECT #: LOCATION #: CONTROL:	SC5282 2 STOP W
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ ◀ W ▶ N S E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Nandina Ave			Nandina Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	1	1	X	X	X	X	1	X	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

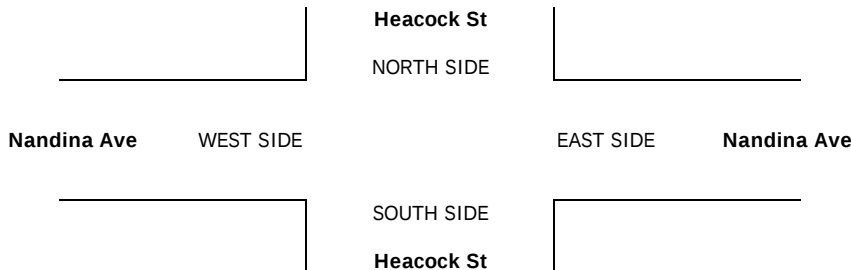
AM	7:00 AM	0	1	1	6	0	0	0	0	0	0	2	10	
	7:15 AM	0	0	1	9	0	0	0	0	0	0	5	15	
	7:30 AM	0	1	0	4	0	0	0	0	1	0	8	14	
	7:45 AM	0	0	0	6	1	0	0	0	1	0	6	14	
	8:00 AM	0	0	0	9	0	0	0	0	3	0	6	18	
	8:15 AM	0	1	0	5	0	0	0	0	0	0	7	13	
	8:30 AM	0	0	1	8	4	0	0	0	0	0	7	20	
	8:45 AM	0	1	3	6	0	0	0	0	2	0	6	18	
	VOLUMES	0	4	6	53	5	0	0	0	7	0	47	122	
	APPROACH %	0%	40%	60%	91%	9%	0%	0%	0%	13%	0%	87%		
APP/DEPART	10	/	51	58	/	12	0	/	59	54	/	0	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	2	2	25	1	0	0	0	0	2	0	21	53	
APPROACH %	0%	50%	50%	96%	4%	0%	0%	0%	9%	0%	91%			
PEAK HR FACTOR	0.500			0.722			0.000			0.639			0.883	
APP/DEPART	4	/	23	26	/	3	0	/	27	23	/	0	0	
PM	4:00 PM	0	1	1	6	1	0	0	0	0	0	4	13	
	4:15 PM	0	1	0	4	0	0	0	0	0	0	2	7	
	4:30 PM	0	0	0	4	0	0	0	0	0	0	4	8	
	4:45 PM	0	0	0	7	0	0	0	0	0	0	2	9	
	5:00 PM	0	0	2	5	1	0	0	0	0	0	5	13	
	5:15 PM	0	0	1	4	0	0	0	0	2	0	2	9	
	5:30 PM	0	1	0	4	0	0	0	0	0	0	7	12	
	5:45 PM	0	0	0	3	1	0	0	0	0	0	2	6	
	VOLUMES	0	3	4	37	3	0	0	0	2	0	28	77	
	APPROACH %	0%	43%	57%	93%	8%	0%	0%	0%	7%	0%	93%		
	APP/DEPART	7	/	31	40	/	5	0	/	41	30	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	2	1	21	1	0	0	0	0	0	12	37	
	APPROACH %	0%	67%	33%	95%	5%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.375			0.786			0.000			0.750			0.712	
APP/DEPART	3	/	14	22	/	1	0	/	22	12	/	0	0	

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Nandina Ave	PROJECT #: LOCATION #: CONTROL:	SC5282 2 STOP W
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ ◀ W ▼ N S E ▶
RV				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Nandina Ave			Nandina Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	1	1	X	X	X	X	1	X	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

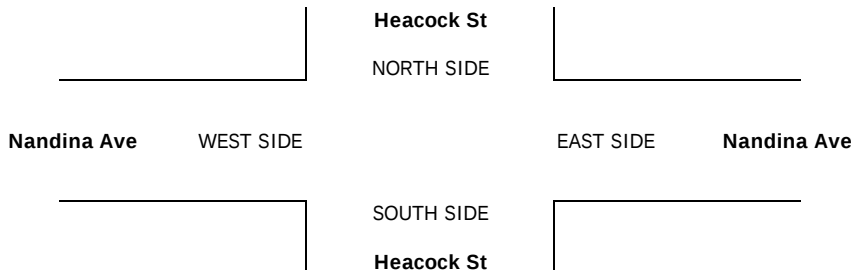
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
4/2/25
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Moreno Valley
Heacock St
Nandina Ave

PROJECT #:
LOCATION #:
CONTROL:

SC5282
2
STOP W

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Nandina Ave			Nandina Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	1	1	X	X	X	X	1	X	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

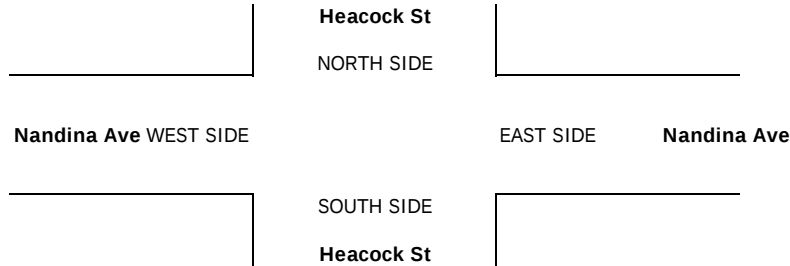
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0
	BEGIN PEAK HR	7:00 AM			1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0
	BEGIN PEAK HR	4:00 PM			0	0	0	0	0	0	0	0	1
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0

0	0	0	0	0
0	0	0	0	0
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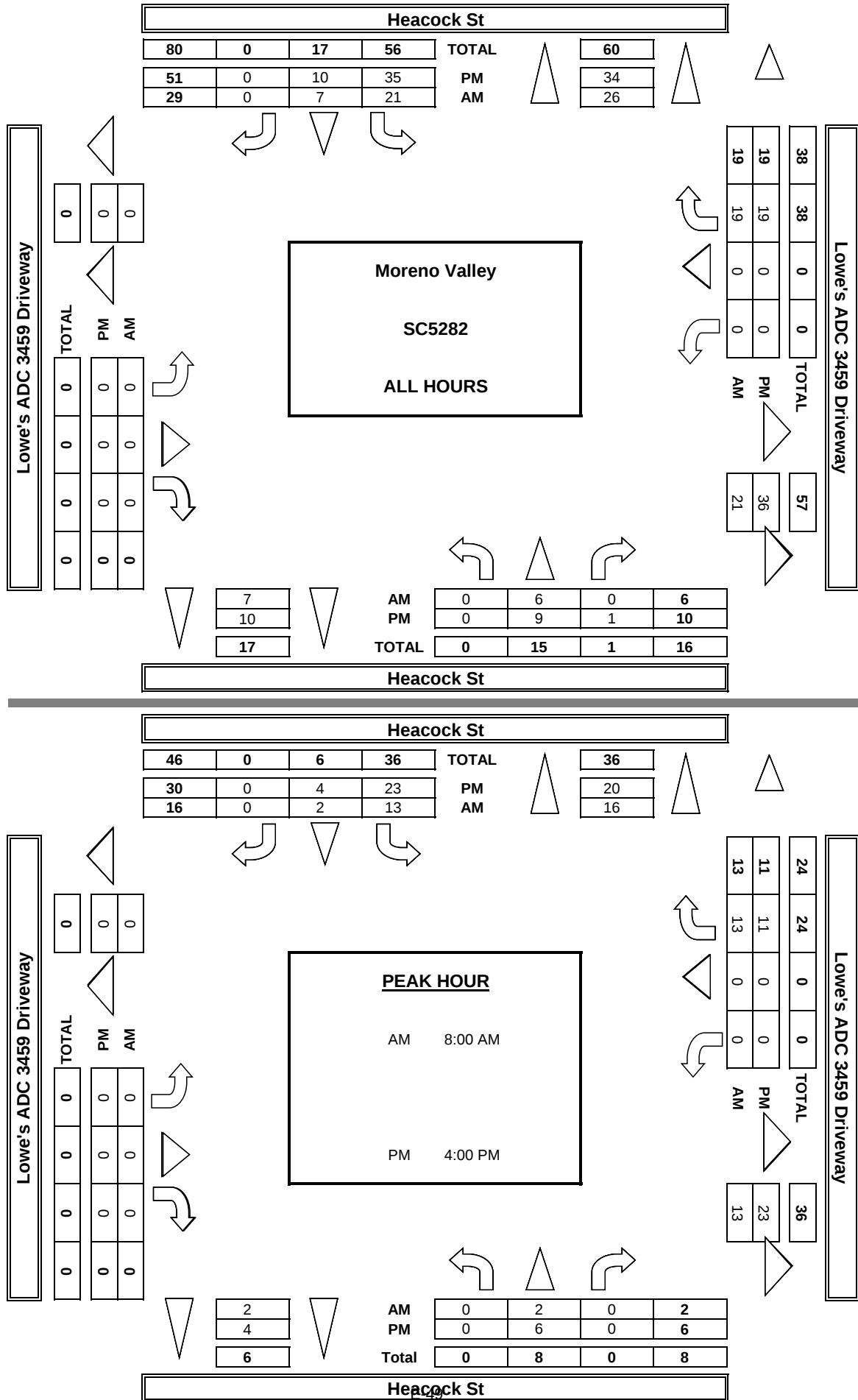
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AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
4/2/25
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Moreno Valley
Heacock St
Lowe's ADC 3459 Driveway

PROJECT #:	SC5282
LOCATION #:	3
CONTROL:	NO CONTROL

[illegible]

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND		U-TURNS												
	Hiscock St	Hiscock St	Lewis ADC 3489 Driveway	Lewis ADC 3489 Driveway														
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL

[illegible][illegible]

Lowe's ADC 3459 Driveway

WEST SIDE

Heacock St
NORTH SIDE

EAST SIDE

Lowe's ADC 3459 Driveway

SOUTH SIDE
Heacock St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Lowe's ADC 3459 Driveway	PROJECT #: SC5282 LOCATION #: 3 CONTROL: NO CONTROL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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	NORTHBOUND Heacock St			SOUTHBOUND Heacock St			EASTBOUND Lowe's ADC 3459 Driveway			WESTBOUND Lowe's ADC 3459 Driveway			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

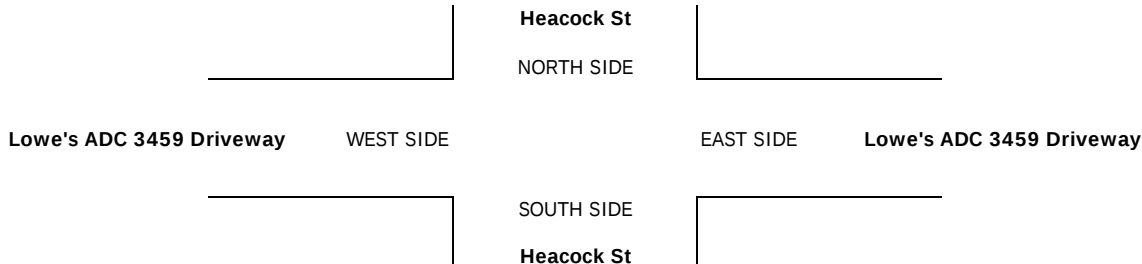
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2
	7:15 AM	0	1	0	0	0	0	0	0	0	0	1	2
	7:30 AM	0	0	0	3	0	0	0	0	0	0	1	4
	7:45 AM	0	1	0	2	0	0	0	0	0	0	1	4
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	2	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	7	1	0	0	0	0	0	6	18
	APPROACH %	0%	100%	0%	78%	11%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	3	/	10	9	/	1	0	/	7	6	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	2	0	0	0	0	0	0	3	6
	APPROACH %	0%	0%	0%	67%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.375			0.000			0.375		
	APP/DEPART	0	/	4	3	/	0	0	/	2	3	/	0
	4:00 PM	0	1	0	1	0	0	0	0	0	0	2	4
	4:15 PM	0	1	0	3	0	0	0	0	0	0	1	5
	4:30 PM	0	2	0	1	2	0	0	0	0	0	2	7
	4:45 PM	0	2	0	1	2	0	0	0	0	0	0	5
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:15 PM	0	2	0	1	2	0	0	0	0	0	1	6
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:45 PM	0	1	1	1	2	0	0	0	0	0	0	5
	VOLUMES	0	9	1	8	10	0	0	0	0	0	6	40
	APPROACH %	0%	90%	10%	33%	42%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	10	/	21	24	/	10	0	/	9	6	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	6	0	6	4	0	0	0	0	0	5	24
	APPROACH %	0%	100%	0%	46%	31%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.750			0.813			0.000			0.625		
	APP/DEPART	6	/	14	13	/	4	0	/	6	5	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1

0	1	0	0
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0	1	0	0	1
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	1	0	0	1
0	6	0	0	6

0	3	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
4/2/25
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Moreno Valley
Heacock St
Lowe's ADC 3459 Driveway

PROJECT #:
LOCATION #:
CONTROL:

SC5282
3
NO CONTROL

CLASS 2:	NOTES:	AM	PM	MD	OTHER	OTHER
2-AXLE WORK VEHICLES/ TRUCKS						

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Lowe's ADC 3459 Driveway			Lowe's ADC 3459 Driveway			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	X	X	X	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:45 AM	0	1	0	0	2	0	0	0	0	0	0	3
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	1	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	4	0	0	0	0	0	1	7
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	2	/	3	4	/	4	0	/	0	1	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	1	0	0	1	0	0	0	0	0	1	3
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.250			0.250			0.000			0.250		
	APP/DEPART	1	/	2	1	/	1	0	/	0	1	/	0
	4:00 PM	0	0	0	2	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	4	0	0	0	0	0	0	0	4
	4:30 PM	0	0	0	2	0	0	0	0	0	0	1	3
	4:45 PM	0	0	0	3	0	0	0	0	0	0	1	4
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	2	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	1	0	0	0	0	0	0	1	2
	5:45 PM	0	0	0	2	0	0	0	0	0	0	0	2
	VOLUMES	0	0	0	17	0	0	0	0	0	0	3	20
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	0	/	3	17	/	0	0	/	17	3	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	11	0	0	0	0	0	0	2	13
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.688			0.000			0.500		
	APP/DEPART	0	/	2	11	/	0	0	/	11	2	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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Heacock St

NORTH SIDE

Lowe's ADC 3459 Driveway

WEST SIDE

EAST SIDE

Lowe's ADC 3459 Driveway

SOUTH SIDE

Heacock St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Lowe's ADC 3459 Driveway	PROJECT #: SC5282 LOCATION #: 3 CONTROL: NO CONTROL
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CLASS 3:	NOTES:	AM	PM	MD	OTHER
3-AXLE TRUCKS					

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Lowe's ADC 3459 Driveway			Lowe's ADC 3459 Driveway			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	X	X	X	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:00 AM	0	1	0	1	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	2	2
	VOLUMES	0	1	0	3	2	0	0	0	0	0	2	8
	APPROACH %	0%	100%	0%	60%	40%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	1	/	3	5	/	2	0	/	3	2	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	1	0	2	1	0	0	0	0	0	2	6
	APPROACH %	0%	100%	0%	67%	33%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.250			0.750			0.000			0.250		
	APP/DEPART	1	/	3	3	/	1	0	/	2	2	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	1	2
	4:30 PM	0	0	0	2	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	2	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1
	VOLUMES	0	0	0	5	0	0	0	0	0	0	3	8
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	0	/	3	5	/	0	0	/	5	3	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	5	0	0	0	0	0	0	1	6
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.625			0.000			0.250		
	APP/DEPART	0	/	1	5	/	0	0	/	5	1	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

0	0	0	0
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Heacock St

NORTH SIDE

Lowe's ADC 3459 Driveway

WEST SIDE

EAST SIDE

Lowe's ADC 3459 Driveway

SOUTH SIDE

Heacock St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: Moreno Valley EAST & WEST: Heacock St Lowe's ADC 3459 Driveway	PROJECT #: SC5282 LOCATION #: 3 CONTROL: NO CONTROL
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER ▲ ◀ W S ▼ N E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Lowe's ADC 3459 Driveway			Lowe's ADC 3459 Driveway			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

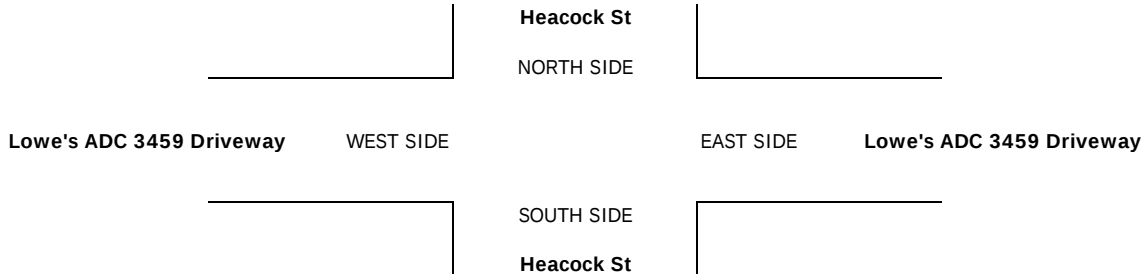
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	0	0	1	0	0	0	0	0	0	1	2
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	3	0	0	0	0	0	0	1	4
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
	8:30 AM	0	0	0	4	0	0	0	0	0	0	1	5
	8:45 AM	0	0	0	2	0	0	0	0	0	0	4	6
	VOLUMES	0	0	0	11	0	0	0	0	0	0	10	21
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	0	/	10	11	/	0	0	/	11	10	/	0
	BEGIN PEAK HR	8:00 AM			9	0	0	0	0	0	0	7	16
	VOLUMES	0	0	0	100%	0%	0%	0%	0%	0%	0%	100%	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.563			0.000			0.438		
	APP/DEPART	0	/	7	9	/	0	0	/	9	7	/	0
	4:00 PM	0	0	0	1	0	0	0	0	0	0	2	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	2	3
	5:15 PM	0	0	0	2	0	0	0	0	0	0	1	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	5	0	0	0	0	0	0	7	12
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	0	/	7	5	/	0	0	/	5	7	/	0
	BEGIN PEAK HR	4:00 PM			1	0	0	0	0	0	0	3	4
	VOLUMES	0	0	0	100%	0%	0%	0%	0%	0%	0%	100%	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.375		
	APP/DEPART	0	/	3	1	/	0	0	/	1	3	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Lowe's ADC 3459 Driveway	PROJECT #: LOCATION #: CONTROL:	SC5282 3 NO CONTROL
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CLASS 5:	NOTES:	AM		▲	
RV		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Lowe's ADC 3459 Driveway			Lowe's ADC 3459 Driveway			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	8:00 AM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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Heacock St

NORTH SIDE

Lowe's ADC 3459 Driveway

WEST SIDE

EAST SIDE

Lowe's ADC 3459 Driveway

SOUTH SIDE

Heacock St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<u>DATE:</u> 4/2/25 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Moreno Valley Heacock St Lowe's ADC 3459 Driveway	PROJECT #: LOCATION #: CONTROL:	SC5282 3 NO CONTROL
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CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Heacock St			Heacock St			Lowe's ADC 3459 Driveway			Lowe's ADC 3459 Driveway			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	X	X	X	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

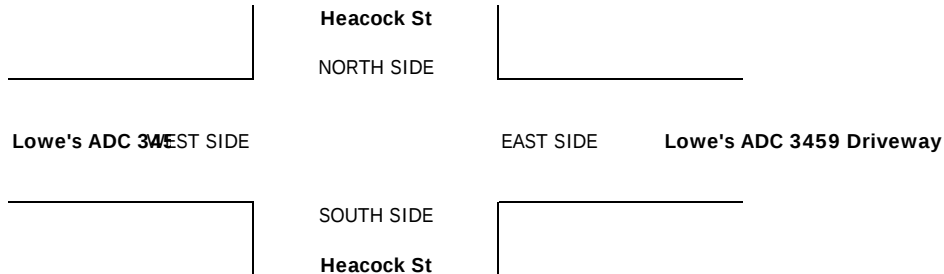
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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Appendix 4: ADT 24 Hour Counts

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 02, 2025

CITY: Moreno Valley

JOB #: SC5282

LOCATION: CLASS1 Heacock St between Nandina Ave and E Oleander Ave

AM TIME	NORTHBOUND							TOTAL	PM Time	NORTHBOUND							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	0	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	
0:15	1	0	0	0	0	0	0	1	12:15	0	0	0	0	0	0	0	
0:30	0	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	
0:45	0	0	0	0	0	0	0	0	12:45	3	0	0	0	0	0	3	
1:00	0	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0	
1:15	0	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	
1:30	1	0	0	0	0	0	0	1	13:30	1	0	0	0	0	0	1	
1:45	0	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1	
2:00	0	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	
2:15	0	0	0	0	0	0	0	0	14:15	3	1	0	0	0	0	4	
2:30	0	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	
2:45	0	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1	
3:00	0	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	
3:15	0	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	
3:30	0	0	0	0	0	0	0	0	15:30	0	1	0	0	0	0	1	
3:45	0	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	
4:00	0	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1	
4:15	0	0	0	0	0	0	0	0	16:15	1	0	0	0	0	0	1	
4:30	0	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	2	
4:45	0	0	0	0	0	0	0	0	16:45	2	0	0	0	0	0	2	
5:00	1	0	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0	
5:15	0	0	0	0	0	0	0	0	17:15	2	0	0	0	0	0	2	
5:30	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	
5:45	0	0	0	0	0	0	0	0	17:45	2	0	0	0	0	0	2	
6:00	0	0	0	0	0	0	0	0	18:00	0	1	0	0	0	0	1	
6:15	0	0	0	0	0	0	0	0	18:15	1	0	0	0	0	0	1	
6:30	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	
6:45	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	
7:00	1	0	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0	
7:15	1	0	0	0	0	0	0	1	19:15	1	0	0	0	0	0	1	
7:30	0	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0	
7:45	1	1	0	0	0	0	0	2	19:45	0	0	0	0	0	0	0	
8:00	0	1	1	0	0	0	0	2	20:00	0	0	0	0	0	0	0	
8:15	0	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0	
8:30	0	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	
8:45	0	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0	
9:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	
9:15	0	1	1	0	0	0	0	2	21:15	0	0	0	0	0	0	0	
9:30	0	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0	
9:45	0	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	
10:15	1	2	1	0	0	0	0	4	22:15	0	0	0	0	0	0	0	
10:30	1	0	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	
11:00	2	0	0	0	0	0	0	2	23:00	0	0	0	0	0	0	0	
11:15	2	1	0	0	0	0	0	3	23:15	0	0	0	0	0	0	0	
11:30	1	0	0	0	0	0	0	1	23:30	0	0	0	0	0	0	0	
11:45	2	0	0	0	0	0	0	2	23:45	0	0	0	0	0	0	0	
TOTAL	15	6	3	0	0	0	0	24	TOTAL	21	3	0	0	0	0	24	
AM PEAK HOUR				11:00 AM				PM PEAK HOUR				4:30 PM					
AM PEAK VOLUME				8				PM PEAK VOLUME				6					

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	36	9	3	0	0	0	48
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	75.0%	18.8%	6.3%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	70	18	7	0	0	0	95
CLASS 6	Buses	% OF TOTAL	73.7%	18.9%	7.4%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 02, 2025

CITY: Moreno Valley

JOB #: SC5282

LOCATION: CLASS2 Heacock St between San Michele Rd and Nandina Ave

AM Time	NORTHBOUND							PM Time	NORTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	7	0	2	4	0	0	13	12:00	17	0	3	8	0	0	28
0:15	3	0	0	3	0	0	6	12:15	15	3	6	8	0	0	32
0:30	4	0	0	2	0	0	6	12:30	23	0	3	6	0	0	32
0:45	5	0	0	2	0	0	7	12:45	17	1	2	7	0	0	27
1:00	0	0	2	3	0	0	5	13:00	19	3	3	6	0	0	31
1:15	2	0	2	1	0	0	5	13:15	13	0	3	1	0	0	17
1:30	7	0	0	1	0	0	8	13:30	34	2	2	6	0	1	45
1:45	2	0	2	5	0	0	9	13:45	25	1	2	6	0	0	34
2:00	2	0	1	4	0	0	7	14:00	23	2	2	11	0	0	38
2:15	2	0	0	1	0	0	3	14:15	35	5	3	6	0	0	49
2:30	5	0	1	2	0	0	8	14:30	50	3	4	6	0	0	63
2:45	1	0	1	3	0	0	5	14:45	26	0	1	6	0	0	33
3:00	2	0	1	1	0	0	4	15:00	27	4	1	5	0	0	37
3:15	5	1	1	4	0	0	11	15:15	29	2	1	6	0	0	38
3:30	11	0	3	5	0	0	19	15:30	36	1	2	3	0	0	42
3:45	9	1	1	1	0	0	12	15:45	32	2	2	4	0	0	40
4:00	6	0	1	2	0	0	9	16:00	36	2	2	2	0	0	42
4:15	11	0	2	3	0	0	16	16:15	37	1	3	4	0	0	45
4:30	29	0	1	3	0	0	33	16:30	58	1	0	4	0	0	63
4:45	36	0	3	4	0	0	43	16:45	31	1	2	2	0	0	36
5:00	14	0	3	3	0	0	20	17:00	26	1	1	4	0	0	32
5:15	12	0	0	7	0	0	19	17:15	19	1	2	0	0	0	22
5:30	14	0	5	6	0	0	25	17:30	26	0	0	8	0	0	34
5:45	27	1	2	6	0	2	38	17:45	12	0	1	3	0	0	16
6:00	25	1	2	1	0	0	29	18:00	17	1	1	1	0	0	20
6:15	12	2	0	2	0	0	16	18:15	8	1	1	6	0	0	16
6:30	17	2	3	3	0	0	25	18:30	15	0	2	4	0	0	21
6:45	25	0	3	3	0	0	31	18:45	9	1	1	4	0	0	15
7:00	23	4	1	3	0	0	31	19:00	18	3	2	1	0	0	24
7:15	33	1	2	2	0	0	38	19:15	2	0	2	3	0	0	7
7:30	39	2	0	6	0	0	47	19:30	9	0	1	4	0	0	14
7:45	32	1	2	4	0	0	39	19:45	5	1	1	1	0	0	8
8:00	21	3	1	5	0	0	30	20:00	8	0	2	3	0	0	13
8:15	19	1	0	8	0	0	28	20:15	9	0	1	3	0	0	13
8:30	12	2	3	5	0	0	22	20:30	4	0	0	7	0	0	11
8:45	5	0	2	3	0	0	10	20:45	8	0	1	5	0	0	14
9:00	10	1	2	7	0	0	20	21:00	6	0	1	6	0	0	13
9:15	4	0	3	9	0	0	16	21:15	7	0	4	4	0	0	15
9:30	6	1	0	7	0	0	14	21:30	5	0	3	3	0	0	11
9:45	16	0	1	6	0	0	23	21:45	8	0	2	6	0	0	16
10:00	8	2	0	8	0	0	18	22:00	11	0	1	4	0	0	16
10:15	6	4	4	11	0	0	25	22:15	3	0	2	3	0	0	8
10:30	13	3	4	4	0	0	24	22:30	10	0	1	7	0	0	18
10:45	16	2	4	5	0	0	27	22:45	12	0	0	4	0	0	16
11:00	9	1	0	3	0	0	13	23:00	14	0	0	1	0	0	15
11:15	12	1	5	1	0	0	19	23:15	6	0	1	6	0	0	13
11:30	12	2	0	7	0	0	21	23:30	7	0	3	1	0	0	11
11:45	16	1	2	7	0	2	28	23:45	3	0	1	2	0	0	6
TOTAL	607	40	78	196	0	4	925	TOTAL	870	43	85	211	0	1	1,210
							AM PEAK HOUR 7:00 AM AM PEAK VOLUME								PM PEAK HOUR 3:45 PM PM PEAK VOLUME
							155								190

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,477	83	163	407	0	5	2,135
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	69.2%	3.9%	7.6%	19.1%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	5,255	300	402	805	0	12	6,774
CLASS 6	Buses	% OF TOTAL	77.6%	4.4%	5.9%	11.9%	0.0%	0.2%	100.0%

Appendix 5: Cumulative Projects List

ID	Name of Project	CASE ID	Type	Location	Description	Approved?	Status / Opening Year	Additional Comments	Include In Analysis?
1	Sunnymead Master Drainage Plan	City Project 804-0008/ Case No. 804 0017	Public Works - Capital Projects	Within the City of Moreno Valley -- commencing at the corner of Hemlock Avenue and Graham Street, continuing westerly along Hemlock Avenue, then turning southerly through the Towngate Racquet Club Apartments, continuing southerly crossing State Route 60 and then Sunnymead Boulevard, ending at a proposed basin lying southerly of Sunnymead Boulevard.	The proposed Sunnymead Master Drainage Plan Line F and Line F-7 project (Project) would include approximately 4,200 feet of storm drain, 10 catch basins, two infiltration facilities, two diversion structures, one weir structure, and energy dissipation as needed. The Project would also include a dual-purpose Stormwater Management and Retention Treatment (SMART) basin south of Sunnymead Boulevard. The SMART basin would help reduce flow by detaining the peak rate of the 100-year storm while also providing a low-flow retention element to support habitat and preserve beneficial uses through infiltration and groundwater recharge. The primary purpose of the Project is to provide a flood protection level up to a 100-year storm event in the local area.	City Council Approved 4/1/25	In review		No
2	Town Center at Moreno Valley	SCH No. 2022040417; PEN21-0334, PEN21-0335, PEN22-0077, and PEN25-0007	Mixed-use (Residential, Commercial, Open space)	The Project site is in the City of Moreno Valley, which is within western Riverside County, California. The Project site is approximately 1.0 mile south of the Nason Street on/off ramp to State Route 60 (SR-60) and approximately 5.3 miles east of Interstate 215 (I-215).	allow for the development of residential, commercial, civic, and park uses. Access to the Project site would be provided from Cottonwood Avenue, Nason Street, Bay Avenue, and Alessandro Boulevard. In summary, it is anticipated that future development of the Project site pursuant to the proposed Specific Plan would include the following uses: Up to 800 homes on approximately 34.8 residential acres Neighborhood Commercial Center encompassing approximately 16.5-acres in the southeast portion of the Project site, which will include a minimum of 150,000 square feet (sf) and no more than 220,000 sf of non-residential uses (e.g., office, civic, hotel, retail, restaurant, etc.) Future Civic Building Site encompassing 40,000 sf in the Neighborhood Commercial Center area, which will ultimately accommodate an approximately 30,000 sf civic-related building (included in the Neighborhood Commercial Center overall building area of up to 220,000 sf) Public Parks consisting of an approximately 1.3-acre linear park and a 3.5-acre park located west and north of proposed commercial area, respectively. The Project is consistent with land use and growth assumptions for the Project site included in the adopted City of Moreno Valley General Plan 2040 (General Plan), which was adopted in June 2021. The Project site has a land use designation of Downtown Center and is zoned Downtown Center (DC) District.	City Council Approved 6/3/25	In review		No
3	Moreno Valley Business Park Building 5 Project	SCH No. 2023080366; SP No. 205	Mixed-Use (Business Park/ Light Industrial)	The Project site is located north of SR-60 (E-W) at Heacock Street (N-S) in the northwest portion of the City of Moreno Valley, in western Riverside County, California. The Project site comprises approximately 9.96 acres, located immediately southeast of Ironwood Avenue (E-W) at Heacock Street (N-S) (see Figure 1). The Project site comprises Assessor Parcel Numbers 481-020-013, -029, -030, -034, -035, and -038	220,390 square foot warehouse; where 154,270 SF will be evaluated assuming warehousing, 33,060 SF of manufacturing use, and 33,060 SF of high-cube cold storage warehouse use	Approved	In Review		No
4	Bay & Day Commerce Center	SCH No. 2023090050; PEN23-0074 through PEN23-0077	Light Industrial	Southwest corner of Day Street and Bay Avenue, Moreno Valley, Riverside County, California; APNs: 263-230-001, -003, -004, -025	The Project provides for the development of the approximately 9.9-acre Project Site as a commerce center facility, including an approximately 194,775 square foot building (inclusive of ground floor and mezzanine office space), a truck court with loading docks, passenger vehicle parking areas, and necessary site improvements (i.e., landscaping, walls/fences, lighting, signage, and utility infrastructure improvements/connections). The proposed building would be approximately 44 feet tall and would be constructed of concrete tilt-up panels, with decorative building elements provided at office areas (e.g., colored glass, metal canopies, wood fiber cement siding). T	CEQA public review completed 1/8/25	In Review		No
5	Tract PEN22-0187	Tentative Tract Map No. 38480 (PEN22-0187); SCH No. 2024080950	Residential 5 District (R5).	South side of Fir Avenue, east of Morrison Street, and west of Nason Street. (APN: 487-260-002, -003, -004 & -005)	The proposed residential units would be single-family detached units. The individual residential lots may range in size from 7,202 square feet to 12,140 square feet. Each unit would be provided an enclosed garage that would provide parking for two vehicles	City Council Approved 9/26/24	In Review		No
6	Sunset Crossing North	Sunset Crossings (North) General Plan Amendment (PEN22-0132) Change of Zone (PEN22-0134) Conditional Use Permit (PEN22-0136) Tentative Tract Map 38443 (PEN22-0130)	Residential, Recreational, water quality basin and desilting basin	Located on the south side of Cottonwood Avenue, east of Nason Street, north of Bay Avenue. Assessor's Parcel Numbers 488-190-005, 488-190-027, and 488-190-028.	The proposed project would create 135 single-family detached residential lots on an approximately 28.2-gross-acre site (TTM38443) with a density of approximately 5.8 du/ac. A General Plan Amendment and a Change of Zone are required to change the land use designation from Residential 3 (R3) to Residential 10 (R10), which allows a maximum density of 10 dwelling units per acre and apply the applicable zoning district. A Conditional Use Permit is required to approve a Planned-Unit Development to establish unique standards for future residential units and site development	City Council Approved 9/13/2022	Rentals available Jul 10, 2025	1 - 3 Bed Apartments - Check Availability Sunset Crossing	No
7	Aquabella Specific Plan Amendment	SCH No. 2023100145	Downtown Center; Residential (R5), Educational, Recreational	Southeastern portion of Moreno valleye, CA, bordered by Cactus Ave, Brodiaea Ave., Iris Ave., Laselle St., and Oliver St.	Project entitlements will include a General Plan Amendment, Specific Plan Amendment, Tentative Tract Map, Change of Zone, and Development Agreement. The Project would continue to implement a mixed-use residential community on the Project site with commercial uses, a lake complex and lake promenade, and other amenities, while modifying residential uses to better help the City meet local and regional housing goals. The Aquabella Specific Plan Amendment would provide a comprehensive update to land use and other plans, site development standards, design guidelines, and implementation measures necessary to implement the new vision for the Aquabella mixed-use planned community. The proposed Project would amend SP 218 to guide the development of the remaining undeveloped portions of the Specific Plan area with multi-family and workforce housing options, while providing a town center for recreation, shopping, and entertainment. The proposed Project also includes the potential development of a school site on a parcel designated Residential 5 (R5) on the Project site's eastern boundary. The 770.5-acre Project would include phased development of 15,000 residential units and workforce housing options for all ages and income levels; a 49,900 square foot (sf) mixed-use commercial and retail town center; 80 acres of parks (comprised of a 40-acre lake, a 15-acre lake	City Council Approved 10/24/2024	In Review		No

8	Crystal Windows West Coast Headquarter Project	SCH No. 2024051207; PEN23-0113, PEN23-0114, PEN23-0116, PEN23-0117	Light Industrial	Approximately 18.6 acres located east of Auto Mall Drive, south of Eucalyptus Avenue, east of Pettit Street and northeast of Moreno Beach Drive in Moreno Valley, Riverside County, California. The Project Site is comprised of Assessor Parcel Numbers 488-330-009, -010, -014 and -015.	Proposed subdivision of 30.4 acres of partially improved land into 124 single family residential lots at the Northeast corner of Avenue 49 and Van Buren Street and 3 proposed single family models ranging in size from 1,898-2,435 sq. ft.	In Review		Used to be Residential Agriculture (RA2) and have a Primary Animal Keeping Overlay Zone (PAKO)	No
9	Penske Truck Sales, Leasing and Maintenance Facility	SCH No. 2024030523	Industrial	East side of Old 215 Frontage Road, between Alessandro Boulevard and Day Street; APN: 297-120-025, 297-100-091, 297-120-002, 297-120-003, 297-120-017, 297-120-018, 297-100-073, and 297-100-076	The City of Moreno Valley (City) is processing an application seeking plot plan review approval for a proposed truck sale, rental, service, fueling facility, and a surface parking lot on a 9.63-acre site. The project proposes two buildings: 1) a service and wash building with office space in the middle of the project site; and, 2) a rental and sales office building in the northern part of the site. The project site is located at 21839 Alessandro Blvd within the City of Moreno Valley.	In Review			No
10	Merwin Properties Project	NOP [PEN23-0152, PEN23-0153, PEN23-0154, PEN23-0156]	Business Park/Light Industrial, R20 Residential, and Parks/Open Space	Approximately 100 acres at the southeast corner of the Alessandro Boulevard and Merwin Street intersection, and north of Cactus Avenue, Moreno Valley, Riverside County, California. The Project Site is comprised of Assessor Parcel Numbers 478-240-002, 478-240-003, 478-240-012, 478-240-013, 478-240-014, 478-240-015, 478-240-016, 478-240-021, 478-240-022, 478-240-023, 478-240-031, 478-240-032, 478-240-033, and 478-240-034.	Proposed residential development of 204 single family residences on 29 acres West of Van Buren street and South of Avenue 50	In Review			No
11	Goya at Heritage Park	Tentative Tract Map 38702 (PEN23-0069) and Conditional Use Permit (PEN23-0070)	Residential IO (RIO)	Southeast corner of Goya Avenue and Indian Street; APN: 316-020-020, 021, 022, 023, 024, and 025	Heritage Park transforms the vacant parcels into two neighborhoods totaling 165 detached, single-family homes. The design creates neighborhoods with comfortable human scale, visually charming architecture, and nurturing landscapes within well-proportioned spaces. The 18.09-acre Heritage Park provides two distinct neighborhoods, each with its own housing product type. Exhibit 1-2, Neighborhood Map, shows the location of each neighborhood within the development	Planning Commission Approved 3/5/24	In Review	Previously zoned at R5; Seems to be connected to south of Iris project https://moreno-valley.ca.us/cdd/pdfs/projects/Goya/Arpl.pdf	No
12	South of Iris Project	General Plan Amendment (PEN22-0159), Change of Zone (PEN22-0158), Tentative Tract Map 38458 (PEN22-0156) and Conditional Use Permit (PEN22-0157)	Residential Single-Family IO (RSIO)	South side of Iris Avenue, east of Indian Street; APN: 316-030-002, 018, and 019	152-unit Apartment Community with one to three bedroom dwellings (27 freestanding buildings) at 84-824 Calle Verde. The developments consist of 1, 2 and 3-bedroom apartment units, including: Property management and resident service office, Community room, Laundry facilities, Common open spaces spread over five patio areas; 9.4 acres	Planning Commission Approved 3/5/24	N/A	Previously zoned at R5	No
13	The Village at Moreno Valley	Tentative Parcel Map (PEN20-0045), 2) a Master Plot Plan (PEN21-0074), 3) a Plot Plan (PEN20-0047), and 4) four Conditional Use Permits (PEN20-0049, PEN20-0050, PEN20-0051, and PEN20-0053)	Commercial Project	Northwest corner of Nason Street and Fir Avenue (APNs: 487-250-005, -006, -007, -010, and -013)	The Project is a commercial development on an approximately 9.3-acre site located on the northwest corner of Nason Street and Fir Avenue in the City of Moreno Valley in Riverside County, California. Uses will include restaurants, retail, a convenience store/fuel center, and associated infrastructure.	In Review			No
14	Beyond Food Mart	Master Plot Plan (PEN22-0238) and Conditional Use Permit (PEN22-0176); SCH No. 202300360	Commercial Project	Northwest corner of the intersection of Iris Avenue and Oliver Street (APN: 486-310-038)	A request to develop a project site containing approximately 1.31 acres and operate an eight (8) island fueling station, six (6) vehicle charging stations, a 7,400 square foot convenience store, and a 1,790 square foot drive-thru carwash.	In Review			No
15	Sunset Crossing Project	Tentative Tract Map 38442 (PEN22-0131) Sunset Crossings Conditional Use Permit (PEN22-0137)	Residential, Recreational (park), Water quality basin	Located north of Alessandro Boulevard east of Nason Street, south of Bay Avenue, City of Moreno Valley, County of Riverside, California. Assessor's Parcel Numbers 488-210-006 and 488-210-020.	The applicant is requesting approval of the following entitlements: 1) Tentative Tract Map No. 38442 to subdivide 19.1 acres of vacant land into one hundred and eight (108) single-family residential lots with 1.38 acre park, 0.52 acre water quality basin, private internal streets and common-area improvements; and 2) a Conditional Use Permit to address development standards for the construction of new homes within the subdivision.	City Council Approved 9/17/24	In Review		No
16	First Industrial Warehouse at Day Street Project	Plot Plan (PEN22-0144)	Industrial	14050 Day Street midway between Alessandro Boulevard and Cactus Avenue in the City of Moreno Valley, California; APN No. 297-130-036	The First Industrial Warehouse at Day Street Project involves the demolition of an approximately 63,000 SF building and the construction and operation of an approximately 164,968 SF industrial, non-refrigerated warehouse distribution facility, which includes 3,500 SF of office space and 3,500 SF of mezzanine office space on the approximate 8.62-acre (gross) site (8.01 net acres); and associated parking lot with on-site and off-site improvements.	In Review			No
17	Valley Gardens Apartments	Plot Plan (PEN21-0250) Tentative Parcel Map (PEN21-0251)	Corridor Mixed Use (COMU)/Corridor Mixed Use (COMU)/Residential	13989 Moreno Rose Place (APN: 479-220-024)	The project proposes Tentative Parcel Map Number 38599 to subdivide an 8.99-acre parcel into two parcels and a Plot Plan to construct a 64 unit apartment complex in eight two-story buildings on approximately 4.6-acres.	In Review			No
18	Cottonwood Collection	Tentative Tract Map 38264 (PEN22-0013) Conditional Use Permit (PEN22-0014) Variance (PEN23-0013)	Residential (R3)	Southeast corner of Cottonwood Avenue and Quincy Street, City of Moreno Valley, County of Riverside, California. Assessor's Parcel Number 478-250-001.	The Applicant proposes to develop an approximately 18.36-acre site with a 55-lot single-family residential project. Applications include Tentative Tract Map No. 38264 to subdivide approximately 18.36 net acres into 55 residential lots, eight lettered lots, and private streets A through J, Conditional Use Permit for a Planned Unit Development for 55 single-family lots, including park areas, common parking, and a Variance for wall heights.	Planning Commission Approved 10/2/23	In Review		No
19	Belago Park Project	(PEN 21-0145, PEN 21-0238, PEN 21-0239, PEN 21-0240, PEN21-0243, PEN21-0244, PEN 21-0245)	Residential (RIO, R15)	32.34 acres at the northeast corner of Redlands Boulevard and Cactus Avenue, Moreno Valley, CA	To subdivide Project site into multiple parcels pursuant to the Subdivision Map Act and City Municipal Code to develop 97 units within Planning Area 1 on APN 478-100-035; approximately 9.96 acres with a 9.73 density unit per acre, to develop 213 units within Planning Areas 2A, 2B and 3 on APNs: 478-100-012; 478-110-001, -002, -003, -004, -005, -006, -007; 478-120-001, -002, -005, -006 and 478-120-025; approximately 23.09 acres with varying density units per acre	In Review			No
20	Cactus Avenue and Nason Street Commercial Office and Retail Development Project	NOP [PEN 21-0145, PEN 21-0238, PEN 21-0239, PEN 21-0240, PEN21-0243, PEN21-0244, PEN 21-0245] TTM38157, TTM38158	Downtown Center; Commercial, Office	Northeast corner of Cactus Avenue and Nason Street	The Cactus Avenue and Nason Street Commercial Office and Retail Development Project would construct approximately 89,805 square feet of commercial retail/office space on approximately 8.4 acres located on the northeast corner of Nason Street and Cactus Avenue. The proposed project includes seven (7) buildings consisting of three (3) mixed-use medical/office buildings; two (2) drive-through food services buildings; one (1) retail/restaurant building; one (1) convenience store with fuel service; and associated parking lots with on-site and off-site improvements.	City Council Approved 6/20/25	In Review		No

21	Northwest Commerce Center	Master Plot Plan: PEN21-0273 Plot Plans: PEN19-0041; PEN19-0042; PEN19-0043; PEN20-0204; PEN20-0205 Conditional Use Permits: PEN19-0044; PEN19-0045; PEN20-0203 Tentative Tract Map No. 38621: PEN19-0039	Commercial; Vacant/Corridor Mixed Use (COMU)/ Corridor Mixed Use	Northwest corner of Alessandro Boulevard and Lasselle Street, City of Moreno Valley, County of Riverside, California. Assessor's Parcel Number 479-631-010.	The Proposed 8-acre commercial project includes the following: an 8-pump gas station with a convenience store, an express car wash, and quick service restaurant space with drive-through, two fast food restaurants with drive-throughs, sit down restaurant with patio, bank building with drive-through, two office buildings, and two retail buildings, along with associated parking and landscape improvements.	In Review			No
22	Flamingo Bay Apartments	Plot Plan (PEN22-0029) SCH No.2023030777	Residential; Corridor Mixed Use (COMU)/ Corridor Mixed Use (COMU)	South of Alessandro Boulevard, west of Lasselle Street, and north of Copper Cove Lane (APNs: 484-030-013 & 484-030-026)	The Flamingo Bay Apartments Project (project) would develop a 96-unit apartment complex that would consist of four separate buildings, providing a total of 48 one-bedroom apartments and 48 two-bedroom apartments. The project would also provide a 2,588-square-foot clubhouse with an outdoor pool. The project would provide a total of 171 parking spaces and 18 electrical vehicle parking spaces wired for future installation of charging equipment.	In Review			No
23	Gateway Heights	General Plan Amendment (PEN20-0095); SCH No. 2023020680 Change of Zone (PEN20-0096); Conditional Use Permit for a Planned Unit Development (PEN21-0046), and Tentative Tract Map No. 38459 (PEN22-0127)	Residential (R2), Hillside Residential (HR)	East side of Morton Road approximately 300 feet north of Jennings Court. (APN: 256-150-001)	The Project involves the construction of 108 detached townhouse condominium units on 16.59 acres of a 32.56-acre Project Site. The 108 units would be organized using a 4-inlet to 10-unit "clusters" on a total of 13 development pads. These clustered units would be arranged with garages facing a common driveway to enhance the aesthetic views of the project from the street and perimeter. Each unit would have an attached two-car garage, and units would range from 1,400 to 1,602 square feet of interior floor area. The remaining 15.97 acres of the Project Site would be rezoned to Open Space (OS) and dedicated as conservation land	Planning Commission Approved 12/5/2023	In Review		No
24	Cottonwood & Edgemont	Plot Plans (PEN21-0325, PEN21-0326); APN No.: 263-190-012, 014 through 019, and 036 Tentative Parcel Map 38325 (PEN21-0327); SCH No.2023020234	Industrial; Undeveloped & Disturbed Land/Zoning: Business Park/Designation: Business Park	East side of Old 215 Frontage Road south of Cottonwood Avenue	The Cottonwood & Edgemont Project comprises a proposal for a Master Plot Plan (PEN21-0325), Plot Plan (PEN21-0326), and Tentative Parcel Map No. 38325 (PEN21-0327) to allow for the development of two (2) light industrial buildings with a total combined building floor area of 99,630 square feet (±1) on an approximately 7.94-gross-acre property (6.88 net acres). The Project would include cargo loading areas at each building (within an enclosed truck court with loading docks on the eastern sides of the proposed buildings), parking areas, landscaping, signage, and lighting.	In Review			No
25	Sunnymead S6 Hotel	PEN21-0329 (Plot Plan) PEN21-0330 (Specific Plan Amendment)	Commercial Project (Hotel)	North side of Sunnymead Boulevard, approximately 377 feet west of Indian Street, in the City of Moreno Valley, Riverside County, California. The Project site is in Section 6 of Township 3 South, Range 3 West, Sunnymead 7.5' Quadrangle U.S. Geological Survey (USGS), San Bernardino Base and Meridian (SBBM) and is comprised of Tax Assessor Parcel Numbers (APN) 481-101-033 and 481-101-038	This project would construct one four-story, 45,977 sf building in an L-shape layout to house hotel units. The building would be surrounded by surface parking and a landscaped entryway fronting the street. There would be 94 parking spaces provided. Site amenities include an outdoor community deck. The proposed development would install new infrastructure and connect to the existing infrastructure located along Sunnymead Blvd.	In Review			No
26	Moreno Valley Mall Redevelopment	PEN21-0168 (Specific Plan Amendment), PEN22-0061 (Tentative Parcel Map), PEN22-0075 (Development Agreement)	Commercial Project (Retail Center/ Shopping Center)	Moreno Valley Mall; 65+ acres west of the intersection of CenterpointTown Circle and Centerpoint Drive, City of Moreno Valley, Riverside County, California.	The Project proposes revitalization and redevelopment of a portion of the existing Moreno Valley Mall (excluding the existing JC Penny and Macy's parcels). Requested approvals include a Specific Plan Amendment to the existing Town Center Specific Plan (Planning Area 2), as well as a Tentative Parcel Map. Key features of the concept plan include remodeling the overall mall site and mall interior, adding four multi-family residential communities totaling 1,627DU, two new hotel operations, a new three-story office building of approximately 60,000SF, re-purposing the existing food court into a pavilion style food market, re-purposing the existing Sears building to allow for multi-tenant retail and related uses, redesigning the existing Theater area to include outdoor patio dining, adding a central plaza and park integrated into the southeastern multi-family communities, relocating the existing transit stops, and providing related infrastructure improvements including off-site traffic improvements.	City Council Approved 3/16/2023	Under Construction as of April 2025—majority of improvements completed	FH-Summary-April-2025.pdf	No
27	Crystal Cove Apartments	SCH No. 2022110211	Corridor Mixed Use (COMU)	SWC of Alessandro Boulevard and Lasselle Street, Riverside County	The Project is for the construction of a 192-unit apartment complex that would consist of eight separate buildings providing a total of 84 one-bedroom apartments and 108 two-bedroom apartments. The total floor area of all the units within the eight apartment buildings would equal 173,820 square feet. The project would also provide a recreation center building with an outdoor pool and a 14,000 square foot community dog park. The project would provide a total of 359 parking spaces consisting of 208 covered parking spaces and 151 uncovered parking spaces, including 11 Americans with Disabilities Act-compliant parking spaces and 36 electrical vehicle parking spaces wired for future installation of charging equipment.	City Council Approved 12/8/2022	In Review		No
28	Discovery Residential	Tentative Tract Map No. 38237 (PEN 21-0199), General Plan Amendment (PEN21-0203), Change of Zone (PEN21-0204), Conditional Use Permit (PEN22-0162)	Residential I0 District (R-10)	Local access to the site is provided by Brodiaea Avenue and Oliver Street. The Project site is located northeast of the Oliver Street and Brodiaea Avenue intersection. The site consists of one parcel identified as Assessor's Parcel Number (APN) 486-240-010.	The Project would construct 67 single-family residential units at a density of 7.63 dwelling units per net acre. The residential lot sizes would be approximately 3,600 SF and would include backyard space, side yards, private driveways, and attached garages	In Review		Previously zoned at R5	No
29	Perris at Pentecostal	(PEN20-0211 - IS/MND; PEN21-0215 - Plot Plan; and PEN21-0216 - TTM 38064)	Commercial Project (Industrial warehouses and offices w/ RV storage)	Northeast corner of Iris Avenue and Emma Lane (APNs: 485-220-006, -007, -008, -009, -015, -043, and -044)	The proposed Project is a gated 426-unit apartment complex on 18.05 acres of land. The Project includes construction and dedication of 1,845 acres for public open space/recreation, extension of utilities to the Project Site, and development of two and three-story apartment buildings.	Planning Commission Approved 12/18/22	In Review		No
30	Heacock Logistics Parking Lot	Specific Plan 208; Plot Plan (PEN21-0102)	Commercial Project	East side of Heacock Street north of the Perris Valley Storm Drain (APN: 316-211-014)	The Project includes a parking lot designed with 12' x 30' parking stalls for automobile parking as illustrated in Figure 1-5 Site Plan. Although the proposed Site Plan identifies 104 parking stalls, the Traffic Impact Analysis (TIA) dated May 19, 2022, prepared for the Project analyzed up to 440 automobiles.	Planning Commission Approved 12/22/2022	In Review		Yes

31	Moreno Valley Business Center	Plot Plan PEN21-0079 (PEN20-0162, PEN20-0163); SCH No. 2022060326	Business Flex	The Project site is located in the western portion of the City of Moreno Valley, Riverside County, California. The Project site is located at the northeast corner of Alessandro Boulevard and Day Street (APNs: 291-191-007 through -013, and -025 through -029).	Construction of a 1,750 sq. ft. retail cannabis business within an existing building located in the R-C (Regional Commercial) zone; 1.27 acres	Planning Commission Approved 7/14/2022	In Review		No
32	Heacock Commerce Center	Project no. 17150; PEN19-0173, PEN19-0172, PEN21-0020, PEN19-0170, PEN19-0171; SCH No. 2021100129	Industrial, Business Park	APN No: 485-260-027, 45-230-028	This project includes: Applications for a General Plan Amendment, Change of Zone, Specific Plan Amendment Two Plot Plan applications for two high cube industrial buildings totaling 873,967 square feet. The applicant proposes land use changes that include: OPA from R5 to Business Park for approximately 43 acres; and Zone Change from R5 to Light Industrial for approximately 43 acres.		In Review	Previously zoned at R5	Yes
33	World Logistics Center	SCH No: 2012021045	Commercial Project	Eastern portion of the city, located east of Redlands Blvd, south of SR-60 Freeway, West of Gilman Springs Road, and north of San Jacinto Wildlife Area	Construction and operation of 40,600,000 sq. ft of logistic facilities	Planning Commission Approved 7/7/20	Under Construction as of 2023		No