Option 1: Copy of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	1192	1825	403	274	2268	300	50	415	116	452	1336	175
Total Analysis Volume [veh/h]	1196	1837	311	274	2299	225	50	415	97	472	1336	131

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	32	46	46	18	32	0	5	35	0	5	35	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	17	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	36	50	50	22	36	0	9	39	0	9	39	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.27	0.38	0.59	0.15	0.27	0.27	0.04	0.16	0.16	0.17	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.66	0.35	0.19	0.15	0.46	0.48	0.03	0.14	0.14	0.26	0.39	0.40
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1817	1810	1900	1778	1810	1900	1842

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1817	1810	1900	1778	1810	1900	1842
c, Capacity [veh/h]	483	1991	949	271	969	487	73	308	288	307	554	537
X, volume / capacity	2.48	0.92	0.33	1.01	1.71	1.78	0.68	0.85	0.86	1.54	1.32	1.37
d, Delay for Lane Group [s/veh]	715.54	43.89	13.55	103.97	368.55	401.93	67.52	55.57	56.57	306.46	200.50	218.46
Lane Group LOS	F	D	B	F	F	F	E	E	E	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	103.75	17.70	4.16	11.90	57.51	62.27	1.68	8.01	7.66	30.84	40.01	41.46
50th-Percentile Queue Length [ft/ln]	2593.79	442.55	104.02	297.58	1437.69	1556.73	41.95	200.26	191.56	770.92	1000.14	1036.56
95th-Percentile Queue Length [veh/ln]	163.42	24.60	7.49	17.64	89.03	96.68	3.02	12.65	12.20	47.58	58.96	61.69
95th-Percentile Queue Length [ft/ln]	4085.51	615.06	187.23	441.05	2225.71	2417.02	75.50	316.30	305.05	1189.55	1474.02	1542.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	715.54	43.89	13.55	103.97	377.84	401.93	67.52	55.94	56.57	306.46	208.60	218.46
Movement LOS	F	D	B	F	F	F	E	E	E	F	F	F
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	281.29			352.96			57.08			233.09		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	279.10											
Intersection LOS	F											
Intersection V/C	1.563											

Option 1: Copy of Copy of Perris Blvd/Krameria Ave

Number	2											
Intersection	Perris Blvd/Krameria Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	114	2201	215	160	2612	32	1188	879	978	310	199	272
Total Analysis Volume [veh/h]	122	2229	168	160	2675	24	1188	879	747	323	199	204

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	5	29	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	41	0	11	42	0	35	55	0	13	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

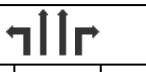
g / C, Green / Cycle	0.05	0.31	0.31	0.06	0.32	0.32	0.26	0.43	0.43	0.53	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.07	0.44	0.45	0.09	0.49	0.49	0.66	0.46	0.46	0.56	0.10	0.13
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1801	1810	1900	1615	573	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1891	1810	1900	1615	572	1900	1615
c, Capacity [veh/h]	90	1115	565	106	1146	599	467	808	686	260	459	390
X, volume / capacity	1.35	1.42	1.44	1.52	1.54	1.55	2.54	1.09	1.09	1.24	0.43	0.52
d, Delay for Lane Group [s/veh]	229.53	234.57	251.11	320.02	290.59	297.31	744.42	93.01	95.35	183.46	39.19	40.58
Lane Group LOS	F	F	F	F	F	F	F	F	F	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.01	45.63	48.84	10.85	55.82	59.48	104.36	35.35	30.50	13.62	4.96	5.24
50th-Percentile Queue Length [ft/ln]	175.31	1140.65	1221.11	271.14	1395.40	1487.07	2609.07	883.82	762.43	340.61	123.98	131.01
95th-Percentile Queue Length [veh/ln]	12.24	68.53	73.48	18.09	85.19	90.50	164.16	48.03	42.07	22.55	8.61	8.99
95th-Percentile Queue Length [ft/ln]	306.00	1713.37	1836.91	452.32	2129.87	2262.53	4103.99	1200.68	1051.74	563.81	215.29	224.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	229.53	239.38	251.11	320.02	292.86	297.31	744.42	93.01	95.35	183.46	39.19	40.58
Movement LOS	F	F	F	F	F	F	F	F	F	F	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	239.69			294.42			368.64			103.76		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	286.86											
Intersection LOS	F											
Intersection V/C	1.342											

Option 1: Copy of Perris Blvd/Harley Knox Rd

Number	3											
Intersection	Perris Blvd/Harley Knox Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	181	2251	0	137	2070	366	305	153	74	0	276	336
Total Analysis Volume [veh/h]	185	2295	3	137	2164	274	305	153	65	13	276	252

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	40	0	9	39	0	21	52	0	9	40	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.54	0.54	0.05	0.53	0.53	0.15	0.25	0.25	0.02	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.44	0.00	0.04	0.42	0.17	0.17	0.04	0.04	0.00	0.08	0.09
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	5170	1615	3514	5170	1615	1810	3618	1615	3514	3618	2959

s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	3618	2859
c, Capacity [veh/h]	192	2792	871	160	2745	857	280	921	411	53	416	329
X, volume / capacity	0.97	0.82	0.00	0.86	0.79	0.32	1.09	0.17	0.16	0.24	0.66	0.77
d, Delay for Lane Group [s/veh]	74.76	23.83	11.69	64.45	23.23	15.60	125.67	32.00	32.03	55.89	48.44	50.97
Lane Group LOS	E	C	B	E	C	B	F	C	C	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	15.17	0.03	2.10	13.96	3.79	13.52	1.55	1.32	0.19	3.61	3.42
50th-Percentile Queue Length [ft/ln]	77.03	379.16	0.83	52.45	348.96	94.72	337.90	38.66	33.06	4.76	90.35	85.40
95th-Percentile Queue Length [veh/ln]	5.55	21.55	0.06	3.78	20.09	6.82	20.36	2.78	2.38	0.34	6.51	6.15
95th-Percentile Queue Length [ft/ln]	138.66	538.83	1.50	94.41	502.14	170.50	509.07	69.59	59.50	8.57	162.63	153.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.76	23.83	11.69	64.45	23.23	15.60	125.67	32.00	32.03	55.89	48.44	50.97
Movement LOS	E	C	B	E	C	B	F	C	C	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	27.61			24.61			86.63			49.80		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	33.35											
Intersection LOS	C											
Intersection V/C	0.739											

Option 1: Copy of Perris Blvd/Markham St

Number	4											
Intersection	Perris Blvd/Markham St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	862	2475	56	45	2097	797	136	36	253	16	97	9
Total Analysis Volume [veh/h]	866	2526	45	45	2217	598	136	36	199	29	97	7

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	39	62	0	8	31	0	5	29	39	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	40	66	0	12	36	0	9	33	40	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	5	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

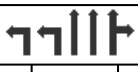
g / C, Green / Cycle	0.30	0.66	0.66	0.03	0.40	0.40	0.20	0.14	0.14	0.20	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.48	0.47	0.47	0.02	0.51	0.56	0.09	0.02	0.12	0.02	0.03	0.03
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1883	1810	3618	1712	1404	1900	1615	1299	1900	1856

s, saturation flow rate [veh/h]	1810	3618	1883	1810	3618	1713	1494	1900	1615	1299	1900	1856
c, Capacity [veh/h]	543	2400	1249	60	1434	679	367	274	233	339	213	208
X, volume / capacity	1.60	0.70	0.71	0.76	1.29	1.42	0.37	0.13	0.85	0.09	0.24	0.25
d, Delay for Lane Group [s/veh]	318.48	14.47	16.24	74.99	172.49	233.78	44.03	45.00	58.77	38.79	49.21	49.27
Lane Group LOS	F	B	B	E	F	F	D	D	E	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	57.02	12.62	13.93	1.61	46.79	55.85	3.74	0.95	6.33	0.70	1.46	1.45
50th-Percentile Queue Length [ft/ln]	1425.54	315.51	348.25	40.30	1169.63	1396.29	93.49	23.73	158.27	17.53	36.41	36.23
95th-Percentile Queue Length [veh/ln]	87.43	18.45	20.05	2.90	68.28	83.91	6.73	1.71	10.46	1.26	2.62	2.61
95th-Percentile Queue Length [ft/ln]	2185.66	461.17	501.28	72.54	1707.04	2097.87	168.29	42.72	261.44	31.56	65.53	65.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	318.48	15.06	16.24	74.99	182.60	233.78	44.03	45.00	58.77	38.79	49.24	49.27
Movement LOS	F	B	B	E	F	F	D	D	E	D	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	91.52			191.61			52.03			46.96		
Approach LOS	F			F			D			D		
d_I, Intersection Delay [s/veh]	130.59											
Intersection LOS	F											
Intersection V/C	1.178											

Option 1: Copy of Perris Blvd/Ramona Expy

Number	5											
Intersection	Perris Blvd/Ramona Expy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	320	1646	127	190	1283	822	759	828	84	116	1365	176
Total Analysis Volume [veh/h]	320	1705	104	190	1428	616	759	836	63	139	1383	132

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	10	50	0	6	46	0	16	39	0	9	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	14	54	0	10	50	0	20	43	0	13	36	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.08	0.42	0.42	0.05	0.38	0.38	0.13	0.34	0.34	0.06	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.47	0.06	0.05	0.39	0.38	0.14	0.16	0.04	0.04	0.28	0.28
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	5271	5170	1615	3514	3618	1810

s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	5271	5176	1615	3514	3618	1616
c, Capacity [veh/h]	293	1507	673	176	1387	619	703	1777	555	199	965	484
X, volume / capacity	1.09	1.13	0.15	1.08	1.03	1.00	1.08	0.47	0.11	0.70	1.05	1.05
d, Delay for Lane Group [s/veh]	108.86	102.96	22.31	112.88	69.12	71.86	94.33	31.05	27.01	59.99	71.29	96.95
Lane Group LOS	F	F	C	F	F	E	F	C	C	E	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.50	34.74	1.86	3.96	25.29	22.93	9.48	5.96	1.18	2.11	17.09	20.61
50th-Percentile Queue Length [ft/ln]	162.55	868.57	46.41	99.06	632.24	573.37	236.91	149.10	29.60	52.68	427.26	515.37
95th-Percentile Queue Length [veh/ln]	11.01	48.47	3.34	7.13	34.26	30.79	15.01	9.97	2.13	3.79	24.52	28.85
95th-Percentile Queue Length [ft/ln]	275.28	1211.65	83.54	178.31	856.40	769.72	375.29	249.22	53.28	94.83	612.89	721.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	108.86	102.96	22.31	112.88	69.12	71.86	94.33	31.05	27.01	59.99	78.24	96.95
Movement LOS	F	F	C	F	F	E	F	C	C	E	E	F
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	99.90			73.60			59.86			78.20		
Approach LOS	F			E			E			E		
d_I, Intersection Delay [s/veh]	78.92											
Intersection LOS	E											
Intersection V/C	0.948											

Option 1: Copy of Placentia Ave/Redlands Ave

Number	10											
Intersection	Placentia Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	137	485	1161	807	280	81	147	477	72	368	274	825
Total Analysis Volume [veh/h]	137	489	0	807	285	0	161	496	0	368	330	0

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	60	0	0	60	0	0	52	0	0	52	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	64	0	0	64	0	0	56	0	0	56	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.50	0.50	0.50	0.50	0.50	0.50	0.43	0.43	0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.12	0.13	0.13	0.45	0.15	0.00	0.15	0.14	0.00	0.40	0.06	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1112	1900	1900	1700	1900	1615	1067	3618	1615	916	3618	1900

s, saturation flow rate [veh/h]	1712	1900	1900	1790	1900	1615	1087	3618	1615	916	3618	1900
c, Capacity [veh/h]	499	950	950	793	950	808	466	1568	700	360	1568	823
X, volume / capacity	0.27	0.26	0.26	1.02	0.30	0.00	0.35	0.32	0.00	1.02	0.14	0.14
d, Delay for Lane Group [s/veh]	26.40	17.87	17.87	73.78	18.46	0.00	27.54	22.44	0.00	92.96	20.53	20.57
Lane Group LOS	C	B	B	F	B	A	C	C	A	F	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.78	3.85	3.85	15.49	4.61	0.00	3.34	4.49	0.00	15.72	1.80	1.90
50th-Percentile Queue Length [ft/ln]	69.55	96.23	96.23	387.29	115.17	0.00	83.45	112.36	0.00	392.90	44.95	47.42
95th-Percentile Queue Length [veh/ln]	5.01	6.93	6.93	22.24	8.13	0.00	6.01	7.97	0.00	22.58	3.24	3.41
95th-Percentile Queue Length [ft/ln]	125.19	173.22	173.22	555.94	203.16	0.00	150.21	199.28	0.00	564.56	80.91	85.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.40	17.87	17.87	73.78	18.46	0.00	27.54	22.44	0.00	92.96	20.54	20.57
Movement LOS	C	B	B	F	B	A	C	C	A	F	C	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	19.74			59.34			23.69			58.73		
Approach LOS	B			E			C			E		
d_I, Intersection Delay [s/veh]	43.51											
Intersection LOS	D											
Intersection V/C	0.853											

Option 1: Copy of Perris Blvd/Placentia Ave

Number	11											
Intersection	Perris Blvd/Placentia Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	160	1521	22	37	1099	142	447	306	103	30	410	118
Total Analysis Volume [veh/h]	173	1568	19	37	1155	230	494	335	88	35	511	88

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	3	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Maximum Green [s]	8	32	0	5	29	11	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	15	39	0	9	33	32	32	30	0	32	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	5	5	10	0	5	10	0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.44	0.44	0.03	0.37	0.66	0.25	0.35	0.35	0.03	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.30	0.01	0.02	0.32	0.14	0.27	0.09	0.05	0.02	0.10	0.05
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1615	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	181	2287	714	56	1349	1072	461	1267	566	57	658	205
X, volume / capacity	0.96	0.69	0.03	0.66	0.86	0.21	1.07	0.26	0.16	0.61	0.78	0.43
d, Delay for Lane Group [s/veh]	95.01	26.27	17.41	65.31	38.95	7.71	103.70	25.71	24.69	62.73	48.49	45.72
Lane Group LOS	F	C	B	E	D	A	F	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.88	10.47	0.27	1.18	14.57	1.93	20.03	3.06	1.56	1.10	4.53	2.25
50th-Percentile Queue Length [ft/ln]	171.95	261.68	6.82	29.48	364.29	48.36	500.86	76.62	38.89	27.47	113.32	56.31
95th-Percentile Queue Length [veh/ln]	11.18	15.77	0.49	2.12	20.83	3.48	28.54	5.52	2.80	1.98	8.02	4.05
95th-Percentile Queue Length [ft/ln]	279.48	394.32	12.28	53.06	520.80	87.06	713.46	137.92	69.99	49.45	200.61	101.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.01	26.27	17.41	65.31	38.95	7.71	103.70	25.71	24.69	62.73	48.49	45.72
Movement LOS	F	C	B	E	D	A	F	C	C	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	32.94			34.59			67.63			48.89		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	42.29											
Intersection LOS	D											
Intersection V/C	0.787											

Option 1: Copy of Placentia Ave/Frontage Rd

Number	14											
Intersection	Placentia Ave/Frontage Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	177	226	17	10	40	106	453	1837	176	6	1492	17
Total Analysis Volume [veh/h]	435	226	13	10	40	79	453	2053	872	6	1611	13

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	31	0	0	17	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	36	0	0	40	0	25	35	0	9	19	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.15	0.15	0.09	0.09	0.18	0.62	0.62	0.01	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.12	0.13	0.01	0.07	0.25	0.40	0.54	0.00	0.23	0.23
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
c, saturation flow rate [veh/h]	2514	1882	1810	1701	1810	5176	1615	1810	5176	1900

s, saturation flow rate [veh/h]	3514	1882	1810	1701	1810	5176	1615	1810	5176	1890
c, Capacity [veh/h]	544	291	157	148	317	3194	997	14	2328	850
X, volume / capacity	0.80	0.82	0.06	0.80	1.43	0.64	0.87	0.43	0.51	0.51
d, Delay for Lane Group [s/veh]	51.67	54.77	50.46	63.52	260.57	15.59	29.74	78.98	24.39	25.77
Lane Group LOS	D	D	D	E	F	B	C	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.37	7.26	0.28	3.87	27.75	10.71	20.35	0.25	7.77	8.85
50th-Percentile Queue Length [ft/ln]	159.34	181.48	7.00	96.71	693.84	267.87	508.72	6.34	194.36	221.14
95th-Percentile Queue Length [veh/ln]	10.51	11.68	0.50	6.96	42.48	16.08	27.75	0.46	12.35	13.72
95th-Percentile Queue Length [ft/ln]	262.85	291.94	12.59	174.07	1062.09	402.08	693.67	11.42	308.67	343.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.67	54.77	54.77	50.46	63.52	63.52	260.57	15.59	29.74	78.98	24.75	25.77
Movement LOS	D	D	D	D	E	E	F	B	C	E	C	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	52.77			62.50			52.09			24.96		
Approach LOS	D			E			D			C		
d_I, Intersection Delay [s/veh]	44.79											
Intersection LOS	D											
Intersection V/C	0.740											

Option 1: Copy of Placentia Ave/I-215 NB

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	287	40	1205	0	0	0	120	885	0	0	673	478
Total Analysis Volume [veh/h]	287	40	1240	0	0	0	120	1640	0	0	799	547

Intersection Settings

Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	0	0	5	30	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	48	0	0	0	0	9	32	0	0	23	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.46	0.46	0.46		0.06	0.44	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.15		0.03	0.32	0.22	0.19
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900
Arrival type	3			3	3		3	
c, saturation flow rate [veh/h]	1810	1821	3500		3514	5176	3618	2850

s, saturation flow rate [veh/h]	1810	1831	8500		3514	5176	3618	2859
c, Capacity [veh/h]	838	848	3936		205	2261	1188	939
X, volume / capacity	0.20	0.19	0.32		0.58	0.73	0.67	0.58
d, Delay for Lane Group [s/veh]	13.20	13.17	13.71		39.34	19.02	23.82	22.88
Lane Group LOS	B	B	B		D	B	C	C
Critical Lane Group	No	No	Yes		No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.75	1.75	13.38		1.15	7.25	6.28	4.14
50th-Percentile Queue Length [ft/ln]	43.72	43.63	334.42		28.84	181.21	156.93	103.57
95th-Percentile Queue Length [veh/ln]	3.15	3.14	19.37		2.08	11.66	10.39	7.46
95th-Percentile Queue Length [ft/ln]	78.69	78.53	484.37		51.91	291.59	259.65	186.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.20	13.17	13.71	0.00	0.00	0.00	39.34	19.02	0.00	0.00	23.82	22.88
Movement LOS	B	B	B				D	B			C	C
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	13.60			0.00			20.40			23.44		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	19.00											
Intersection LOS	B											
Intersection V/C	0.463											

Option 1: Copy of Orange Ave/Redlands Ave

Number	17											
Intersection	Orange Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	325	456	137	76	251	218	71	269	110	112	1514	197
Total Analysis Volume [veh/h]	419	456	103	76	251	167	75	285	105	112	1542	148

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	26	38	0	18	30	0	9	42	0	22	55	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.14	0.35	0.35	0.05	0.26	0.26	0.04	0.39	0.39	0.08	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.12	0.15	0.15	0.04	0.12	0.12	0.04	0.08	0.07	0.06	0.43	0.09
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	1900	1780	1810	1900	1654	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	3514	1900	1780	1810	1900	1654	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	489	656	615	99	496	431	75	1408	629	140	1537	686
X, volume / capacity	0.86	0.44	0.44	0.77	0.44	0.46	0.99	0.20	0.17	0.80	1.00	0.22
d, Delay for Lane Group [s/veh]	54.92	32.46	32.61	67.62	39.95	40.73	132.71	24.37	24.07	64.36	45.87	21.99
Lane Group LOS	D	C	C	E	D	D	F	C	C	E	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.28	6.60	6.21	2.54	5.64	5.15	3.80	2.61	1.91	3.63	23.29	2.57
50th-Percentile Queue Length [ft/ln]	157.01	164.95	155.17	63.47	141.04	128.81	94.90	65.24	47.66	90.85	582.14	64.29
95th-Percentile Queue Length [veh/ln]	10.39	10.81	10.29	4.57	9.54	8.87	6.83	4.70	3.43	6.54	31.27	4.63
95th-Percentile Queue Length [ft/ln]	259.76	270.26	257.31	114.24	238.43	221.87	170.81	117.43	85.78	163.53	781.72	115.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.92	32.52	32.61	67.62	40.05	40.73	132.71	24.37	24.07	64.36	45.87	21.99
Movement LOS	D	C	C	E	D	D	F	C	C	E	F	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	42.13			44.52			41.78			45.06		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	43.81											
Intersection LOS	D											
Intersection V/C	0.707											

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	145	1497	135	96	1234	27	35	318	170	437	807	444
Total Analysis Volume [veh/h]	296	1497	101	96	1259	58	100	368	189	463	908	333

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	7	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	5	26	5	7	28	0	5	35	0	5	26	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	23	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	24	47	24	9	32	0	12	30	0	24	42	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.18	0.39	0.58	0.04	0.26	0.26	0.07	0.26	0.26	0.15	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.16	0.29	0.06	0.03	0.24	0.24	0.06	0.10	0.12	0.13	0.33	0.35
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5176	1615	2514	3618	1857	1810	3618	1615	2514	1900	1732

s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	1857	1810	3618	1615	3514	1900	1732
c, Capacity [veh/h]	324	2038	943	151	933	479	125	955	426	540	662	604
X, volume / capacity	0.91	0.73	0.11	0.63	0.93	0.93	0.80	0.39	0.44	0.86	0.96	1.01
d, Delay for Lane Group [s/veh]	69.73	30.83	10.39	56.10	57.00	67.28	68.59	33.42	34.46	49.46	58.43	72.89
Lane Group LOS	E	C	B	E	E	E	E	C	C	D	E	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.90	10.96	1.05	1.36	13.17	14.89	3.27	3.91	4.13	6.43	20.47	21.97
50th-Percentile Queue Length [ft/ln]	247.57	273.95	26.19	33.95	329.24	372.28	81.64	97.68	103.33	160.86	511.71	549.36
95th-Percentile Queue Length [veh/ln]	15.06	16.39	1.89	2.44	19.12	21.22	5.88	7.03	7.44	10.59	27.89	29.81
95th-Percentile Queue Length [ft/ln]	376.59	409.67	47.14	61.11	478.03	530.50	146.95	175.82	185.99	264.86	697.20	745.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.73	30.83	10.39	56.10	60.17	67.28	68.59	33.42	34.46	49.46	62.80	72.89
Movement LOS	E	C	B	E	E	E	E	C	C	D	E	E
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	35.82			60.19			39.07			61.15		
Approach LOS	D			E			D			E		
d_I, Intersection Delay [s/veh]	49.89											
Intersection LOS	D											
Intersection V/C	0.810											

Option 1: Copy of Orange Ave/Frontage Rd

Number	21					
Intersection	Orange Ave/Frontage Rd					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	310	7	158	85	316	175
Total Analysis Volume [veh/h]	399	154	837	199	357	223

Intersection Settings

Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	10	0	5	10	5	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	17	0	0	10	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	26	0	25	51	29	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.36	0.36	0.26	0.67	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.11	0.10	0.24	0.10	0.20	0.14
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	2618	1615	3514	1900	1810	1615

s, saturation flow rate [veh/h]	3618	1615	3514	1900	1810	1615
c, Capacity [veh/h]	1307	583	910	1273	416	371
X, volume / capacity	0.31	0.26	0.92	0.16	0.86	0.60
d, Delay for Lane Group [s/veh]	18.95	19.15	33.20	5.12	37.67	29.09
Lane Group LOS	B	B	C	A	D	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.49	1.98	7.64	0.92	7.28	3.85
50th-Percentile Queue Length [ft/ln]	62.19	49.60	191.01	23.09	181.95	96.24
95th-Percentile Queue Length [veh/ln]	4.48	3.57	12.17	1.66	11.70	6.93
95th-Percentile Queue Length [ft/ln]	111.93	89.27	304.34	41.56	292.55	173.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.95	19.15	33.20	5.12	37.67	29.09
Movement LOS	B	B	C	A	D	C
Critical Movement	No	No	No	No	Yes	No
d_A, Approach Delay [s/veh]	19.01		27.81		34.37	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	27.32					
Intersection LOS	C					
Intersection V/C	0.546					

Option 1: Copy of Citrus Ave/Redlands Ave

Number	22											
Intersection	Citrus Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	284	378	24	77	294	296	453	128	317	52	210	89
Total Analysis Volume [veh/h]	304	467	0	77	324	0	453	144	0	52	241	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	10	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	44	0	0	44	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.37	0.37	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.28	0.12	0.12	0.08	0.09	0.09	0.39	0.08	0.04	0.13	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3		3		
c, saturation flow rate [veh/h]	1073	1900	1900	941	1900	1900	1157	1900	1264	1900	1615

s, saturation flow rate [veh/h]	1073	1900	1900	941	1900	1900	1157	1900	1264	1900	1615
c, Capacity [veh/h]	404	703	703	339	703	703	588	980	671	980	833
X, volume / capacity	0.75	0.33	0.33	0.23	0.23	0.23	0.77	0.15	0.08	0.25	0.00
d, Delay for Lane Group [s/veh]	37.48	17.11	17.11	22.94	15.96	15.96	23.91	8.95	11.12	9.53	0.00
Lane Group LOS	D	B	B	C	B	B	C	A	B	A	A
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	6.07	2.74	2.74	1.07	1.68	1.68	7.18	1.07	0.45	1.91	0.00
50th-Percentile Queue Length [ft/ln]	151.78	68.39	68.39	26.67	42.10	42.10	179.56	26.87	11.17	47.66	0.00
95th-Percentile Queue Length [veh/ln]	10.11	4.92	4.92	1.92	3.03	3.03	11.58	1.93	0.80	3.43	0.00
95th-Percentile Queue Length [ft/ln]	252.80	123.10	123.10	48.01	75.78	75.78	289.44	48.37	20.10	85.78	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.48	17.11	17.11	22.94	15.96	15.96	23.91	8.95	8.95	11.12	9.53	0.00
Movement LOS	D	B	B	C	B	B	C	A	A	B	A	A
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	25.14			17.30			20.30			9.81		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	20.04											
Intersection LOS	C											
Intersection V/C	0.675											

Option 1: Copy of Citrus Ave/Perris Blvd

Number	23											
Intersection	Citrus Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	50	1224	781	269	1302	18	28	7	34	442	12	280
Total Analysis Volume [veh/h]	50	1541	586	294	1541	13	28	7	25	442	12	248

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	16	44	0	11	39	0	0	10	0	39	53	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	20	48	0	15	43	0	0	14	0	43	57	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	5	10	0
Minimum Recall	No	No		No	No			No		No	No	
Maximum Recall	No	No		No	No			No		No	No	
Pedestrian Recall	No	No		No	No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.44	0.44	0.09	0.50	0.50	0.07	0.26	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.03	0.30	0.36	0.08	0.28	0.28	0.04	0.24	0.01	0.15
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3	3		
c, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	1803	1351	1810	1900	1615

s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	1892	1351	1810	1900	1615	
c, Capacity [veh/h]	66	2282	712	322	1794	938	141	474	698	593	
X, volume / capacity	0.75	0.68	0.82	0.91	0.57	0.57	0.42	0.93	0.02	0.42	
d, Delay for Lane Group [s/veh]	72.95	28.33	39.82	64.07	22.55	23.73	55.98	61.43	24.17	28.84	
Lane Group LOS	E	C	D	E	C	C	E	E	C	C	
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No	
50th-Percentile Queue Length [veh/ln]	1.79	11.86	16.54	4.73	9.72	10.48	1.85	15.23	0.22	5.48	
50th-Percentile Queue Length [ft/ln]	44.82	296.55	413.49	118.37	243.08	262.07	46.37	380.70	5.61	136.94	
95th-Percentile Queue Length [veh/ln]	3.23	17.51	23.21	8.30	14.84	15.79	3.34	21.63	0.40	9.32	
95th-Percentile Queue Length [ft/ln]	80.67	437.76	580.23	207.59	370.93	394.81	83.47	540.69	10.10	232.90	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	72.95	28.33	39.82	64.07	22.95	23.73	55.98	55.98	55.98	61.43	24.17	28.84
Movement LOS	E	C	D	E	C	C	E	E	E	E	C	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	32.44			29.50			55.98			49.28		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	34.07											
Intersection LOS	C											
Intersection V/C	0.735											

Option 1: Copy of Nuevo Rd/Murrieta Rd

Number	24											
Intersection	Nuevo Rd/Murrieta Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	141	161	339	203	193	384	189	790	76	368	1097	296
Total Analysis Volume [veh/h]	146	161	254	203	193	300	202	819	60	368	1191	222

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	5
Auxiliary Signal Groups												4,5
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	12
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	19	30	0	21	32	0	18	19	0	40	41	21
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	5
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.10	0.26	0.13	0.29	0.29	0.13	0.24	0.24	0.22	0.34	0.50
(v / s)_i Volume / Saturation Flow Rate	0.08	0.24	0.11	0.10	0.19	0.11	0.16	0.04	0.20	0.33	0.14
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	5170	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	1715	1810	1900	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	177	445	238	556	473	230	1242	387	405	1217	814
X, volume / capacity	0.82	0.93	0.85	0.35	0.63	0.88	0.66	0.15	0.91	0.98	0.27
d, Delay for Lane Group [s/veh]	59.12	68.56	62.71	32.32	40.13	71.70	38.35	33.18	53.78	44.13	15.86
Lane Group LOS	E	E	E	C	D	E	D	C	D	D	B
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.47	14.48	6.52	4.33	7.81	6.72	6.29	1.22	10.48	15.79	2.91
50th-Percentile Queue Length [ft/ln]	111.80	362.12	162.94	108.29	195.29	167.99	157.32	30.39	261.89	394.67	72.67
95th-Percentile Queue Length [veh/ln]	7.94	20.73	10.70	7.75	12.40	10.97	10.41	2.19	15.78	22.30	5.23
95th-Percentile Queue Length [ft/ln]	198.50	518.17	267.61	193.63	309.88	274.27	260.17	54.70	394.59	557.58	130.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.12	68.56	68.56	62.71	32.32	40.13	71.70	38.35	33.18	53.78	44.13	15.86
Movement LOS	E	E	E	E	C	D	E	D	C	D	D	B
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	66.10			44.55			44.30			42.60		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	46.57											
Intersection LOS	D											
Intersection V/C	0.795											

Option 1: Copy of Nuevo Rd/Redlands Ave

Number	25											
Intersection	Nuevo Rd/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	266	330	199	39	399	101	128	609	396	284	1391	157
Total Analysis Volume [veh/h]	291	340	149	69	408	76	128	626	299	284	1407	192

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	27	0	0	27	0	7	22	0	19	34	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	11	26	0	20	35	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.08	0.23	0.23	0.18	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.31	0.18	0.09	0.35	0.07	0.17	0.19	0.16	0.30	0.30
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3	
c, saturation flow rate [veh/h]	926	1900	1615	1501	1810	3618	1615	1810	3618	1736

s, saturation flow rate [veh/h]	926	1900	1615	1591	1810	3618	1615	1810	3618	1786
c, Capacity [veh/h]	212	876	744	778	141	832	371	318	1187	586
X, volume / capacity	1.38	0.39	0.20	0.71	0.91	0.75	0.81	0.89	0.90	0.91
d, Delay for Lane Group [s/veh]	229.58	17.23	15.02	25.48	77.80	33.67	42.04	53.19	31.63	42.21
Lane Group LOS	F	B	B	C	E	C	D	D	C	D
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	15.99	4.42	1.75	9.73	4.15	6.19	6.80	7.31	10.68	12.33
50th-Percentile Queue Length [ft/ln]	399.76	110.38	43.75	243.29	103.69	154.74	170.06	182.84	267.01	308.25
95th-Percentile Queue Length [veh/ln]	26.97	7.86	3.15	14.85	7.47	10.27	11.08	11.75	16.04	18.09
95th-Percentile Queue Length [ft/ln]	674.17	196.53	78.74	371.19	186.64	256.75	276.99	293.72	401.00	452.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	229.58	17.23	15.02	25.48	25.48	25.48	77.80	33.67	42.04	53.19	34.17	42.21
Movement LOS	F	B	B	C	C	C	E	C	D	D	C	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	96.03			25.48			41.41			37.86		
Approach LOS	F			C			D			D		
d_I, Intersection Delay [s/veh]	47.76											
Intersection LOS	D											
Intersection V/C	0.715											

Option 1: Copy of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	281	1154	586	275	1035	342	413	806	143	496	946	401
Total Analysis Volume [veh/h]	383	1243	439	295	1137	344	600	806	107	496	946	331

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	29	0	9	32	0	16	39	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	26	44	0	15	33	0	18	39	0	22	43	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.18	0.36	0.36	0.09	0.27	0.27	0.12	0.27	0.27	0.15	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.21	0.24	0.27	0.08	0.22	0.21	0.11	0.24	0.25	0.14	0.18	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5170	1615	2514	5170	1615	5231	1900	1823	2514	5170	1615

s, saturation flow rate [veh/h]	1810	5176	1615	3514	5176	1615	5271	1900	1823	3514	5176	1615
c, Capacity [veh/h]	332	1850	577	322	1375	429	615	508	488	527	1557	486
X, volume / capacity	1.15	0.67	0.76	0.92	0.83	0.80	0.98	0.91	0.92	0.94	0.61	0.68
d, Delay for Lane Group [s/veh]	147.22	34.57	43.15	64.36	47.26	55.66	64.89	59.60	62.08	59.30	36.27	39.77
Lane Group LOS	F	C	D	E	D	E	E	E	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.66	10.06	12.21	4.76	10.88	10.86	6.58	15.33	15.23	7.86	7.77	8.71
50th-Percentile Queue Length [ft/ln]	466.53	251.46	305.29	119.07	272.07	271.60	164.47	383.14	380.72	196.60	194.24	217.83
95th-Percentile Queue Length [veh/ln]	27.66	15.26	17.94	8.34	16.29	16.27	10.79	21.75	21.63	12.46	12.34	13.55
95th-Percentile Queue Length [ft/ln]	691.52	381.49	448.57	208.55	407.32	406.74	269.64	543.65	540.72	311.57	308.52	338.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	147.22	34.57	43.15	64.36	47.26	55.66	64.89	60.65	62.08	59.30	36.27	39.77
Movement LOS	F	C	D	E	D	E	E	E	E	E	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	57.29			51.73			62.44			43.37		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	53.53											
Intersection LOS	D											
Intersection V/C	0.819											

Option 1: 2nd Submittal

Number	28
Intersection	Nuevo Rd/I-215 NB
Control Type	Signalized
Analysis Method	HCM 7th Edition

Name					NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	361	0	765	0	0	0	1014	1124	0	0	1147	673
Total Analysis Volume [veh/h]	361	0	695	0	0	0	1014	1149	0	0	1314	521

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	38	0	0	0	0	32	74	0	0	38	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	42	0	0	0	0	36	78	0	0	42	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.20	0.20		0.32	0.74	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.20	0.24		0.29	0.32	0.25	0.32
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900		1900	1900	1900	1900
Arrival type	3		3	3		3	
s, saturation flow rate [veh/h]	1810	2850		3514	3618	5170	1615

s, saturation flow rate [veh/h]	1810	2859		3514	3618	3176	1615
c, Capacity [veh/h]	360	568		1125	2657	1973	616
X, volume / capacity	1.00	1.22		0.90	0.43	0.67	0.85
d, Delay for Lane Group [s/veh]	96.47	163.64		41.96	6.31	31.18	37.47
Lane Group LOS	F	F		D	A	C	D
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	15.34	17.41		14.22	4.66	10.22	13.90
50th-Percentile Queue Length [ft/ln]	383.44	435.36		355.60	116.42	255.40	347.49
95th-Percentile Queue Length [veh/ln]	21.81	26.74		20.41	8.20	15.46	20.01
95th-Percentile Queue Length [ft/ln]	545.14	668.54		510.23	204.90	386.45	500.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	96.47	96.47	163.64	0.00	0.00	0.00	41.96	6.31	0.00	0.00	31.18	37.47
Movement LOS	F	F	F				D	A			C	D
Critical Movement	No	No	Yes				No	No			No	No
d_A, Approach Delay [s/veh]	140.68			0.00			23.02			32.97		
Approach LOS	F			A			C			C		
d_I, Intersection Delay [s/veh]	51.22											
Intersection LOS	D											
Intersection V/C	0.854											

Option 1: City's Comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	502	1	182	0	696	277	541	798	0
Total Analysis Volume [veh/h]	0	0	0	527	1	136	0	696	208	708	798	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	14	0	0	21	0	64	25	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.30	0.30	0.30	0.23	0.23	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate		0.15	0.15	0.08	0.17	0.18	0.20	0.15
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	3618	1604	3514	5170

s, saturation flow rate [veh/h]		1810	1810	1615	3618	1694	3514	5176
c, Capacity [veh/h]		536	536	478	833	390	961	1416
X, volume / capacity		0.49	0.49	0.28	0.72	0.77	0.74	0.56
d, Delay for Lane Group [s/veh]		20.62	20.62	17.72	22.54	24.90	20.94	19.07
Lane Group LOS		C	C	B	C	C	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		3.06	3.07	1.44	3.57	3.84	4.05	2.81
50th-Percentile Queue Length [ft/ln]		76.62	76.63	36.01	89.34	95.92	101.15	70.27
95th-Percentile Queue Length [veh/ln]		5.52	5.52	2.59	6.43	6.91	7.28	5.06
95th-Percentile Queue Length [ft/ln]		137.91	137.93	64.81	160.82	172.65	182.07	126.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	20.62	20.62	17.72	0.00	22.85	24.90	20.94	19.07	0.00
Movement LOS				C	C	B		C	C	C	B	
Critical Movement				No	No	No		No	Yes	No	No	
d_A, Approach Delay [s/veh]	0.00			20.03			23.32			19.95		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	20.96											
Intersection LOS	C											
Intersection V/C	0.525											

Option 1: Copy of Redlands Ave/Mildred St

Number	30											
Intersection	Redlands Ave/Mildred St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	99	692	14	41	882	63	89	33	86	19	78	53
Total Analysis Volume [veh/h]	99	717	0	41	885	0	99	33	0	19	78	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	18	0	5	18	0	0	34	0	0	34	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	22	0	9	22	0	0	38	0	0	38	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.07	0.65	0.65	0.04	0.62	0.62	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.19	0.02	0.23	0.23	0.08	0.05
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3	3
c, saturation flow rate [veh/h]	1810	1900	1900	1810	1900	1900	1500	1857

s, saturation flow rate [veh/h]	1810	1900	1900	1810	1900	1900	1590	1857
c, Capacity [veh/h]	127	1238	1238	72	1180	1180	306	313
X, volume / capacity	0.78	0.29	0.29	0.57	0.38	0.38	0.43	0.31
d, Delay for Lane Group [s/veh]	43.75	5.75	5.75	39.58	7.38	7.38	28.91	27.77
Lane Group LOS	D	A	A	D	A	A	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.92	1.57	1.57	0.76	2.43	2.43	2.07	1.47
50th-Percentile Queue Length [ft/ln]	48.12	39.28	39.28	19.06	60.65	60.65	51.85	36.83
95th-Percentile Queue Length [veh/ln]	3.46	2.83	2.83	1.37	4.37	4.37	3.73	2.65
95th-Percentile Queue Length [ft/ln]	86.61	70.70	70.70	34.31	109.17	109.17	93.33	66.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.75	5.75	5.75	39.58	7.38	7.38	28.91	28.91	28.91	27.77	27.77	27.77
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	10.36			8.80			28.91			27.77		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	11.73											
Intersection LOS	B											
Intersection V/C	0.371											

Option 1: Copy of Perris Blvd/San Jacinto Ave

Number	32											
Intersection	Perris Blvd/San Jacinto Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	95	1536	13	458	1400	356	562	100	85	155	614	178
Total Analysis Volume [veh/h]	95	1722	10	462	1493	274	572	100	64	155	614	137

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	12	23	0	17	28	0	20	30	0	20	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.07	0.27	0.27	0.14	0.34	0.34	0.46	0.34	0.34	0.46	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.33	0.01	0.26	0.29	0.17	0.48	0.05	0.04	0.11	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1100	1900	1615	1362	1900	1792

s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1199	1900	1615	1362	1900	1782
c, Capacity [veh/h]	122	1375	429	261	1773	553	528	640	544	693	445	418
X, volume / capacity	0.78	1.25	0.02	1.77	0.84	0.50	1.08	0.16	0.12	0.22	0.87	0.87
d, Delay for Lane Group [s/veh]	51.44	152.97	24.52	399.10	32.39	26.57	93.24	20.99	20.69	14.77	43.68	44.31
Lane Group LOS	D	F	C	F	C	C	F	C	C	B	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.32	24.49	0.16	31.63	9.83	4.73	16.80	1.39	0.88	1.73	8.89	8.41
50th-Percentile Queue Length [ft/ln]	58.11	612.27	4.02	790.65	245.70	118.23	420.09	34.79	22.01	43.25	222.20	210.24
95th-Percentile Queue Length [veh/ln]	4.18	36.85	0.29	49.70	14.97	8.30	24.87	2.50	1.58	3.11	13.78	13.17
95th-Percentile Queue Length [ft/ln]	104.59	921.18	7.24	1242.55	374.24	207.39	621.81	62.62	39.62	77.85	344.44	329.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.44	152.97	24.52	399.10	32.39	26.57	93.24	20.99	20.69	14.77	43.91	44.31
Movement LOS	D	F	C	F	C	C	F	C	C	B	D	D
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	146.99			107.68			77.11			38.99		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	105.41											
Intersection LOS	F											
Intersection V/C	1.014											

Option 1: Copy of Perris Blvd/Iris Ave

Number	1											
Intersection	Perris Blvd/Iris Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Iris Ave			Iris Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	457	2194	524	244	1754	83	119	765	267	354	706	140
Total Analysis Volume [veh/h]	469	2225	412	244	1769	62	119	765	204	369	706	105

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	14	31	31	7	25	0	14	35	0	12	33	0
Amber [s]	2.0	3.0	3.0	3.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	17	0	20	0	0	30	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	17	35	35	11	29	0	17	39	0	15	37	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.14	0.37	0.53	0.07	0.31	0.31	0.08	0.29	0.29	0.12	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.26	0.43	0.26	0.13	0.33	0.33	0.07	0.26	0.26	0.20	0.22	0.22
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1863	1810	1900	1764	1810	1900	1615

s, saturation flow rate [veh/h]	1810	5176	1615	1810	3618	1867	1810	1900	1764	1810	1900	1615
c, Capacity [veh/h]	253	1903	852	127	1113	574	151	555	516	217	625	597
X, volume / capacity	1.85	1.17	0.48	1.93	1.08	1.09	0.79	0.90	0.91	1.70	0.66	0.66
d, Delay for Lane Group [s/veh]	440.97	113.88	16.94	491.05	87.37	98.08	53.60	47.01	47.94	377.70	30.37	30.48
Lane Group LOS	F	F	B	F	F	F	D	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	33.99	28.53	5.75	18.67	20.74	23.12	3.15	12.99	12.21	25.28	8.25	7.92
50th-Percentile Queue Length [ft/ln]	849.80	713.28	143.67	466.86	518.55	578.02	78.87	324.79	305.17	632.00	206.36	198.03
95th-Percentile Queue Length [veh/ln]	53.37	41.27	9.68	30.19	29.68	32.70	5.68	18.90	17.94	39.92	12.97	12.54
95th-Percentile Queue Length [ft/ln]	1334.25	1031.82	241.96	754.63	742.01	817.59	141.96	472.57	448.41	997.88	324.16	313.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	440.97	113.88	16.94	491.05	90.78	98.08	53.60	47.33	47.94	377.70	30.42	30.48
Movement LOS	F	F	B	F	F	F	D	D	D	F	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	150.41			138.06			48.13			139.02		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	130.23											
Intersection LOS	F											
Intersection V/C	1.062											

Option 1: Copy of Perris Blvd/Krameria Ave

Number	2											
Intersection	Perris Blvd/Krameria Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Krameria Ave			Krameria Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	195	2599	305	189	2056	54	55	402	197	359	411	208
Total Analysis Volume [veh/h]	213	2666	238	189	2091	40	55	402	156	373	411	156

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	22	0	11	19	0	5	29	0	5	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	29	57	0	15	43	0	9	33	0	15	39	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

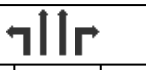
g / C, Green / Cycle	0.14	0.46	0.46	0.09	0.41	0.41	0.35	0.23	0.23	0.35	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.12	0.53	0.55	0.10	0.39	0.39	0.06	0.21	0.10	0.32	0.22	0.10
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1833	1810	3618	1883	908	1900	1615	1155	1900	1615

s, saturation flow rate [veh/h]	1810	3618	1823	1810	3618	1882	998	1900	1615	1155	1900	1615
c, Capacity [veh/h]	246	1649	831	166	1489	775	273	432	368	319	540	459
X, volume / capacity	0.87	1.15	1.20	1.14	0.94	0.94	0.20	0.93	0.42	1.17	0.76	0.34
d, Delay for Lane Group [s/veh]	61.12	109.74	135.60	164.83	46.74	55.10	29.94	68.25	40.40	153.18	44.42	34.48
Lane Group LOS	E	F	F	F	D	E	C	E	D	F	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.80	39.72	46.01	9.96	20.96	23.69	1.15	14.17	3.95	16.31	11.54	3.60
50th-Percentile Queue Length [ft/ln]	170.09	993.06	1150.32	249.05	523.98	592.31	28.74	354.30	98.73	407.66	288.54	90.00
95th-Percentile Queue Length [veh/ln]	11.08	55.58	65.16	15.88	28.47	31.68	2.07	20.35	7.11	25.16	17.11	6.48
95th-Percentile Queue Length [ft/ln]	277.03	1389.40	1628.89	397.06	711.68	791.88	51.74	508.65	177.72	628.94	427.83	162.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.12	117.13	135.60	164.83	49.50	55.10	29.94	68.25	40.40	153.18	44.42	34.48
Movement LOS	E	F	F	F	D	E	C	E	D	F	D	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	114.71			58.99			57.73			85.93		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	87.35											
Intersection LOS	F											
Intersection V/C	0.989											

Option 1: Copy of Perris Blvd/Harley Knox Rd

Number	3											
Intersection	Perris Blvd/Harley Knox Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Harley Knox Rd			Harley Knox Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	51	2190	103	218	2379	398	349	532	86	1194	459	1504
Total Analysis Volume [veh/h]	63	2288	86	218	2439	298	349	532	68	1199	459	1128

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	6	36	0	5	35	0	15	48	0	5	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	24	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	12	40	0	9	37	0	18	40	0	31	53	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.30	0.30	0.04	0.31	0.31	0.12	0.30	0.30	0.23	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.02	0.44	0.05	0.06	0.47	0.18	0.19	0.15	0.04	0.34	0.13	0.39
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	3514	5170	1615	3514	5170	1615	1810	3618	1615	3514	3618	2959

s, saturation flow rate [veh/h]	3514	5176	1615	3514	5176	1615	1810	3618	1615	3514	3618	2859
c, Capacity [veh/h]	132	1561	487	146	1582	494	211	1080	482	791	1472	1163
X, volume / capacity	0.48	1.47	0.18	1.49	1.54	0.60	1.65	0.49	0.14	1.52	0.31	0.97
d, Delay for Lane Group [s/veh]	59.27	255.15	31.71	287.03	288.49	40.85	367.11	34.97	30.96	282.44	24.30	41.98
Lane Group LOS	E	F	C	F	F	D	F	C	C	F	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.96	45.50	1.90	6.84	51.02	7.89	24.61	6.23	1.42	37.27	4.29	16.25
50th-Percentile Queue Length [ft/ln]	24.10	1137.57	47.45	170.89	1275.61	197.18	615.13	155.84	35.62	931.74	107.13	406.20
95th-Percentile Queue Length [veh/ln]	1.74	69.11	3.42	12.13	78.17	12.49	38.71	10.33	2.56	57.19	7.68	22.86
95th-Percentile Queue Length [ft/ln]	43.39	1727.83	85.41	303.32	1954.18	312.32	967.65	258.21	64.12	1429.85	192.00	571.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.27	255.15	31.71	287.03	288.49	40.85	367.11	34.97	30.96	282.44	24.30	41.98
Movement LOS	E	F	C	F	F	D	F	C	C	F	C	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	242.20			263.41			156.83			142.56		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	209.77											
Intersection LOS	F											
Intersection V/C	1.092											

Option 1: Copy of Perris Blvd/Markham St

Number	4											
Intersection	Perris Blvd/Markham St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd								
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	75	1989	19	12	2435	150	325	91	514	24	506	48
Total Analysis Volume [veh/h]	87	2111	23	12	2505	112	325	91	389	29	506	36

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	22	0	8	22	0	5	29	0	5	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	24	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	29	65	0	9	45	0	13	37	0	9	33	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

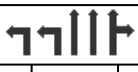
g / C, Green / Cycle	0.06	0.57	0.57	0.01	0.52	0.52	0.32	0.26	0.26	0.32	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.05	0.39	0.39	0.01	0.48	0.48	0.28	0.05	0.24	0.03	0.14	0.14
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	3618	1900	1810	3618	1859	1144	1900	1615	1946	1900	1856

s, saturation flow rate [veh/h]	1810	3618	1890	1810	3618	1859	1144	1900	1615	1046	1900	1856
c, Capacity [veh/h]	112	2048	1070	25	1874	963	341	496	421	392	402	393
X, volume / capacity	0.78	0.68	0.69	0.48	0.92	0.93	0.95	0.18	0.92	0.07	0.68	0.68
d, Delay for Lane Group [s/veh]	66.33	20.32	22.03	72.23	35.31	43.43	84.87	34.60	64.24	28.34	46.40	46.56
Lane Group LOS	E	C	C	E	D	D	F	C	E	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.87	12.99	14.11	0.45	22.76	26.04	11.35	2.08	13.50	0.59	7.73	7.59
50th-Percentile Queue Length [ft/ln]	71.77	324.75	352.63	11.20	569.03	651.09	283.84	52.05	337.46	14.63	193.13	189.87
95th-Percentile Queue Length [veh/ln]	5.17	18.90	20.26	0.81	30.59	34.41	16.88	3.75	19.52	1.05	12.28	12.11
95th-Percentile Queue Length [ft/ln]	129.18	472.53	506.61	20.16	764.63	860.33	421.99	93.69	488.10	26.33	307.09	302.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.33	20.90	22.03	72.23	37.85	43.43	84.87	34.60	64.24	28.34	46.48	46.56
Movement LOS	E	C	C	E	D	D	F	C	E	C	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	22.69			38.25			69.22			45.56		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	37.37											
Intersection LOS	D											
Intersection V/C	0.783											

Option 1: Copy of Perris Blvd/Ramona Expy

Number	5											
Intersection	Perris Blvd/Ramona Expy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Ramona Expy			Ramona Expy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	183	1324	184	492	1351	610	764	1392	184	187	955	129
Total Analysis Volume [veh/h]	183	1470	157	492	1430	457	764	1410	138	204	966	97

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	7	42	0	15	50	0	15	40	0	7	32	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	30	0	0	34	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	11	46	0	19	54	0	19	44	0	11	36	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.06	0.35	0.35	0.13	0.42	0.42	0.17	0.33	0.33	0.06	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.41	0.10	0.14	0.40	0.28	0.14	0.39	0.09	0.06	0.20	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	5271	3618	1615	3514	3618	1813

s, saturation flow rate [veh/h]	3514	3618	1615	3514	3618	1615	5271	3618	1615	3514	3618	1615
c, Capacity [veh/h]	205	1266	565	439	1507	673	892	1206	538	205	805	403
X, volume / capacity	0.89	1.16	0.28	1.12	0.95	0.68	0.86	1.17	0.26	1.00	0.88	0.88
d, Delay for Lane Group [s/veh]	68.66	120.55	29.30	113.81	47.58	33.93	50.96	119.20	29.41	84.57	48.41	58.62
Lane Group LOS	E	F	C	F	D	C	D	F	C	F	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.04	31.97	3.34	10.17	21.67	11.14	7.25	29.73	2.78	3.76	10.02	11.19
50th-Percentile Queue Length [ft/ln]	76.07	799.30	83.49	254.16	541.69	278.51	181.31	743.16	69.59	94.08	250.44	279.77
95th-Percentile Queue Length [veh/ln]	5.48	45.45	6.01	16.13	29.30	16.61	11.67	42.68	5.01	6.77	15.21	16.68
95th-Percentile Queue Length [ft/ln]	136.92	1136.26	150.28	403.34	732.54	415.36	291.72	1067.06	125.27	169.34	380.20	416.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.66	120.55	29.30	113.81	47.58	33.93	50.96	119.20	29.41	84.57	51.14	58.62
Movement LOS	E	F	C	F	D	C	D	F	C	F	D	E
Critical Movement	No	Yes	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	107.39			58.65			91.29			57.09		
Approach LOS	F			E			F			E		
d_I, Intersection Delay [s/veh]	79.47											
Intersection LOS	E											
Intersection V/C	0.994											

Option 1: Copy of Placentia Ave/Redlands Ave

Number	10											
Intersection	Placentia Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	77	201	967	1872	373	131	93	316	167	566	286	414
Total Analysis Volume [veh/h]	77	207	0	1872	379	0	141	371	0	566	311	0

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	65	0	0	65	0	0	47	0	0	47	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	41	0	0	41	0	0	29	0	0	29	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.53	0.53	0.53	0.53	0.53	0.53	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.08	0.05	0.05	0.81	0.20	0.00	0.13	0.10	0.00	0.55	0.06	0.06
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1930	1900	1900	2218	1900	1615	1985	2618	1615	1927	2618	1900

s, saturation flow rate [veh/h]	1020	1900	1900	2318	1900	1615	1085	3618	1615	1027	3618	1900
c, Capacity [veh/h]	493	1004	1004	1199	1004	854	418	1292	577	365	1292	679
X, volume / capacity	0.16	0.10	0.10	1.56	0.38	0.00	0.34	0.29	0.00	1.55	0.16	0.16
d, Delay for Lane Group [s/veh]	15.11	8.43	8.43	276.67	10.80	0.00	20.73	16.24	0.00	284.48	15.38	15.44
Lane Group LOS	B	A	A	F	B	A	C	B	A	F	B	B
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.80	0.67	0.67	51.06	2.95	0.00	1.75	1.92	0.00	31.86	1.00	1.06
50th-Percentile Queue Length [ft/ln]	19.89	16.76	16.76	1276.46	73.85	0.00	43.75	47.89	0.00	796.59	25.00	26.50
95th-Percentile Queue Length [veh/ln]	1.43	1.21	1.21	81.64	5.32	0.00	3.15	3.45	0.00	51.33	1.80	1.91
95th-Percentile Queue Length [ft/ln]	35.80	30.18	30.18	2040.92	132.93	0.00	78.76	86.20	0.00	1283.34	45.00	47.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.11	8.43	8.43	276.67	10.80	0.00	20.73	16.24	0.00	284.48	15.40	15.44
Movement LOS	B	A	A	F	B	A	C	B	A	F	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	10.24			231.91			17.48			189.06		
Approach LOS	B			F			B			F		
d_I, Intersection Delay [s/veh]	178.31											
Intersection LOS	F											
Intersection V/C	1.359											

Option 1: Copy of Perris Blvd/Placentia Ave

Number	11											
Intersection	Perris Blvd/Placentia Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	281	1291	83	98	1587	361	941	361	1328	58	331	53
Total Analysis Volume [veh/h]	300	1361	67	98	1655	316	1095	457	1010	64	368	40

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	8	32	0	5	29	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	10	36	0	9	35	0	45	64	0	11	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.27	0.27	0.04	0.26	0.26	0.34	0.51	0.51	0.05	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.09	0.26	0.26	0.05	0.37	0.37	0.61	0.13	0.63	0.04	0.07	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	3514	3618	1855	1810	3618	1750	1810	3618	1615	1810	5176	1615

s, saturation flow rate [veh/h]	3514	3618	1855	1810	3618	1750	1810	3618	1615	1810	5176	1615
c, Capacity [veh/h]	176	969	497	75	939	454	618	1850	826	83	1115	348
X, volume / capacity	1.71	0.97	0.97	1.30	1.41	1.43	1.77	0.25	1.22	0.77	0.33	0.11
d, Delay for Lane Group [s/veh]	381.05	66.83	78.16	255.13	234.81	249.72	393.07	16.46	140.36	70.71	39.92	38.01
Lane Group LOS	F	E	E	F	F	F	F	B	F	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.51	16.45	18.45	6.37	38.22	38.84	78.19	3.40	47.34	2.21	3.03	0.95
50th-Percentile Queue Length [ft/ln]	262.67	411.30	461.17	159.30	955.38	971.09	1954.86	84.98	1183.43	55.32	75.70	23.72
95th-Percentile Queue Length [veh/ln]	17.82	23.10	25.49	11.19	57.59	58.74	121.83	6.12	67.84	3.98	5.45	1.71
95th-Percentile Queue Length [ft/ln]	445.55	577.60	637.26	279.80	1439.70	1468.46	3045.85	152.96	1696.01	99.57	136.26	42.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	381.05	70.30	78.16	255.13	237.81	249.72	393.07	16.46	140.36	70.71	39.92	38.01
Movement LOS	F	E	E	F	F	F	F	B	F	E	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	124.55			240.45			226.27			43.93		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	192.23											
Intersection LOS	F											
Intersection V/C	1.132											

Option 1: Copy of Placentia Ave/Frontage Rd

Number	14											
Intersection	Placentia Ave/Frontage Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Frontage Rd			Frontage Rd			Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	171	41	11	24	104	477	45	1349	299	11	2132	6
Total Analysis Volume [veh/h]	975	41	8	24	104	358	45	1530	471	11	2367	4

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									8			
Maximum Green [s]	0	32	0	0	32	0	5	22	22	8	25	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	17	17	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	36	0	0	39	0	9	26	26	9	26	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	10	5	10	0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.23	0.23	0.23	0.23	0.03	0.39	0.39	0.01	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.01	0.28	0.02	0.30	0.29	0.01	0.34	0.34
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3			3		
s, saturation flow rate [veh/h]	3514	1815	1810	1671	1810	5170	1615	1810	5170	1808

s, saturation flow rate [veh/h]	3514	1815	1810	1671	1810	5176	1615	1810	5176	1898
c, Capacity [veh/h]	796	411	411	379	62	2007	626	24	1900	697
X, volume / capacity	0.85	0.85	0.06	1.22	0.73	0.76	0.75	0.45	0.91	0.91
d, Delay for Lane Group [s/veh]	51.74	59.74	33.59	162.51	67.65	29.88	30.96	66.31	35.18	51.58
Lane Group LOS	D	E	C	F	E	C	C	E	D	D
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.71	10.91	0.52	22.59	1.46	11.07	10.38	0.38	14.08	18.66
50th-Percentile Queue Length [ft/ln]	242.68	272.78	13.11	564.72	36.39	276.79	259.61	9.47	351.89	466.50
95th-Percentile Queue Length [veh/ln]	14.82	16.33	0.94	33.69	2.62	16.53	15.67	0.68	20.23	25.74
95th-Percentile Queue Length [ft/ln]	370.43	408.21	23.60	842.33	65.50	413.21	391.73	17.04	505.71	643.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.18	59.74	59.74	33.59	162.51	162.51	67.65	29.88	30.96	66.31	39.56	51.58
Movement LOS	D	E	E	C	F	F	E	C	C	E	D	D
Critical Movement	No	No	No	No	No	Yes	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	54.46			156.14			30.96			39.70		
Approach LOS	D			F			C			D		
d_I, Intersection Delay [s/veh]	48.77											
Intersection LOS	D											
Intersection V/C	0.829											

Option 1: Copy of Placentia Ave/I-215 NB

Number	15											
Intersection	Placentia Ave/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	I-215 NB						Placentia Ave			Placentia Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	128	5	563	0	0	0	181	1093	0	0	1103	821
Total Analysis Volume [veh/h]	128	5	535	0	0	0	181	1453	0	0	1471	1119

Intersection Settings

Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	14	0	0	0	0	10	86	0	0	76	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.29	0.29	0.29		0.06	0.63	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.06		0.05	0.28	0.41	0.39
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900		1900	1900	1900	1900
Arrival type	3			3	3		3	
c, saturation flow rate [veh/h]	1810	1816	3500		3514	5176	3618	2850

s, saturation flow rate [veh/h]	1810	1816	8500		3514	5176	3618	2859
c, Capacity [veh/h]	529	531	2483		211	3249	1909	1509
X, volume / capacity	0.13	0.13	0.22		0.86	0.45	0.77	0.74
d, Delay for Lane Group [s/veh]	26.49	26.49	26.93		56.29	9.73	19.47	19.05
Lane Group LOS	C	C	C		E	A	B	B
Critical Lane Group	No	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.23	1.23	9.71		2.44	4.60	12.88	9.57
50th-Percentile Queue Length [ft/ln]	30.68	30.77	242.75		60.89	114.93	321.89	239.28
95th-Percentile Queue Length [veh/ln]	2.21	2.22	14.82		4.38	8.11	18.76	14.64
95th-Percentile Queue Length [ft/ln]	55.23	55.39	370.51		109.60	202.84	469.01	366.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.49	26.49	26.93	0.00	0.00	0.00	56.29	9.73	0.00	0.00	19.47	19.05
Movement LOS	C	C	C				E	A			B	B
Critical Movement	No	No	No				Yes	No			No	No
d_A, Approach Delay [s/veh]	26.84			0.00			14.88			19.29		
Approach LOS	C			A			B			B		
d_I, Intersection Delay [s/veh]	18.85											
Intersection LOS	B											
Intersection V/C	0.521											

Option 1: Copy of Orange Ave/Redlands Ave

Number	17											
Intersection	Orange Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	171	261	46	74	417	116	250	509	395	89	458	47
Total Analysis Volume [veh/h]	209	261	34	74	417	91	256	540	364	89	481	35

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	15	35	0	10	30	0	19	34	0	11	26	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.08	0.45	0.45	0.05	0.42	0.42	0.16	0.26	0.26	0.06	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.06	0.08	0.08	0.04	0.14	0.14	0.14	0.15	0.23	0.05	0.13	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	3514	1900	1825	1810	1900	1784	1810	3618	1615	1810	3618	1615

s, saturation flow rate [veh/h]	3514	1900	1825	1810	1900	1784	1810	3618	1615	1810	3618	1615
c, Capacity [veh/h]	291	849	815	96	792	744	291	937	418	115	585	261
X, volume / capacity	0.72	0.18	0.18	0.77	0.33	0.33	0.88	0.58	0.87	0.77	0.82	0.13
d, Delay for Lane Group [s/veh]	43.56	15.42	15.45	54.14	18.84	18.96	56.98	29.61	41.53	52.05	39.44	32.55
Lane Group LOS	D	B	B	D	B	B	E	C	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.29	1.77	1.73	1.87	3.56	3.40	6.81	4.82	8.15	2.19	5.07	0.64
50th-Percentile Queue Length [ft/ln]	57.17	44.35	43.13	46.86	89.10	85.03	170.37	120.62	203.85	54.87	126.73	15.99
95th-Percentile Queue Length [veh/ln]	4.12	3.19	3.11	3.37	6.42	6.12	11.10	8.43	12.84	3.95	8.76	1.15
95th-Percentile Queue Length [ft/ln]	102.90	79.83	77.64	84.34	160.39	153.06	277.40	210.67	320.93	98.76	219.04	28.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.56	15.43	15.45	54.14	18.89	18.96	56.98	29.61	41.53	52.05	39.44	32.55
Movement LOS	D	B	B	D	B	B	E	C	D	D	D	C
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	27.10			23.38			39.39			40.89		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	34.27											
Intersection LOS	C											
Intersection V/C	0.473											

Option 1: Copy of Orange Ave/Perris Blvd

Number	18											
Intersection	Orange Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Orange Ave			Orange Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	204	1345	413	301	1536	44	40	405	263	475	607	275
Total Analysis Volume [veh/h]	342	1345	310	301	1567	79	136	532	343	506	644	206

Intersection Settings

Cycle Length [s]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	6	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	23	47	47	12	36	0	6	33	0	12	39	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	21	0	23	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	22	43	43	15	36	0	11	36	0	11	36	0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	5	10	10	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No	No	No	No		No	No		No	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.17	0.37	0.37	0.10	0.30	0.30	0.11	0.24	0.24	0.13	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.19	0.26	0.19	0.09	0.30	0.30	0.08	0.15	0.21	0.14	0.23	0.23
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1810	5176	1615	2514	2618	1854	1810	2618	1615	2514	1900	1745

s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	1854	1810	3618	1615	3514	1900	1745
c, Capacity [veh/h]	310	1930	602	363	1102	565	203	868	387	463	493	453
X, volume / capacity	1.10	0.70	0.51	0.83	0.99	0.99	0.67	0.61	0.89	1.09	0.89	0.91
d, Delay for Lane Group [s/veh]	116.36	30.01	28.68	51.09	60.34	71.64	50.49	36.28	51.00	95.89	46.81	48.88
Lane Group LOS	F	C	C	D	E	E	D	D	D	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.99	9.31	6.18	3.97	16.69	18.92	3.60	5.89	9.45	9.21	12.01	11.43
50th-Percentile Queue Length [ft/ln]	349.78	232.75	154.51	99.15	417.27	473.07	90.11	147.20	236.15	230.17	300.13	285.84
95th-Percentile Queue Length [veh/ln]	21.10	14.31	10.26	7.14	23.39	26.06	6.49	9.87	14.49	14.73	17.69	16.98
95th-Percentile Queue Length [ft/ln]	527.62	357.85	256.43	178.47	584.77	651.42	162.19	246.69	362.16	368.18	442.19	424.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	116.36	30.01	28.68	51.09	63.80	71.64	50.49	36.28	51.00	95.89	47.46	48.88
Movement LOS	F	C	C	D	E	E	D	D	D	F	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	44.59			62.15			43.18			65.75		
Approach LOS	D			E			D			E		
d_I, Intersection Delay [s/veh]	54.33											
Intersection LOS	D											
Intersection V/C	0.847											

Option 1: Copy of Orange Ave/Frontage Rd

Number	21					
Intersection	Orange Ave/Frontage Rd					
Control Type	Signalized					
Analysis Method	HCM 7th Edition					
Name	Frontage Rd		Frontage Rd		Orange Ave	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Base Volume Input [veh/h]	133	2	229	161	400	116
Total Analysis Volume [veh/h]	259	60	438	228	569	455

Intersection Settings

Cycle Length [s]	70
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Maximum Green [s]	22	0	17	43	69	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	17	0	0	10	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	26	0	15	41	29	0
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.34	0.34	0.15	0.54	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.07	0.04	0.12	0.12	0.31	0.28
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3	
c, saturation flow rate [veh/h]	3618	1615	3514	1900	1810	1615

s, saturation flow rate [veh/h]	3618	1615	3514	1900	1810	1615
c, Capacity [veh/h]	1213	542	532	1033	619	552
X, volume / capacity	0.21	0.11	0.82	0.22	0.92	0.82
d, Delay for Lane Group [s/veh]	17.05	16.47	32.08	8.77	28.27	24.28
Lane Group LOS	B	B	C	A	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.37	0.64	3.48	1.51	9.29	6.77
50th-Percentile Queue Length [ft/ln]	34.28	16.11	87.02	37.84	232.31	169.28
95th-Percentile Queue Length [veh/ln]	2.47	1.16	6.27	2.72	14.29	11.04
95th-Percentile Queue Length [ft/ln]	61.70	29.00	156.63	68.11	357.29	275.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.05	16.47	32.08	8.77	28.27	24.28
Movement LOS	B	B	C	A	C	C
Critical Movement	No	No	Yes	No	No	No
d_A, Approach Delay [s/veh]	16.94		24.10		26.50	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	24.19					
Intersection LOS	C					
Intersection V/C	0.511					

Option 1: Copy of Citrus Ave/Redlands Ave

Number	22											
Intersection	Citrus Ave/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Jade Ave			Redlands Ave			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	216	334	41	111	367	463	272	215	270	20	152	76
Total Analysis Volume [veh/h]	240	366	0	111	457	0	272	252	0	20	168	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	22	0	0	22	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	10	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	26	0	0	26	0	0	34	0	0	34	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.25	0.10	0.10	0.11	0.12	0.12	0.22	0.13	0.02	0.09	0.00
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3		3		
[illegible]	940	1900	1900	1933	1900	1900	1237	1900	1146	1900	1615

s, saturation flow rate [veh/h]	949	1900	1900	1032	1900	1900	1237	1900	1146	1900	1615
c, Capacity [veh/h]	510	953	953	559	953	953	442	693	376	693	589
X, volume / capacity	0.47	0.19	0.19	0.20	0.24	0.24	0.62	0.36	0.05	0.24	0.00
d, Delay for Lane Group [s/veh]	17.03	8.69	8.69	11.89	9.06	9.06	22.46	14.27	18.46	13.45	0.00
Lane Group LOS	B	A	A	B	A	A	C	B	B	B	A
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.66	1.22	1.22	0.87	1.39	1.39	3.55	2.37	0.22	1.50	0.00
50th-Percentile Queue Length [ft/ln]	66.59	30.38	30.38	21.76	34.67	34.67	88.70	59.16	5.39	37.41	0.00
95th-Percentile Queue Length [veh/ln]	4.79	2.19	2.19	1.57	2.50	2.50	6.39	4.26	0.39	2.69	0.00
95th-Percentile Queue Length [ft/ln]	119.86	54.68	54.68	39.17	62.40	62.40	159.66	106.48	9.70	67.34	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.03	8.69	8.69	11.89	9.06	9.06	22.46	14.27	14.27	18.46	13.45	0.00
Movement LOS	B	A	A	B	A	A	C	B	B	B	B	A
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	11.99			9.62			18.52			13.98		
Approach LOS	B			A			B			B		
d_I, Intersection Delay [s/veh]	13.29											
Intersection LOS	B											
Intersection V/C	0.473											

Option 1: Copy of Citrus Ave/Perris Blvd

Number	23											
Intersection	Citrus Ave/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Citrus Ave			Citrus Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	80	1520	614	235	1816	42	64	35	85	463	28	141
Total Analysis Volume [veh/h]	80	1877	460	285	2242	31	64	35	64	463	28	136

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	12	43	0	19	51	0	0	12	0	30	46	0
Amber [s]	2.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	7	0	0	10	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	8	38	0	12	42	0	0	14	0	26	40	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	5	10	0
Minimum Recall	No	No		No	No			No		No	No	
Maximum Recall	No	No		No	No			No		No	No	
Pedestrian Recall	No	No		No	No			No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.06	0.38	0.38	0.09	0.42	0.42	0.11	0.26	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.04	0.36	0.28	0.08	0.41	0.41	0.13	0.26	0.01	0.08
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3	3		
c, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	1827	1274	1810	1900	1615

s, saturation flow rate [veh/h]	1810	5176	1615	3514	3618	1887	1274		1810	1900	1615
c, Capacity [veh/h]	101	1955	610	312	1527	797	197		462	760	646
X, volume / capacity	0.80	0.96	0.75	0.91	0.98	0.98	0.83		1.00	0.04	0.21
d, Delay for Lane Group [s/veh]	55.18	40.21	32.76	50.94	43.68	53.14	65.09		66.13	16.46	17.85
Lane Group LOS	E	D	C	D	D	D	E		F	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes		Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.10	14.77	9.57	3.43	17.65	20.59	4.96		14.10	0.35	1.86
50th-Percentile Queue Length [ft/ln]	52.58	369.27	239.36	85.64	441.31	514.73	123.94		352.52	8.87	46.54
95th-Percentile Queue Length [veh/ln]	3.79	21.07	14.65	6.17	24.54	28.03	8.61		20.27	0.64	3.35
95th-Percentile Queue Length [ft/ln]	94.64	526.84	366.22	154.15	613.58	700.77	215.23		506.85	15.97	83.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.18	40.21	32.76	50.94	46.84	53.14	65.09	65.09	65.09	66.13	16.46	17.85
Movement LOS	E	D	C	D	D	D	E	E	E	F	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	39.29			47.38			65.09			53.44		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	45.15											
Intersection LOS	D											
Intersection V/C	0.842											

Option 1: Copy of Nuevo Rd/Murrieta Rd

Number	24											
Intersection	Nuevo Rd/Murrieta Rd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Murrieta Rd			Murrieta Rd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	50	187	235	67	74	81	60	872	19	261	1007	82
Total Analysis Volume [veh/h]	56	187	176	67	74	75	80	961	19	261	1045	61

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	5
Auxiliary Signal Groups												4,5
Maximum Green [s]	5	21	0	12	28	0	7	15	0	16	24	12
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	23	0	0	10	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	9	31	0	10	32	0	9	25	0	24	40	10
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	5
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.04	0.38	0.05	0.39	0.39	0.06	0.22	0.22	0.17	0.33	0.43
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.04	0.04	0.05	0.04	0.19	0.01	0.14	0.29	0.04
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3			3			3		
c, saturation flow rate [veh/h]	1810	1750	1810	1900	1615	1810	5170	1615	1810	3618	1615

s, saturation flow rate [veh/h]	1810	1750	1810	1900	1615	1810	3176	1615	1810	3618	1615
c, Capacity [veh/h]	77	671	89	740	629	101	1152	359	303	1210	691
X, volume / capacity	0.72	0.54	0.76	0.10	0.12	0.80	0.83	0.05	0.86	0.86	0.09
d, Delay for Lane Group [s/veh]	54.62	24.71	54.47	17.72	17.97	55.18	35.07	27.59	47.63	30.01	15.36
Lane Group LOS	D	C	D	B	B	E	D	C	D	C	B
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.49	6.41	1.77	1.02	1.06	2.01	6.24	0.30	6.07	9.61	0.66
50th-Percentile Queue Length [ft/ln]	37.22	160.33	44.27	25.60	26.43	50.20	155.92	7.55	151.76	240.31	16.60
95th-Percentile Queue Length [veh/ln]	2.68	10.57	3.19	1.84	1.90	3.61	10.33	0.54	10.11	14.70	1.20
95th-Percentile Queue Length [ft/ln]	67.00	264.16	79.69	46.09	47.57	90.35	258.31	13.60	252.78	367.43	29.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.62	24.71	24.71	54.47	17.72	17.97	55.18	35.07	27.59	47.63	30.01	15.36
Movement LOS	D	C	C	D	B	B	E	D	C	D	C	B
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	28.71			29.21			36.45			32.72		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	33.21											
Intersection LOS	C											
Intersection V/C	0.578											

Option 1: Copy of Nuevo Rd/Redlands Ave

Number	25											
Intersection	Nuevo Rd/Redlands Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Jade Ave			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	272	357	191	36	360	72	134	958	321	179	910	88
Total Analysis Volume [veh/h]	281	369	143	126	373	54	134	984	244	179	929	99

Intersection Settings

Cycle Length [s]	90
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	31	0	0	31	0	7	22	0	5	20	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	17	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	52	0	0	52	0	14	26	0	12	24	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.53	0.53	0.53	0.53	0.09	0.25	0.25	0.09	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.29	0.19	0.09	0.41	0.07	0.23	0.23	0.10	0.19	0.19
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3	3			3		
c, saturation flow rate [veh/h]	976	1900	1615	1249	1810	3618	1712	1810	3618	1808

s, saturation flow rate [veh/h]	976	1900	1615	1349	1810	3618	1713	1810	3618	1808
c, Capacity [veh/h]	221	1010	859	766	166	891	422	161	880	440
X, volume / capacity	1.27	0.37	0.17	0.72	0.81	0.94	0.94	1.11	0.78	0.78
d, Delay for Lane Group [s/veh]	159.54	12.47	10.92	21.59	52.04	51.30	63.60	139.09	38.54	44.65
Lane Group LOS	F	B	B	C	D	D	E	F	D	D
Critical Lane Group	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	12.46	3.78	1.30	9.02	3.36	10.64	11.52	7.81	7.42	8.17
50th-Percentile Queue Length [ft/ln]	311.51	94.55	32.40	225.48	83.88	266.06	288.12	195.37	185.47	204.29
95th-Percentile Queue Length [veh/ln]	21.13	6.81	2.33	13.94	6.04	15.99	17.09	12.88	11.89	12.86
95th-Percentile Queue Length [ft/ln]	528.16	170.20	58.32	348.61	150.98	399.81	427.30	321.98	297.14	321.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	159.54	12.47	10.92	21.59	21.59	21.59	52.04	53.19	63.60	139.09	40.15	44.65
Movement LOS	F	B	B	C	C	C	D	D	E	F	D	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	64.31			21.59			54.94			55.19		
Approach LOS	E			C			D			E		
d_I, Intersection Delay [s/veh]	52.20											
Intersection LOS	D											
Intersection V/C	0.739											

Option 1: Copy of Nuevo Rd/Perris Blvd

Number	26											
Intersection	Nuevo Rd/Perris Blvd											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Perris Blvd			Perris Blvd			Nuevo Rd			Nuevo Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	174	1020	265	420	1095	399	493	991	240	445	726	396
Total Analysis Volume [veh/h]	211	1119	199	451	1317	430	723	991	180	445	726	318

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	14	38	0	8	32	0	9	32	0	16	38	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	21	0	0	34	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	19	35	0	21	37	0	22	44	0	20	42	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.13	0.26	0.26	0.14	0.28	0.28	0.15	0.33	0.33	0.13	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.12	0.22	0.12	0.13	0.25	0.27	0.14	0.31	0.32	0.13	0.14	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5170	1615	2514	5170	1615	5271	1900	1802	2514	5170	1615

s, saturation flow rate [veh/h]	1810	5176	1615	3514	5176	1615	5271	1900	1802	3514	5176	1615
c, Capacity [veh/h]	226	1337	417	498	1423	444	791	633	601	469	1639	511
X, volume / capacity	0.93	0.84	0.48	0.91	0.93	0.97	0.91	0.93	0.97	0.95	0.44	0.62
d, Delay for Lane Group [s/veh]	88.29	48.47	41.51	57.23	53.94	78.45	54.93	57.36	67.76	62.26	32.78	36.93
Lane Group LOS	F	D	D	E	D	E	D	E	E	E	C	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.40	10.86	5.25	6.93	13.66	16.45	7.32	19.35	21.03	7.20	5.50	7.99
50th-Percentile Queue Length [ft/ln]	209.88	271.39	131.26	173.26	341.62	411.23	183.11	483.72	525.86	180.08	137.52	199.72
95th-Percentile Queue Length [veh/ln]	13.15	16.26	9.01	11.25	19.73	23.10	11.76	26.56	28.56	11.60	9.35	12.62
95th-Percentile Queue Length [ft/ln]	328.68	406.48	225.21	281.19	493.18	577.51	294.08	664.06	713.90	290.12	233.68	315.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	88.29	48.47	41.51	57.23	53.94	78.45	54.93	61.60	67.76	62.26	32.78	36.93
Movement LOS	F	D	D	E	D	E	D	E	E	E	C	D
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	53.06			59.41			59.64			42.48		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	54.56											
Intersection LOS	D											
Intersection V/C	0.833											

Option 1: Copy of Nuevo Rd/I-215 NB

Number	28											
Intersection	Nuevo Rd/I-215 NB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name							NuevoRd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	153	6	807	0	0	0	182	1211	0	0	1229	746
Total Analysis Volume [veh/h]	153	6	754	0	0	0	182	1242	0	0	1530	583

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	10	0	0	0	0	5	42	0	0	33	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	16	0	0	0	0	22	44	0	0	22	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	5	10	0	0	10	0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.26	0.26		0.09	0.60	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.09	0.26		0.05	0.34	0.30	0.36
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900		1900	1900	1900	1900
Arrival type	3		3	3		3	
s, saturation flow rate [veh/h]	1813	2850		2514	2618	5170	1615

s, saturation flow rate [veh/h]	1813	2859		3514	3618	5176	1615
c, Capacity [veh/h]	479	756		303	2179	2326	726
X, volume / capacity	0.33	1.00		0.60	0.57	0.66	0.80
d, Delay for Lane Group [s/veh]	19.65	54.24		28.32	7.46	13.23	18.14
Lane Group LOS	B	D		C	A	B	B
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.80	7.95		1.22	3.17	4.28	6.09
50th-Percentile Queue Length [ft/ln]	45.10	198.85		30.56	79.31	107.03	152.36
95th-Percentile Queue Length [veh/ln]	3.25	12.58		2.20	5.71	7.67	10.14
95th-Percentile Queue Length [ft/ln]	81.18	314.48		55.01	142.75	191.86	253.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.65	19.65	54.24	0.00	0.00	0.00	28.32	7.46	0.00	0.00	13.23	18.14
Movement LOS	B	B	D				C	A			B	B
Critical Movement	No	No	Yes				No	No			No	No
d_A, Approach Delay [s/veh]	48.22			0.00			10.13			14.59		
Approach LOS	D			A			B			B		
d_I, Intersection Delay [s/veh]	20.06											
Intersection LOS	C											
Intersection V/C	0.677											

Option 1: City's Comment of NuevoRd/I-215 SB

Number	29											
Intersection	NuevoRd/I-215 SB											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name				I-215 SB			NuevoRd			NuevoRd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	0	0	0	910	1	179	0	555	679	910	744	0
Total Analysis Volume [veh/h]	0	0	0	941	1	134	0	555	509	1211	744	0

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Split	Split	Split	Split	Permiss
Signal Group	0	0	0	0	2	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	0	0	0	10	0	0	33	0	5	42	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	0	0	0	18	0	0	15	0	64	27	0
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	10	0	0	10	0	5	10	0
Minimum Recall					No			No			No	
Maximum Recall					No			No			No	
Pedestrian Recall					No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle		0.23	0.23	0.23	0.19	0.19	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate		0.26	0.26	0.08	0.15	0.32	0.34	0.14
so, Base Saturation Flow per Lane [pc/h/ln]		1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3			3		3	
s, saturation flow rate [veh/h]		1810	1810	1615	2618	1615	2514	5170

s, saturation flow rate [veh/h]		1810	1810	1615	3618	1615	3514	3176
c, Capacity [veh/h]		426	426	381	676	302	1327	1954
X, volume / capacity		1.10	1.10	0.35	0.82	1.69	0.91	0.38
d, Delay for Lane Group [s/veh]		97.95	97.91	21.66	25.99	337.39	20.60	13.70
Lane Group LOS		F	F	C	C	F	C	B
Critical Lane Group		Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]		14.14	14.14	1.65	3.58	30.02	7.03	2.06
50th-Percentile Queue Length [ft/ln]		353.48	353.40	41.13	89.55	750.58	175.84	51.54
95th-Percentile Queue Length [veh/ln]		21.42	21.42	2.96	6.45	47.74	11.38	3.71
95th-Percentile Queue Length [ft/ln]		535.59	535.45	74.04	161.19	1193.38	284.58	92.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	97.93	97.91	21.66	0.00	25.99	337.39	20.60	13.70	0.00
Movement LOS				F	F	C		C	F	C	B	
Critical Movement				No	No	No		No	Yes	No	No	
d_A, Approach Delay [s/veh]	0.00			88.43			174.96			17.98		
Approach LOS	A			F			F			B		
d_I, Intersection Delay [s/veh]	77.28											
Intersection LOS	E											
Intersection V/C	0.920											

Option 1: Copy of Redlands Ave/Mildred St

Number	30											
Intersection	Redlands Ave/Mildred St											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Redlands Ave			Redlands Ave			MildredSt			MildredSt		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	59	678	14	50	622	37	52	26	71	8	21	38
Total Analysis Volume [veh/h]	59	687	10	50	627	37	64	26	67	8	21	28

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	18	0	5	18	0	0	34	0	0	34	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	22	0	9	22	0	0	38	0	0	38	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.05	0.64	0.64	0.04	0.64	0.64	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.03	0.18	0.18	0.03	0.18	0.18	0.10	0.03
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3	3
c, saturation flow rate [veh/h]	1810	1900	1900	1810	1900	1863	1640	1765

s, saturation flow rate [veh/h]	1810	1900	1890	1810	1900	1863	1649	1765
c, Capacity [veh/h]	89	1220	1214	81	1212	1188	303	305
X, volume / capacity	0.66	0.29	0.29	0.62	0.28	0.28	0.52	0.19
d, Delay for Lane Group [s/veh]	40.41	6.00	6.01	39.79	6.06	6.08	29.43	26.72
Lane Group LOS	D	A	A	D	A	A	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.10	1.60	1.60	0.93	1.56	1.53	2.51	0.84
50th-Percentile Queue Length [ft/ln]	27.40	40.10	39.94	23.13	38.97	38.37	62.63	21.03
95th-Percentile Queue Length [veh/ln]	1.97	2.89	2.88	1.67	2.81	2.76	4.51	1.51
95th-Percentile Queue Length [ft/ln]	49.32	72.18	71.88	41.63	70.15	69.07	112.74	37.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.41	6.01	6.01	39.79	6.07	6.08	29.43	29.43	29.43	26.72	26.72	26.72
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
Critical Movement	Yes	No	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	8.69			8.43			29.43			26.72		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.12											
Intersection LOS	B											
Intersection V/C	0.307											

Option 1: Copy of Perris Blvd/San Jacinto Ave

Number	32											
Intersection	Perris Blvd/San Jacinto Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	PerrisBlvd			PerrisBlvd			SanJacintoAve			SanJacintoAve		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	90	1120	7	600	1120	277	591	162	118	190	470	188
Total Analysis Volume [veh/h]	90	1249	5	606	1317	217	603	162	88	190	470	145

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	14	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	13	23	0	29	39	0	28	30	0	28	30	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

g / C, Green / Cycle	0.06	0.22	0.22	0.23	0.38	0.38	0.45	0.32	0.32	0.45	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.24	0.00	0.33	0.25	0.13	0.45	0.09	0.05	0.15	0.17	0.17
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1343	1900	1615	1304	1900	1748

s, saturation flow rate [veh/h]	1810	5176	1615	1810	5176	1615	1343	1900	1615	1304	1900	1748
c, Capacity [veh/h]	115	1118	349	411	1966	614	567	615	523	604	367	338
X, volume / capacity	0.79	1.12	0.01	1.47	0.67	0.35	1.06	0.26	0.17	0.31	0.87	0.87
d, Delay for Lane Group [s/veh]	61.93	108.43	33.99	268.44	30.20	26.03	89.60	27.72	26.75	19.50	55.85	57.04
Lane Group LOS	E	F	C	F	C	C	F	C	C	B	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.73	16.45	0.11	36.48	9.39	4.13	19.78	3.06	1.61	2.90	9.42	8.80
50th-Percentile Queue Length [ft/ln]	68.21	411.14	2.74	911.98	234.69	103.16	494.47	76.56	40.27	72.55	235.47	219.96
95th-Percentile Queue Length [veh/ln]	4.91	24.50	0.20	55.64	14.41	7.43	28.29	5.51	2.90	5.22	14.45	13.66
95th-Percentile Queue Length [ft/ln]	122.77	612.52	4.93	1390.93	360.31	185.69	707.30	137.80	72.49	130.59	361.30	341.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.93	108.43	33.99	268.44	30.20	26.03	89.60	27.72	26.75	19.50	56.23	57.04
Movement LOS	E	F	C	F	C	C	F	C	C	B	E	E
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	105.04			97.24			71.36			47.71		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	87.23											
Intersection LOS	F											
Intersection V/C	1.000											

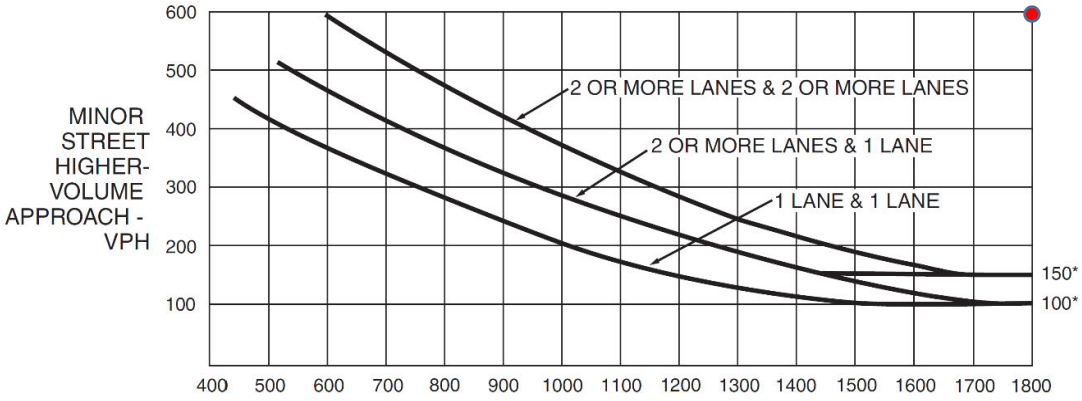
Peak Hour Signal Warrant Analysis #10. Redlands Ave/W Placentia Ave

Warrant 3: Peak Hour Volume GP PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

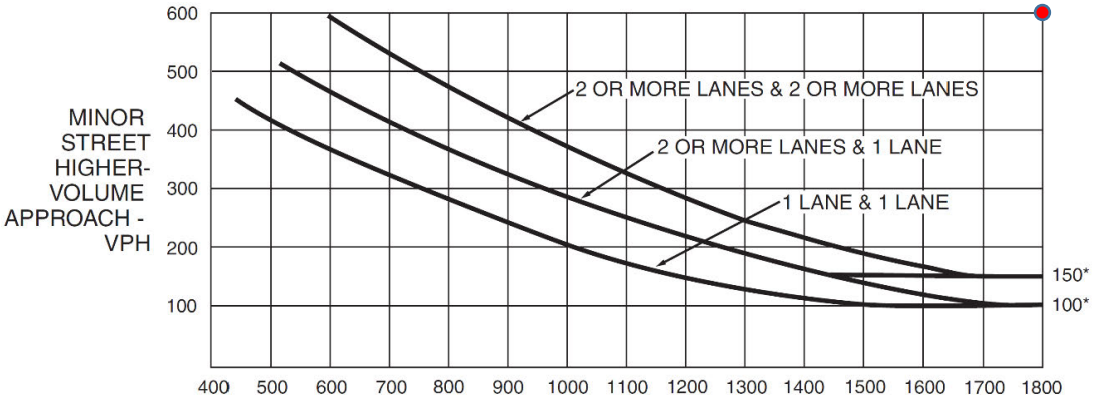
- **For the AM peak hour, 2,942 vehicles (major street – total of both approaches) and 1,523 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour, 3,652 vehicles (major street – total of both approaches) and 1,291 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**

Figure 4C-3. Warrant 3, Peak Hour (AM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour (PM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

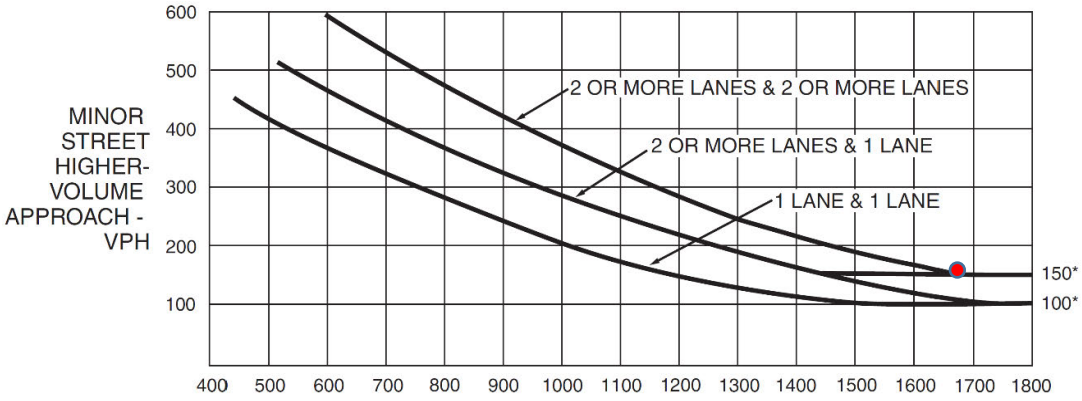
Peak Hour Signal Warrant Analysis #12. Barrett Ave/W Placentia Ave

Warrant 3: Peak Hour Volume OY I PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

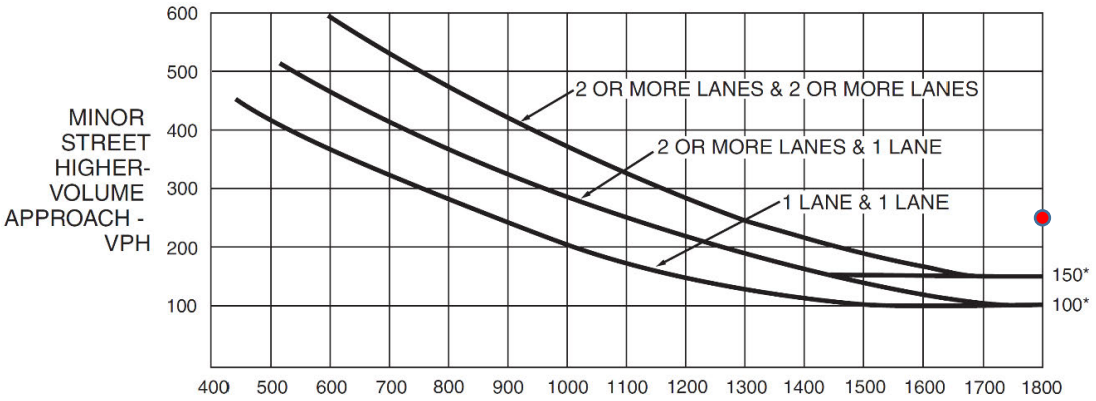
- **For the AM peak hour, 1,683 vehicles (major street – total of both approaches) and 159 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour, 2,002 vehicles (major street – total of both approaches) and 246 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**

Figure 4C-3. Warrant 3, Peak Hour (AM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour (PM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

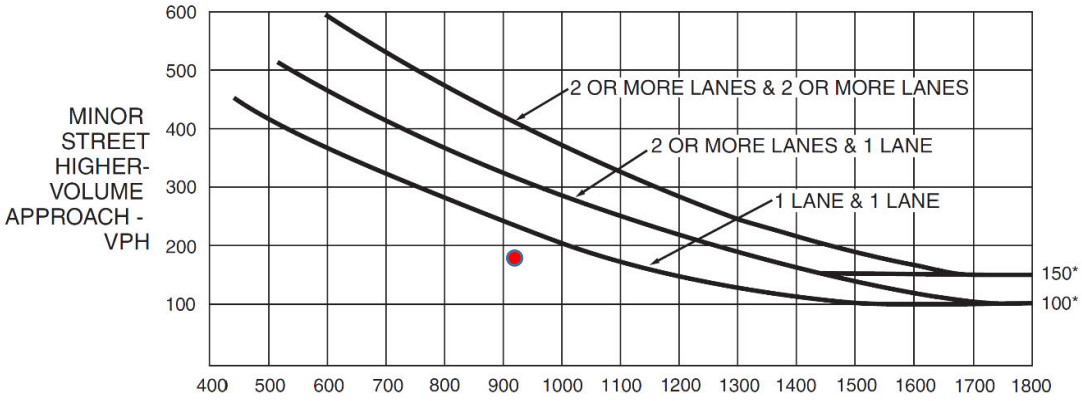
Peak Hour Signal Warrant Analysis #19. Barrett Ave/Orange Ave

Warrant 3: Peak Hour Volume OY I PP AM/PM ***(Warrant Not Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

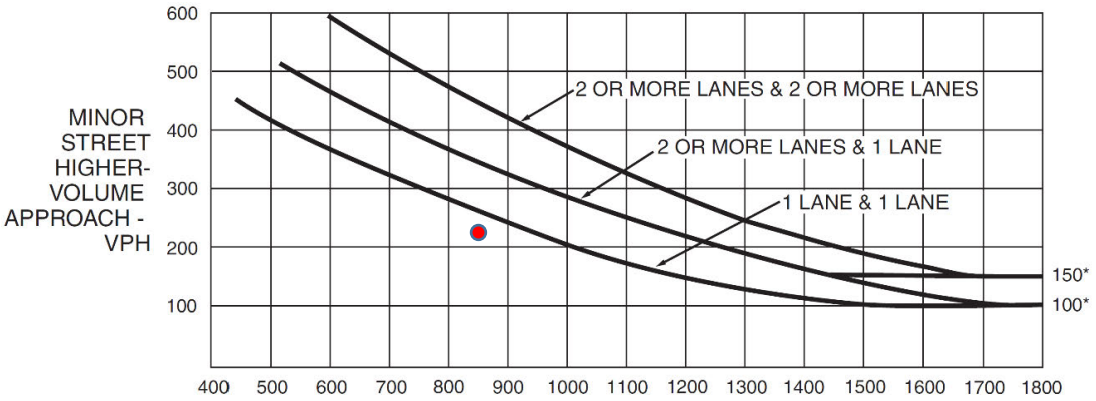
- **For the AM peak hour, 913 vehicles (major street – total of both approaches) and 187 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls below the threshold curve. Therefore, this criteria is not met.**
- **For the PM peak hour, 841 vehicles (major street – total of both approaches) and 213 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls below the threshold curve. Therefore, this criteria is not met.**

Figure 4C-3. Warrant 3, Peak Hour (AM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour (PM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

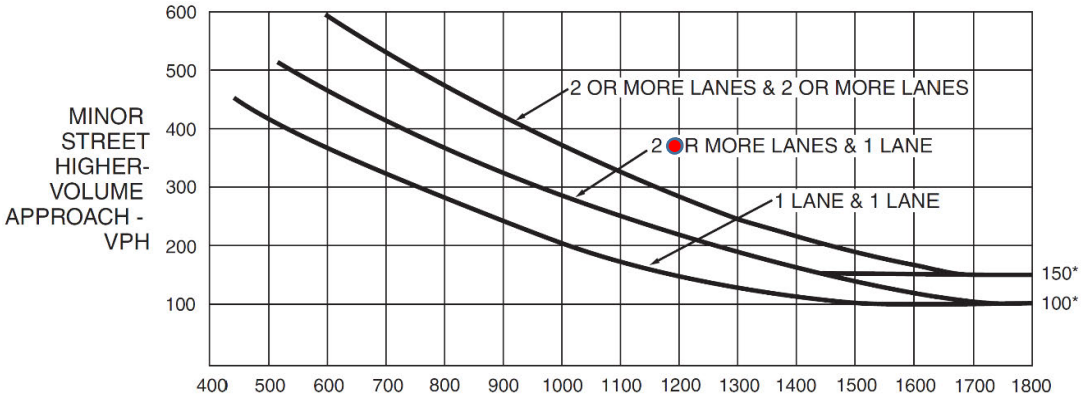
Peak Hour Signal Warrant Analysis #19. Barrett Ave/Orange Ave

Warrant 3: Peak Hour Volume OY II PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

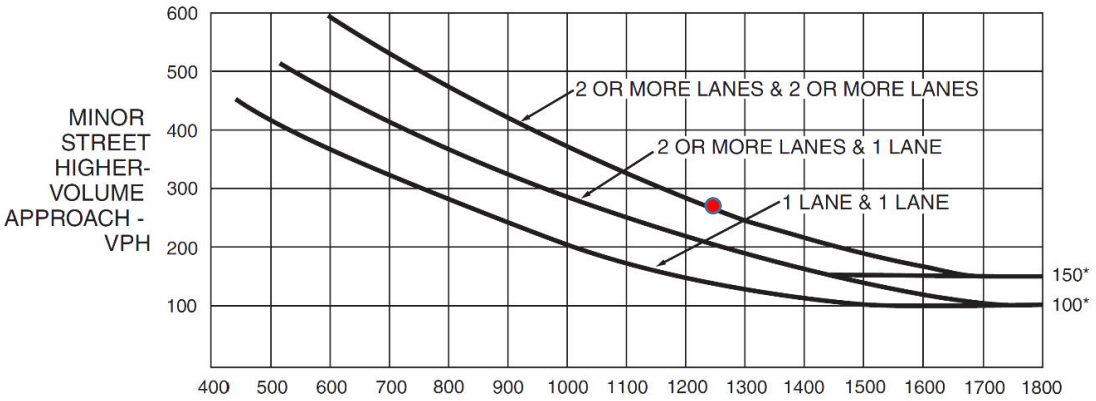
- **For the AM peak hour, 1,196 vehicles (major street – total of both approaches) and 392 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour, 1,246 vehicles (major street – total of both approaches) and 274 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**

Figure 4C-3. Warrant 3, Peak Hour (AM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour (PM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

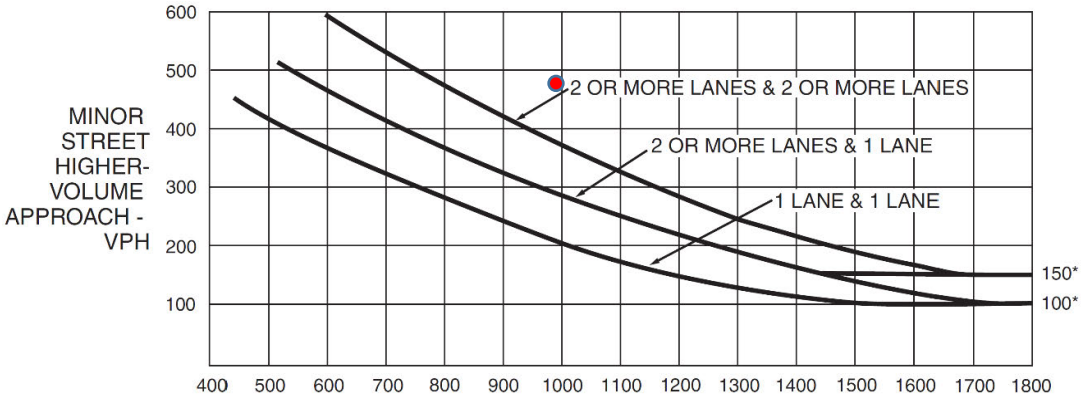
Peak Hour Signal Warrant Analysis #20. Indian Ave/W Orange Ave

Warrant 3: Peak Hour Volume OY II PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

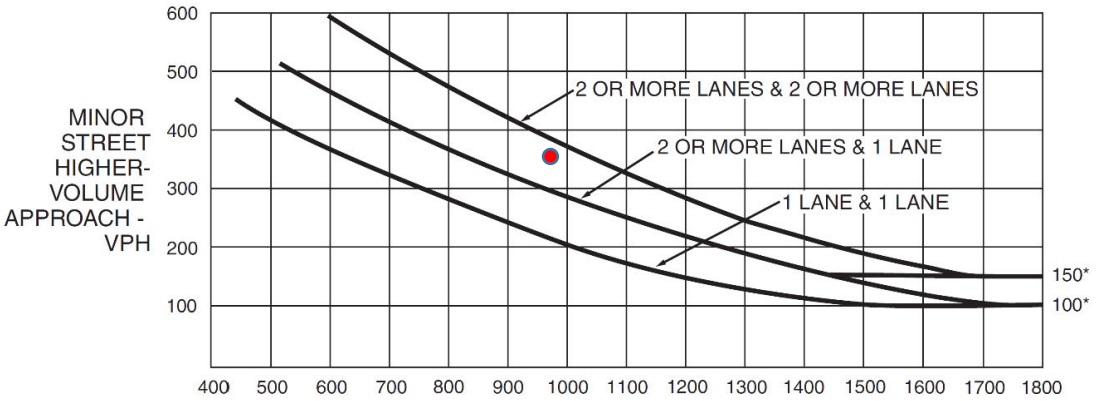
- **For the AM peak hour, 979 vehicles (major street – total of both approaches) and 496 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour, 986 vehicles (major street – total of both approaches) and 359 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls below the threshold curve. Therefore, this criteria is not met.**

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

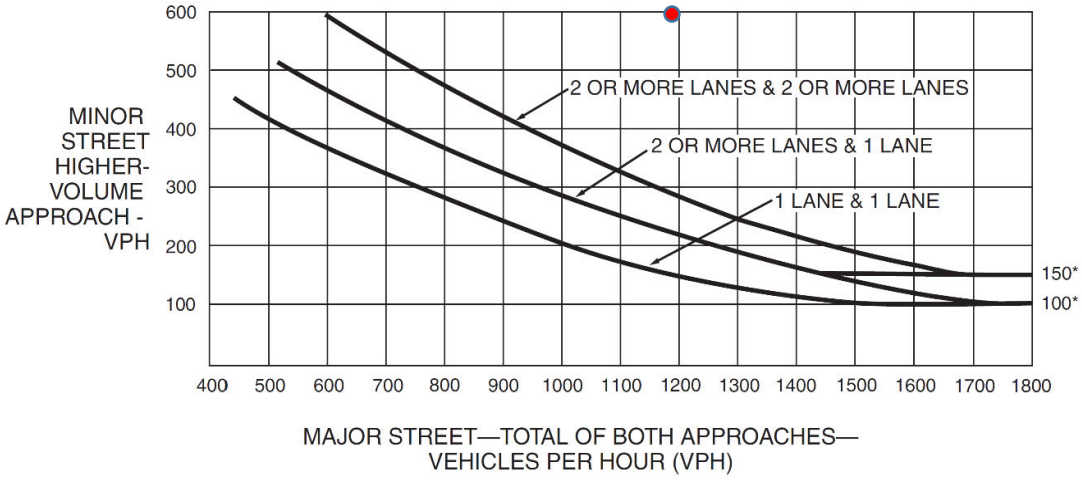
Peak Hour Signal Warrant Analysis #20. Indian Ave/W Orange Ave

Warrant 3: Peak Hour Volume GP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

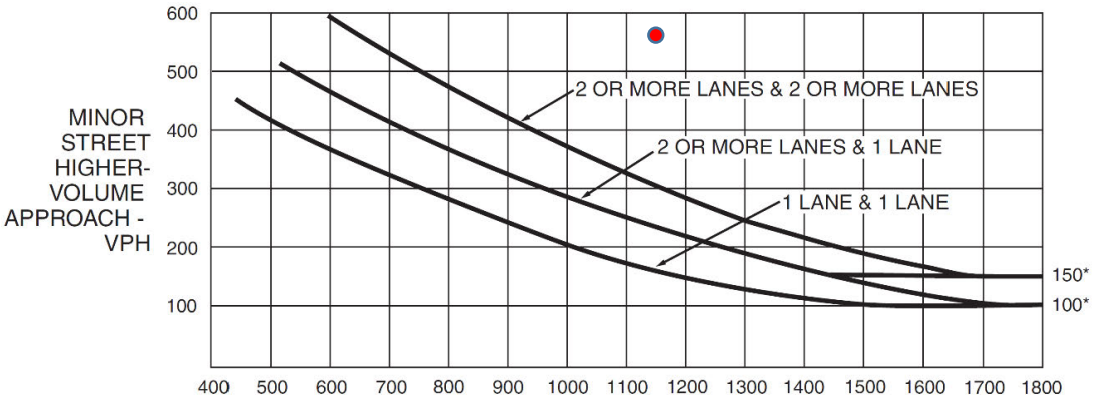
- **For the AM peak hour, 1,193 vehicles (major street – total of both approaches) and 710 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour, 1,156 vehicles (major street – total of both approaches) and 566 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Signal Warrant Analysis #21. I-215 Frontage Rd/Orange Ave

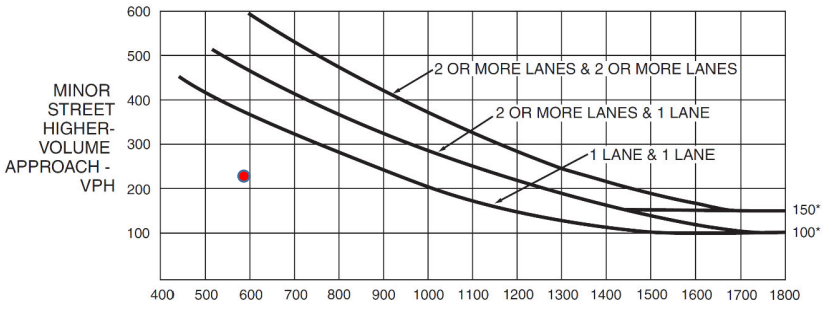
Warrant 3: Peak Hour Volume OY ~~I~~ PP AM/PM ***(Warrant Not Met)***

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MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

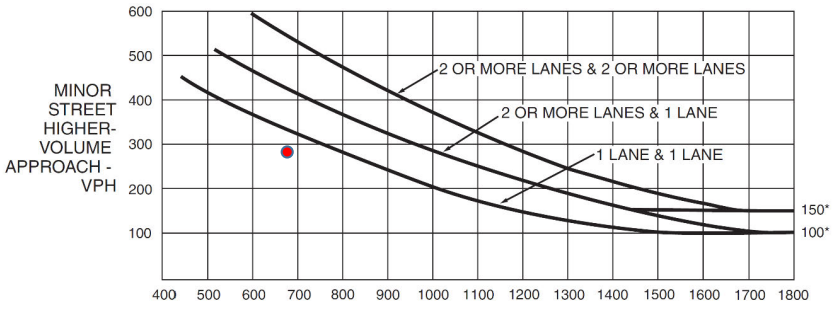
- **For the AM peak hour (7:30AM – 8:30AM), 594~~1,419~~ vehicles (major street – total of both approaches) and 233~~416~~ vehicles (minor street – higher volume approach) would utilize the intersection. ~~Peak Hour worksheet is provided in Attachment E.~~ As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is not met.**
- **For the PM peak hour (3:00PM – 4:00PM), 678~~2,326~~ vehicles (major street – total of both approaches) and 297~~330~~ vehicles (minor street – higher volume approach) would utilize the intersection~~. Peak Hour worksheet is provided in Attachment E~~. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is not met.**

Figure 4C-3. Warrant 3, Peak Hour (7:30AM – 8:30AM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour (3:00PM – 4:00PM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

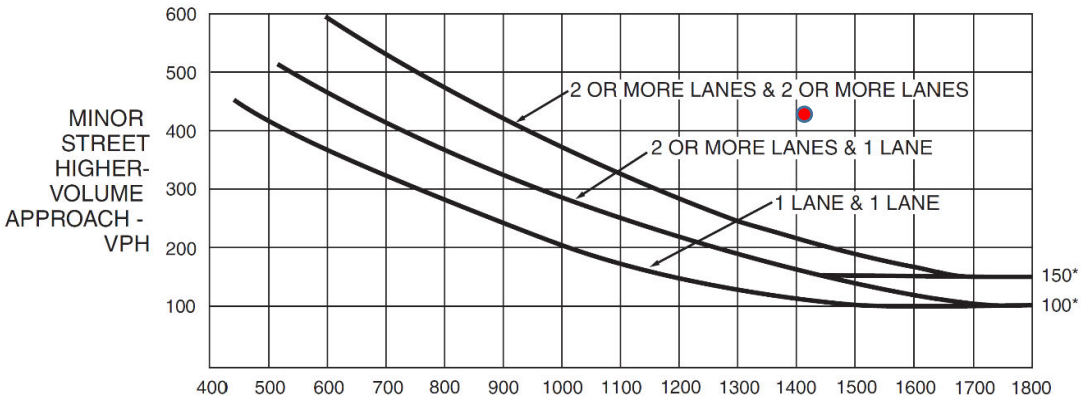
Peak Hour Signal Warrant Analysis #21. I-215 Frontage Rd/Orange Ave

Warrant 3: Peak Hour Volume OY II PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

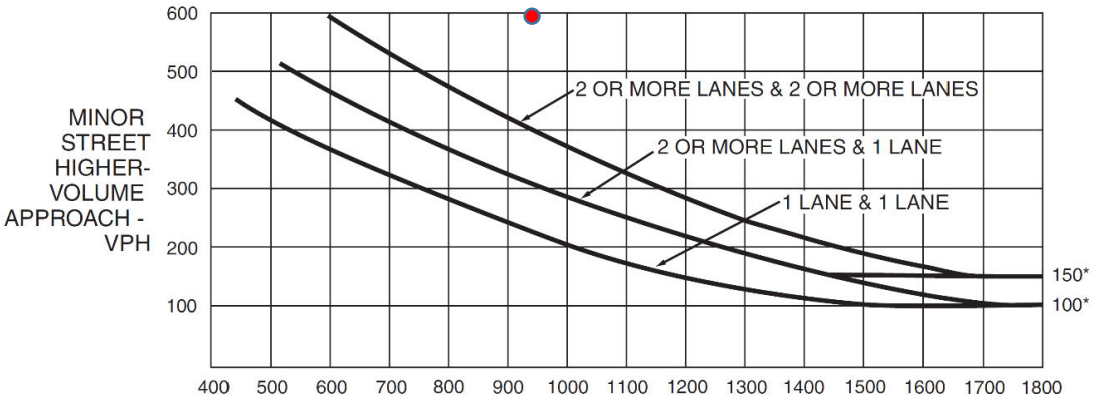
- **For the AM peak hour (7:30AM – 8:30AM), 1,419 vehicles (major street – total of both approaches) and 416 vehicles (minor street – higher volume approach) would utilize the intersection. ~~Peak Hour worksheet is provided in Attachment E.~~ As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour (3:00PM – 4:00PM), 9392~~,326~~ vehicles (major street – total of both approaches) and 978~~330~~ vehicles (minor street – higher volume approach) would utilize the intersection~~. Peak Hour worksheet is provided in Attachment E~~. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**

Figure 4C-3. Warrant 3, Peak Hour (7:30AM – 8:30AM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour (3:00PM – 4:00PM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

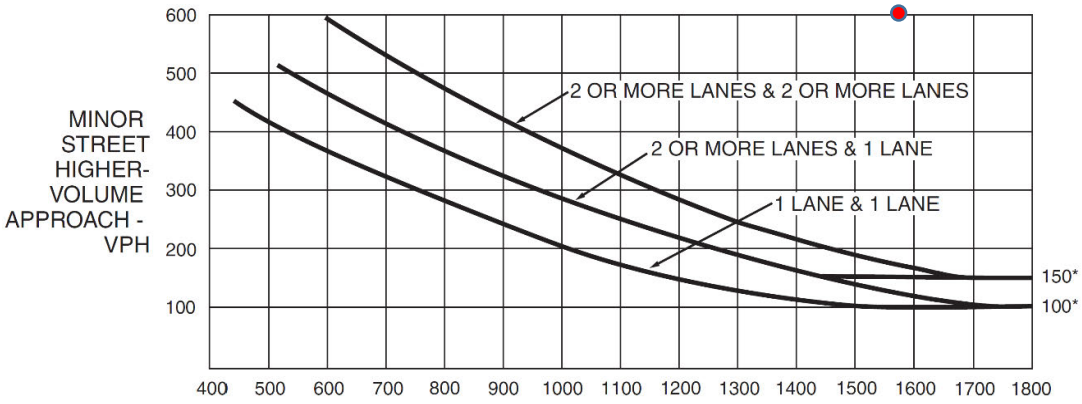
Peak Hour Signal Warrant Analysis #22. Redlands Ave/Citrus Ave

Warrant 3: Peak Hour Volume GP PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

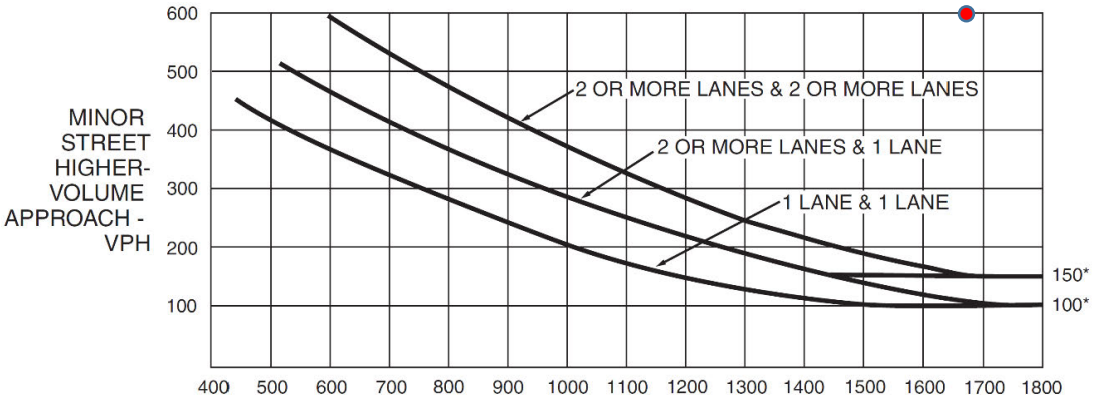
- **For the AM peak hour, 1,592 vehicles (major street – total of both approaches) and 923 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour, 1,678 vehicles (major street – total of both approaches) and 807 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**

Figure 4C-3. Warrant 3, Peak Hour (AM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour (PM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

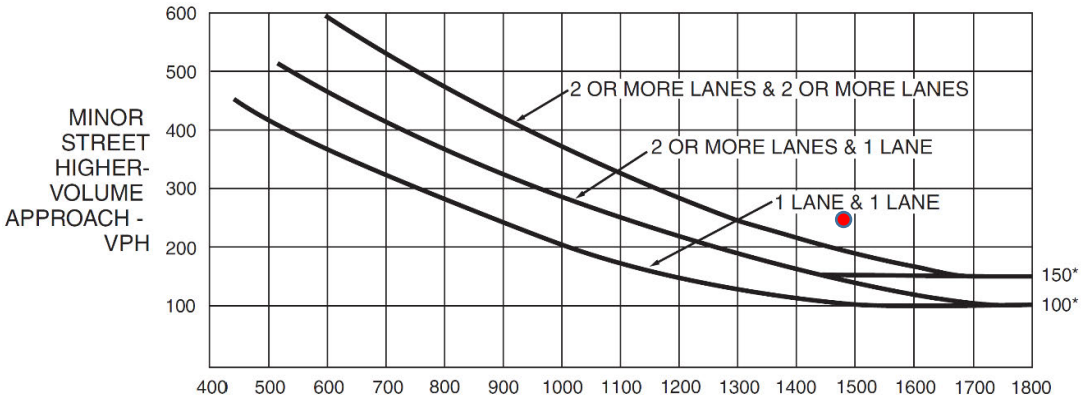
Peak Hour Signal Warrant Analysis #27. I-215 Frontage Rd/W Nuevo Rd

Warrant 3: Peak Hour Volume OY I PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

- **For the AM peak hour (7:30AM – 8:30AM), 1493 vehicles (major street – one approach[1]) and 256 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour (3:00PM – 4:00PM), 1815 vehicles (major street – total of both approaches[1]) and 368 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**

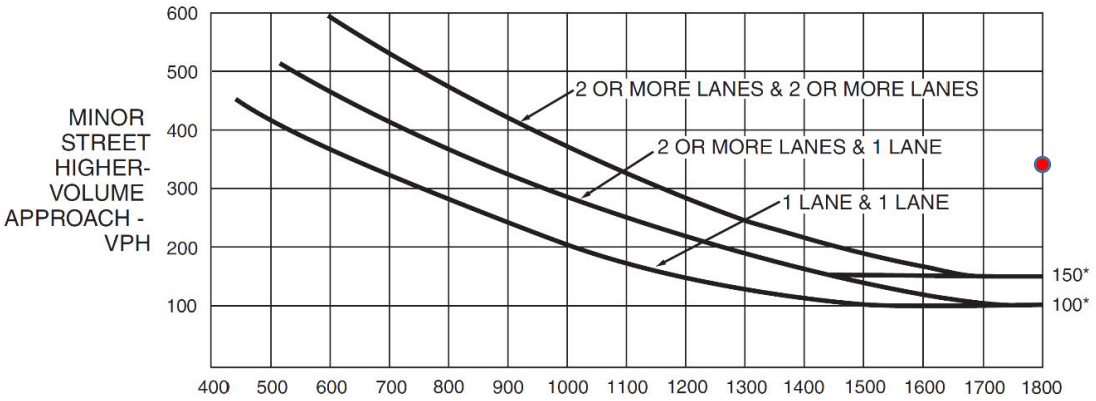
Figure 4C-3. Warrant 3, Peak Hour (7:30AM – 8:30AM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

[1] The other major approach is separated by a median

Figure 4C-3. Warrant 3, Peak Hour (3:00PM – 4:00PM)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

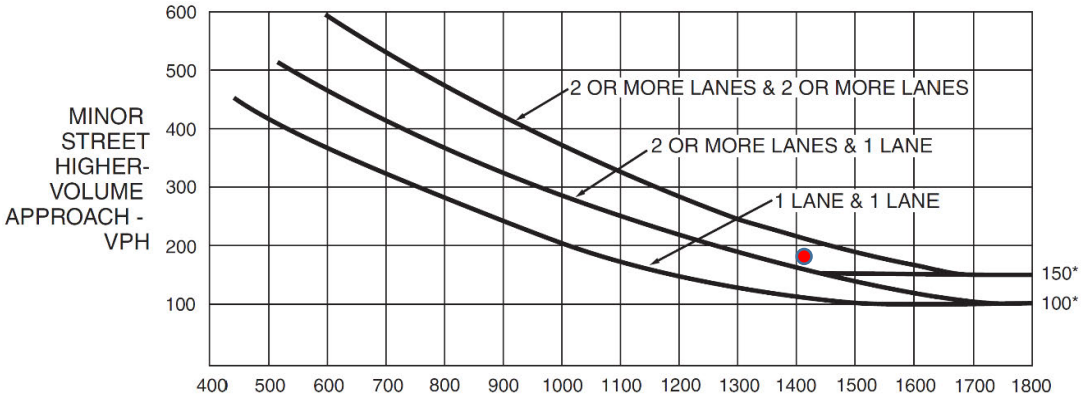
Peak Hour Signal Warrant Analysis #30. Redlands Ave/Mildred St

Warrant 3: Peak Hour Volume OY II PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

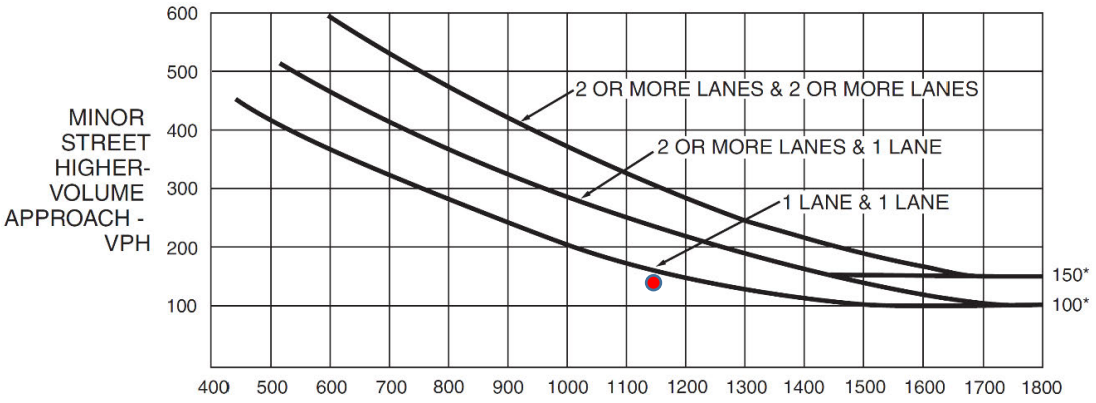
- **For the AM peak hour, 1,411 vehicles (major street – total of both approaches) and 193 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour, 1,143 vehicles (major street – total of both approaches) and 140 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls below the threshold curve. Therefore, this criteria is not met.**

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

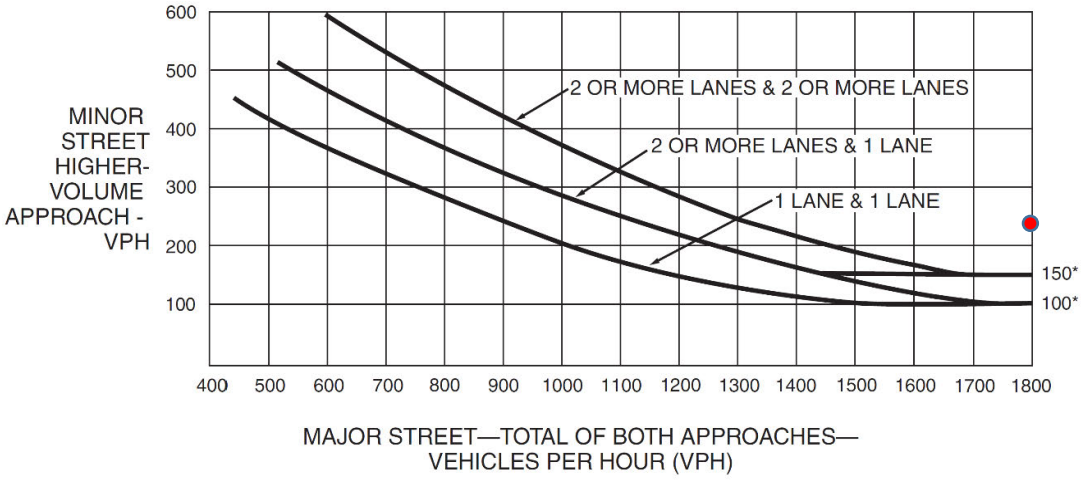
Peak Hour Signal Warrant Analysis #30. Redlands Ave/Mildred St

Warrant 3: Peak Hour Volume GP PP AM/PM ***(Warrant Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

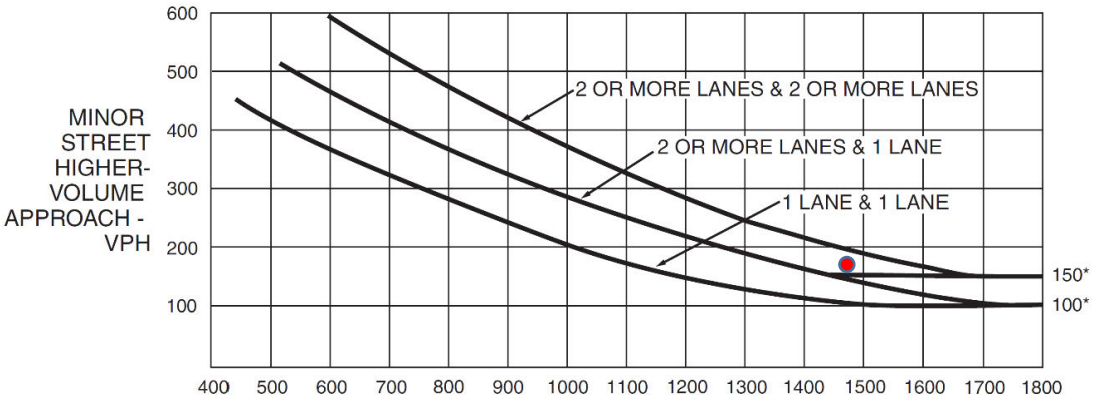
- **For the AM peak hour, 1,828 vehicles (major street – total of both approaches) and 223 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**
- **For the PM peak hour, 1,487 vehicles (major street – total of both approaches) and 180 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is met.**

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

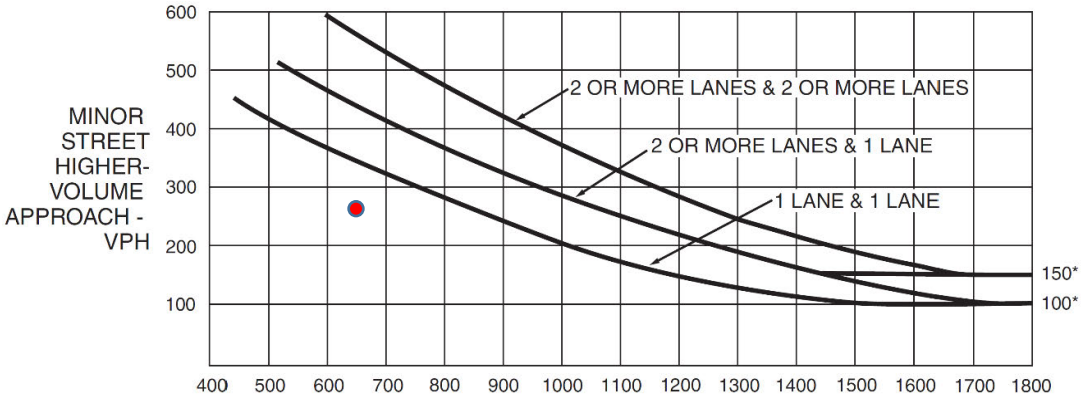
Peak Hour Signal Warrant Analysis #39. Barrett Ave/I-215 Frontage Road

Warrant 3: Peak Hour Volume OY II PP AM/PM ***(Warrant Not Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

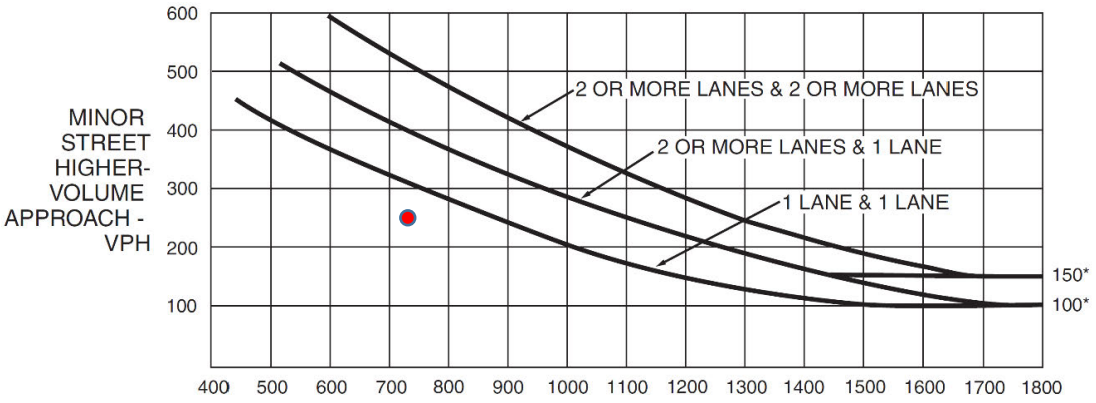
- **For the AM peak hour, 623 vehicles (major street – total of both approaches) and 277 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls below the threshold curve. Therefore, this criteria is not met.**
- **For the PM peak hour, 711 vehicles (major street – total of both approaches) and 253 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls below the threshold curve. Therefore, this criteria is not met.**

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

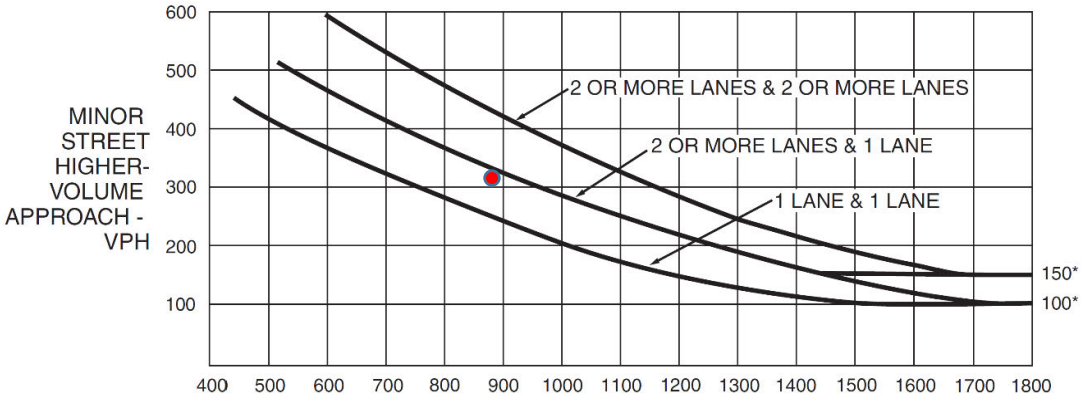
Peak Hour Signal Warrant Analysis #39. Barrett Ave/I-215 Frontage Road

Warrant 3: Peak Hour Volume GP PP AM/PM ***(Warrant Not Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

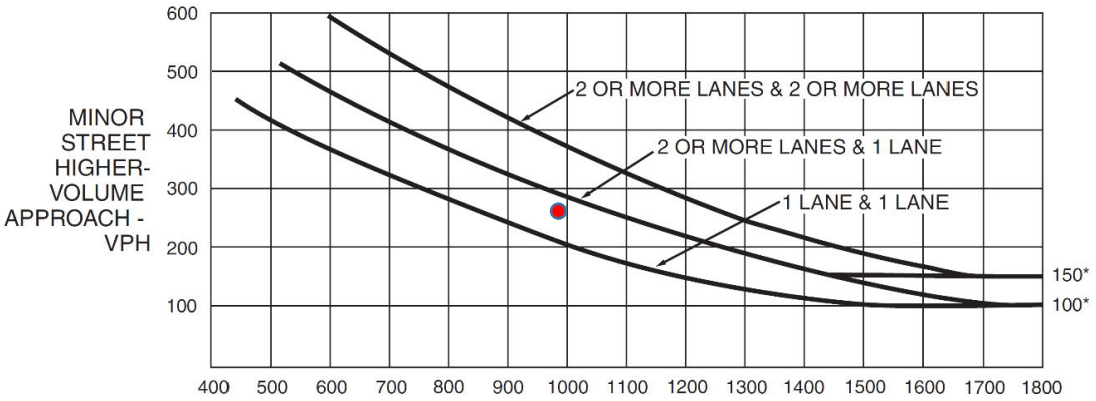
- **For the AM peak hour, 888 vehicles (major street – total of both approaches) and 310 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls below the threshold curve. Therefore, this criteria is not met.**
- **For the PM peak hour, 993 vehicles (major street – total of both approaches) and 272 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls below the threshold curve. Therefore, this criteria is not met.**

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

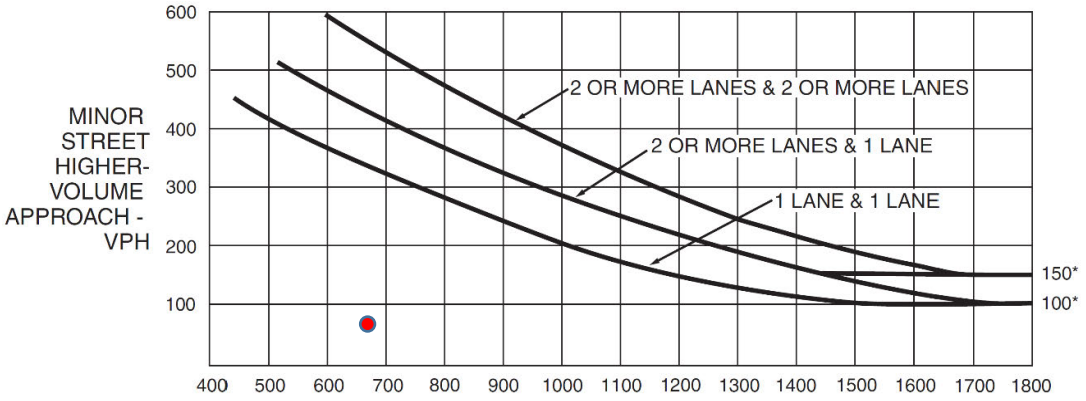
Peak Hour Signal Warrant Analysis #46. Commercial Driveway 9/Existing Plaza Driveway and Orange Ave

Warrant 3: Peak Hour Volume OY I PP AM/PM ***(Warrant Not Met)***

MUTCD Guidance: *The need for a traffic control signal shall be considered if an engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

- **For the AM peak hour , 687 vehicles (major street – one approach[1]) and 87 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (AM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is not met.**
- **For the PM peak hour, 680 vehicles (major street – total of both approaches[1]) and 129 vehicles (minor street – higher volume approach) would utilize the intersection. As shown in Figure 4C-3 – Warrant 3, Peak Hour (PM), the volume corresponding point falls above the threshold curve. Therefore, this criteria is not met.**

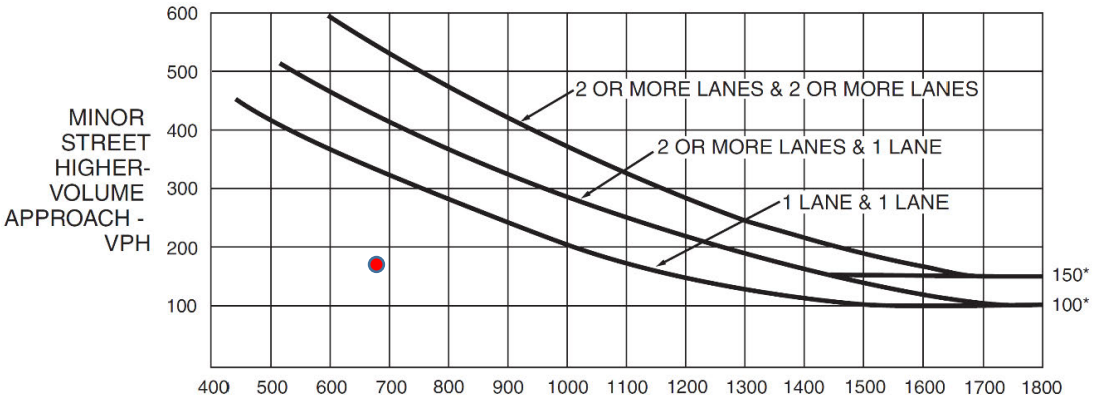
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

[1] The other major approach is separated by a median

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PROJECTS THAT HAVE STARTED CONSTRUCTION

	Commercial	Sq. Ft.	Acreage	APN	Location	Entitlement Status	Status	Case Number(s)	Planner	
	NORTH AREA OF THE CITY									
3	March Plaza (7-Eleven 3k SF)	47,253	8		NW corner of Perris Blvd & Harley Knox	Entitled 2017.3.15	Vertical Construction	CUP 16-05165	DS	
	Ramona Gateway Retail	37,215	6.95		SE corner of Ramona & Nevada	Submitted 2021.9.29	Grading	CUP 21-05216	MB	Uses undetermined
	Beyond Market; drive-thru wash	9,000	2.42		SE Nuevo & Murrieta	Entitled 2020.3.4	Vertical Construction	CUP 18-05248	KP/LP	
	Beyond Market Gas Station	7,250	4.56		NE Perris & Harley Knox	Entitled 2021.7.27	Plan check	CUP 20-05101	AG	
	Walmart Fueling	440	1		SW corner of Perris & Citrus	Entitled 2022.3.16	Vertical Construction	ADPR 21-05260	RG/NP	
	SOUTH AREA OF THE CITY									
	O'Reilly				465 E. 4th St		Grading	DPR 21-00255	RG/NP	LD 24-05036
	Total SF	**101,158**	**23**							

PROJECTS IN PLAN CHECK

Commercial	Sq. Ft.	Acreage	APN	Location	Entitlement Status	Status	Case Number(s)	Planner	
NORTH AREA OF THE CITY									
SOUTH AREA OF THE CITY									
Total SF	**0**	**0**							

ENTITLED PROJECTS

Commercial	Sq. Ft.	Acreage	APN	Location	Entitlement Status	Status	Case Number(s)	Planner	
NORTH AREA OF THE CITY									
Target	151,000	6.32	305-240-012	1688 N. Perris Blvd	Entitled 2023.4.17		ADPR 22-05286	NP	
Tommy's carwash & QSR	8,500	4.5		E. side of Perris Blvd; south of Orange	Entitled 2022.7.20	In process	CUP 20-05217	RG	
Habit & QSRs	8,000	1.16		NW of Perris & Orange	Entitled 2023.8.10		CUP 23-05025	NP	APN: 305-080-082; PR 22-05320
7-Eleven Auto carwash	4,100	2		SW Perris and Rider	Entitled 2027.7.27	In process	CUP 19-05281	NP	SPA 19-05282 & VAR 20-05162
Raising Canes	3,831	1.42	311-050-002	SE corner of Nuevo & Old Nuevo	Entitled 2023.3.15		CUP22-05100	NP	LSCP 23-05188; LSCP 23-05189
Taco Bell - Ramona Gateway	2,150	0.8	317-120-021	Ramona btw Nevada			ADPR 23-05243	VR	DPR 21-00013; SPA 21-05218; LSCP 24-05056; LSCP 23-05132; LSCP 23-05115
SOUTH AREA OF THE CITY									
Motte Town Center (MTC)	484,300	59		SE corner of Ethanac and Trumble	Entitled 2008.5.13	Dormant	DPR 06-0337	DS	
Pharmacy	15,000	1.3		S. side of 4th St west of Park St	Entitled 2022.4.6	In process	DPR 20-00022	AG	Example Rpt DPR 13-10-0020
Gas Station & Carwash	7,000	1.8		4th St and Navajo Rd	Entitled 2021.12.1	In process	CUP 19-05295	AG	Submitted 2019.11.13
Total SF	**683,881**								

PROJECTS IN PROCESS

Commercial	Sq. Ft.	Acreage	APN	Location	Entitlement Status	Status	Case Number(s)	Planner	
NORTH AREA OF THE CITY									
Gas Station, carwash & Hotel	22,000	3.83		NW Perris and Placentia	Submitted 2022.3.8	In process	DPR 22-00007	AG	12,000 SF Hotel and 10,000 Commercial
Mosque	12,000	0.52		NE of Barrett and Orange	Submitted 2021.5.12	In process	CUP 21-05102	RG	
Hotel and Two Sit Down Restaur	25,000	17.64		South of Ramona Expressway, 1,260 feet eas	Submitted 2022.12.16	In process	DPR 22-00038	NP	
Panera	3,586	0.5		Perris De Plaza	Submitted 2022.5.31	In process	ADPR 22-05157	LG	
Jack-in-the-box/ gas station/car	3,202	3.71		SW Perris and Harley Knox	Submitted 2022.3.15	In process	CUP22-05083	NP	
Gas Station Expansion (Chevron		0.94	302-260-053	Ramona Express Way and Webster Avenue	Submitted 2023.21.23	In process	MAJMOD23-05073	NP	
Commercial Shopping Center	92632	10.45	300-260-001	SW Corner of Placentia and Perris	Submitted 2023.10.17	In process	CUP 23-05264	AG	
Pollo Campero (Fast Food)	2600	0.87	305150065	Northwest corner of Perris Blvd. and Citrus A	Submitted 2024.4.17	In process	CUP24-05095		
Self-Storage/Gas Station/FF	126,342	20	31-4170-020, 314-170-023, and 314	Northwest corner of Ramona Expwy and We	Submitted 2024.4.17	In process	SPA 22-00529, GPA 22	ME	
Sonic Drive-in Ramona Gateway	1,227	1.06	317-120-021	Ramona btw Nevada and Webster		In process	ADPR 24-05014	ME	SPA 21-05218; TPM 38252, DPR 21-00013; CUP 21-052169; DA 22-05297
Panda Express Ramona Gatewa	2,700	0.97	317-120-021	Ramona btw Nevada and Webster	2024.06.04	In process	ADPR 24-05143	ME	SPA 21-05218; TPM 38252, DPR 21-00013; CUP 21-052169; DA 22-05297
Commercial Shopping Center	45,000	4.34	330-130-002, 006, 018, 021, 022, 02	East of Ramona Expwy bet. Perris Blvd and R	2024.05.02	In process	DPR 24-00002	ME	SPA 24-05078, TPM 24-05076 and 24-05077, CUP 24-05075 DPR 24-00002 and 24-00003

SOUTH AREA OF THE CITY

				310-100-057, 016, 015, 059, 058, 310-110-027, 054, 013, 014, 015, 017, 018, 019, 020, 021, 022, 023, 028, 037, 038, 039, 040, 041, 042,						
20	Lewis Indus @ San Jacinto	122,027	50	044, 049, 051	SW corner of San Jacinto and Redlands	Not entitled (3/8/2023)	In process	DPR 23-00005	NP	DPR 23-00006, CUP 23-05032, TPM 23-05036/TPM 35700, GPS 23-05033, & ZC 23-05034
	Vida Church Expansion	25,000	3.7		251 N. Perris Blvd - DTSP	Submitted 2022.10	In process	CUP 22-05284	AG; RG	PR 22-05051
	Pilot J 14K & QSRs 8.2K	22,200	14.4		NW of Ethanac & Trumble		In process	CUPs 22-05002 & 22-0	LG	Var Freeway 24-05022
	Beyond Market, Gas Station & C	6,900	0.78		NE corner Ethanac & Trumble	Submitted 2022.10	In process	CUP 22-05292	AG	
	Carwash	5,005	0.61		S. of 4th St btw G and Redlands	Submitted 2022.11	In process	CUP 22-0533	AG	APN: 310-082-021
	Farmer Boys	3,300	1.43		SE corner of Ethanac & Encanto	Submitted 2021.11	In process	ADPR 21-05188	AG	
	Jack in the Box	2,378	0.7		500 E. 4th NE 4th and Wilkerson	Submitted 2024.2		CUP 24-05034		Var 24-05035
	Home Depot Equipment Rent	0			3150 Case Road	Submitted 2022.3.31	In process	ADPR 22-05103	RG	
	Better Buzz Coffee Shop	1,741	1.21	311-050-053	Old Nuevo Road and Nuevo Road	Submitted 2024.6.17	In process	CUP24-05152	RAF	
	Self Storage/Gas Station	**107,601**	10.7	**310-160-070, 310-150-012**	Goetz Road at Case Road and Ellis Ave	2024.03.27	In process	DPR 24-00001	ME	CUP 24-05060 and TPM 24-05061
	Total SF	**632,441**								

Preliminary Review

Commercial	**Sq. Ft.**	**Acreage**	**Location**	**Entitlement Status**	**Status**	**Case Number(s)**	**Planner**	
NORTH AREA OF THE CITY								
Habit & QSRs	8,000	1.16	NW of Perris & Orange	Submitted 2022.11		PR 22-05320	NP	APN: 305-080-082
SOUTH AREA OF THE CITY								
Lewis (Commercial and Indus)	122,074	16	SE San Jacinto and Redlands	Submitted 2022.11		PR 22-05337	NP	
Mixed Use 2k C + 1K Res	2,000	0	SW G and 3rd - DTSP	Submitted 2022.3.29	In process	PR 22-05098	RG	
Total SF	**132,074**							

COMPLETED PROJECTS

	Industrial Projects	Sq. Ft.	Acreage	Rezone	Location	APN:	Application Submittal Date	Project Status	Approval Status	Case Number(s)	Planner		
	North Area of City (PVCC SP)												
1	Whirlpool (IDS) - JB Hunt Transport Inc	1,704,127	80	N/A	3722 Redlands Ave	303-110-001		Completed (2006)	Entitled 2005.8.17	DPR 04-0464			
2	General Mills - United Facilities Inc	1,545,390	83	N/A	4120 Indian Ave	302-050-035		Completed (November 2016)	Entitled 2009.12.8	DPR 07-07-0029	KP		
3	Home Depot (IDI)	1,364,551	80	N/A	350 W. Markham St	302-080-033		Completed (March 2014)	Entitled 2012.8.28	DPR 05-0113		MMOD 20-05095	
4	Ross Dress for Less	1,345,103	83	N/A	3404 Indian Ave (SW corner of Indian & Morgan)	303-040-001		Completed (2002)	Entitled 2001.10.30	DPR 01-0123	GG	Major Mod 01-0184, Willamson Act 01-0155,	
5	Hanes - NFI	1,319,017	58	N/A	3700 Indian Ave	303-070-016		Completed (2012)	Entitled 2007.3.27	DPR 05-0493			
6	Wayfair Inc (Duke 1)	1,226,658	59	N/A	3300 INDIAN AVE	303-090-035		Completed (October 2017)	Entitled 2009.8.25	DPR 06-0417	DS		
7	Lowes Regional Distribution	1,225,387	107	N/A	3984 Indian Ave.	303-030-019; -060-016; 060-010		Completed (2001)	Entitled 1999.11.9	DPR 99-0167			
8	Locktech - Duke Realty (aka Rados)	1,200,000	83	N/A	728 W RIDER ST	303-050-004		Completed 2022	Entitled 2011.7.12	MMOD 18-05204; DPR	NP	50% Public Art Fee	Mod COA 20-05054
9	Ferguson Enterprise - OLC 1	1,044,592	32	C to LI	4120 N. Webster Ave	314-170-019, 20, 21		Completed (December 2018)	Entitled 2016.1.12	DPR 12-10-0005	KP		
10	Amazon - Duke	1,016,030	47	C to LI	4375 Perris Blvd *(E of Perris Blvd btw Markham & Perry)*	302-120-024		Completed (August 2020)	Entitled 2017.8.28	DPR 17-00002 & CUP 1	CP		
11	Home Depot	1,00,103	47	N/A	4565 Redlands Ave	302-170-014; 017; 302-160-032		Completed (May 2017)	Entitled 2012.11.27	DPR 11-12-0004			
12	EXPO Logistics - OLC 2	912,338	42	N/A	4413 Patterson Ave	314-160-032		Completed (December 2019)	Entitled 2016.1.12	DPR 14-01-0015	KP		EIR 14-01-0017, TPM 36678 (TPM) 14-01-0016, SPA 14-04-0001; SV 14-04-0002
13	IPT Perris DC - NFI / Integra	864,000	44	N/A	657 W. Nance St	302-030-012		Completed (December 2018)	Entitled 2015.1.27	DPR 14-02-0014	DS		
14	Rider 2	804,803	39	N/A	450 E Rider St - NE corner of Rider & Redlands	303-170-004, 005, 011 & 014		Completed 2023	Entitled 2021.7.27	DPR 19-00004	CP/RG/NP	50% Public Art Fee	TPM 37437 (TPM 19-05058); LD Off 21-05242; LD On 21-05241
15	Amazon	800,281	37	N/A	4150 Patterson Ave	314-180-030		Completed (2020)	Entitled 2019.1.29	DPR 17-00001	KP/AG		
16	Wayfair Inc - Randstad In House / Duke 1	783,407	37	N/A	3500 Indian Ave	303-080-019		Completed (October 2017)	Entitled 2009.8.25	DPR 06-0417	DS		
17	Ross dress for Less - DMSI Staffing	698,274	36	N/A	4378 N. Perris Blvd	302-070-020		Completed (2013)	Entitled 2007.3.27	DPR 05-0192			
18	Forever 21 - DMSI Staffing - Bruno Ranch	656,696	31	N/A	233 W. Markham St	302-070-031		Completed (April 2019)	Entitled 2017.10.18	DPR 16-00008	NP		
19	Sketchers - Rider 3	640,000	30	N/A	3350 Redlands AVE- NW corner of Rider & Redlands	303-130-039		Completed (2020)	Entitled 2009.3.31	DPR 06-0432	KP		
20	Kenco Logistics	579,708	28	N/A	3900 Indian Ave	303-060-021 & 022		Completed (2012)	Entitled 2007.3.27	DPR 05-0493			
21	Essendant	599,113	25	N/A	4555 Redlands Ave.	302-150-030; -160-030		Completed (May 2017)	Entitled 2012.11.27	DPR 11-12-0004			
22	Rider 4	548,019	33	N/A	3600 Redlands Ave - SE corner of Redlands and Morgan	303-160-002, 003, 007, & 009		Completed (2024)	Entitled 2021.7.27	DPR 19-00006	CP/RG	50% Public Art Fee	TPM 37438 (TPM 19-05096)
23	Tech Style Fashion & Uniqlo - Circle Industrial	474,000	24	N/A	290 E Markham (NW corner of Markham & Redlands)	302-110-040		Completed (March 2017)	Entitled 2013.11.12	DPR 13-02-00005	NP		
24	Geodis - Markham East	456,652	11	N/A	375 E. Markham St.	302-120-001; 009		Completed (2018)	Entitled 2007.6.20	DPR 05-0477			
25	Grainger - IDI @ Ramona	428,730	17	N/A	4130 Indian Ave.	302-050-040		Completed (2022)	Entitled 2019.11.20	DPR 18-00002	CP	50% Public Art Fee	TPM 37457 (18-05058); AG DIM 18-05219
26	Ryder Integrated Logistics, Inc - OLC 1	406,650	21	C to LI	4160 Patterson Ave	314-180-022		Completed (December 2018)	Entitled 2016.1.12	DPR 12-10-0005	KP		
27	Kenco (Reynolds); CPT Perris Gateway LLC	396,845	22	C to LI	1301 Harley Knox Blvd.	294-210-060		Completed (December 2018)	Entitled 2017.1.31	DPR 16-00003	KP		
28	LDC Logistics - Rider 1	341,492	16	N/A	251 E. Rider St	300-250-017		Completed (2020)	Entitled 2007.6.20	DPR 06-0365	KP		
29	National Retail Transport - Western Brass	339,519	13	N/A	400 Harley Knox	302-090-051		Completed (2007)	Entitled 2004.7.3	DPR 03-0388	KP		
30	New Age Products - Wilson Ind	302,333	16	N/A	3125 Wilson Ave (E. Side of Wilson S. of Rider St	300-170-009		TCO 3/2022	Entitled 2020.12.2	DPR 19-00007	AG	50% Public Art Fee; vinyl fence needed for loading area	
31	PODS Storage - IPT Perris DC III	251,366	25	N/A	1330 Nandina Ave - E. Side of Western Way & City limits	294-180-055		Completed (April 2021)	Entitled 2019.12.18	DPR 19-00003	NP	50% Public Art Fee	
32	Moret Group Distribution - Randstad Inhouse Ser	240,247	11	N/A	353 Perry St	302-130-042		Completed (December 2019)	Entitled 2017.11.15	DPR 16-00013	NP		
33	Peloton - Carson VA	210,900	11	N/A	4564 REDLANDS AVE -NW corner of Nance & Redlands	302-100-013		Completed (2020)	Entitled 2018.10.17	DPR 17-00006	NP		
34	AIREF PERRIS BC LP	205,000	11	N/A	100 W Walnut -N. Side Walnut St, btw Indian & Barnett	305-030-041 and 305-030-042		Completed 2022	Entitled 2020.1.20	DPR 19-00014	MD/AG	50% Public Art Fee	
35	Retrospec Bicycle	191,920	9	N/A	380 W. Markham St	302-080-006		Completed (October 2021)	Entitled 2017.8.16	DPR 16-00015	KP		
36	Yakima	187,780	9	N/A	24455 W Nance St	302-030-001		Completed (December 2021)	Entitled 2016.7.20	DPR 16-00001; MM 20	KP	50% Public Art Fee	
37	Berry Direct & Utopia Distribution; SCRS, HK	172,645	9	N/A	501 Harley Knox	302-020-030, 31		Completed (April 2018)	Entitled 2011.25	DPR 07-09-0018	KP		
38	Seefried Indus	165,307	7.58	N/A	731 Ramona Exp - SW Ramona and Brennan	303-020-005, 022, 023, 024 & 025	2022.3.29	Completed 2024	Entitled 2023.2.15	DPR 22-00010	AG	PR 21-05273	
39	First Industrial - Wilson Ind 2	154,559	9.7	N/A	3175 Wilson Ave. E. side of Wilson S. south of Rider St	300-170-008	2021.2.10	Complete 2023	Entitled 2022.2.2	DPR 21-00001	AG		
40	Perris Industrial	152,510	19.25	N/A	3407 N. Perris Blvd	303-120-012		Completed 1997					
41	Rak Logistics - Duke Realty	144,000	7	N/A	131 PERRY ST- SE Corner of Perrty and Barrett	302-060-011, 302-060-026, 302-060-030, 302-060-031		Completed 2022	Entitled 2019.11.6	DPR 18-00011	CP/AG	50% Public Art Fee	LD Off 21-05250
42	Formerly Starcrest	45,360	14.06	N/A	3660 Brennan Ave	303-020-047		Completed 1984					
43	Penske Logistics	120,000	6.85	N/A	278 E. Markham St	302-110-041		Completed (March 2017)	Entitled 2013.11.12	DPR 13-02-00005	NP		
44	420 LLC - Western Brass	90,094	4	N/A	420 Harley Knox	302-090-047		Completed (2007)	Entitled 2004.7.3	DPR 03-0388	KP		
45	DG Markham / Lecang LLC	82,147	4	N/A	212 E Markham St	302-080-034		Complete (2020)	Entitled 2017.10.10	ADPR 16-05202	NP		
46	Corona Stone - Duke	62,095	8	N/A	342 W Perry St	302-120-025		Completed (August 2020)	Entitled 2017.8.28	DPR 17-00002 & CUP 1	CP		
47	**Koyorad Cooling - Western Brass**	**46,993**	**2.34**	**N/A**	**440 Harley Knox**	**302-090-046**		**Completed (2007)**	**Entitled 2004.7.3**	**DPR 03-0388**	**KP**		
48	**Leonard's Services - Counter Top**	**26,329**	**2.73**	**N/A**	**19401 Brennan Ave.**	**303-020-049**		**Completed 1984**	**N/A**	**N/A**			
49	Burge Indus 2	43,354	3	N/A	E. Perris Blvd. and S of Commerce Dr	303-292-012		Completed 2024	Entitled 2019.8.7	DPR 18-00007	CP/RG		LDSCP On 22-05071; LDSCP Off 22-05072; LDSCP On 22-05107, LDSCP Off 22-05108, Pmerger 21-05131, MMOD 21-05045
50	Calvio Ind	43,000	3	N/A	NE corner of Perris and Rider	303-293-005, 006		Completed 2024	Entitled 2022.2.16	DPR 21-00007	ME	LDSP On 22-05074, LDSP Off 22-05073	
51	Indian Palms - Multi-Tenants	39,000	2	N/A	3110 Indian Ave	305-021-048		Completed (2009)	Entitled 2016.1.31	DPR 05-0285			
52	DIX Leasing - Western Brass	38,071	13	N/A	460 Harley Knox	302-090-051		Completed (2007)	Entitled 2004.7.3	DPR 03-0388	KP		
53	Calvio Ind 2	30,000	2	N/A	NE Rider and Johnson	303-130-021		Completed 2024	Entitled 2022.6.1	DPR 21-00017	RG	TPM 38362 (22-05032)	
54	Canyon Steel (CS)	25,280	4	N/A	4280 Patterson NWC of Patterson and California	314-100-086		Completed 2023	Entitled 2019.2.20	DPR 18-00006	KP	50% Public Art Fee	MMOD 24-05033 (Arch)
55	Burge Indus 1	18,000	2.5	N/A	E. of Perris Blvd. & N of Commerce Dr	303-291-007		Completed 2024	Entitled 2019.8.7	DPR 18-00001	CP/RG		LDSCP Off 22-05114; LDSP On 22-05113
56	Pulliam Indus	16,000	0.5	N/A	Lots 10 & 12 on Commerce Dr, E of Perris	303-292-001, 003		Completed 2024	Entitled 2018.6.20	DPR 17-00007 & 9	CP		
57	Burge Indus	9,480	0.25	N/A	66 Commerce Dr								
58	AAA	2,000	10	N/A	775 Harley Knox Blvd *(SE Corner of Harley Knox & Webster)*	302-020-052		Completed 2021	Entitled 2018.3.7	DPR 16-00012	AG/KP		
	Grove Lumber	915	9.06	C to LI	1655 Watson Rd	329-250-014		Completed 2018	Entitled 2014.7.8	CUP 13-07-0010	NP		ZC 13-07-00009, GPA 13-07-00008
59	Truck Terminal	400	9.5	BPO to LI	N. side of Markham & E of Perris Blvd	302-110-032; 042		Completed 2024	Entitled 2021.10.26	CUP 20-05100	CP/LG		
	Industrial Projects	**Sq. Ft.**	**Acreage**	**Rezone**	**Location**	**APN:**	**Application Submittal Date**	**Project Status**	**Approval Status**	**Case Number(s)**	**Planner**		
	SOUTH AREA OF THE CITY												
60	Home Dept - IDI Site 3 - Bld 1 of 3 (Total 2,797,522 SF)	799,522	55	R & C to LI	400 E. Ellis Ave; NE corner of Redlands & Ellis	310-170-006, 007, 008, 310-220-050 and 330-090-027		Completed 2023.11.20	Entitled 2010.7.13	DPR 08-01-0007	NP		Major Mod 20-05166
	Total	**27,575,894**	**644**										

PROJECTS THAT HAVE STARTED CONSTRUCTION

	Industrial Projects	Sq. Ft.	Acreage	Rezone	Location	APN	Application Submittal Date	Project Status	Approval Status	Case Number(s)	Planner		
	North Area of City (PVCC SP)												
1	First Indus (Goodwin)	338,000	15	N/A	473 Rider (SE Corner of Rider and Redlands)	300-210-001, 002, 0023, 004 & 005		Vertical Construction	Entitled 2021.7.7	DPR 19-00016	AG		Major Mod 22-05235 (2023.2.15); LD (LD OFF 22-05377
2	Patriot Ind	286,000	15	N/A	SW Perris and Morgan	303-080-007, 012, 017, & 018	2020.9.29	Grading	Entitled 2021.8.18	DPR 20-00013	CP/NP		
3	Rockfeller Group Indus	263,000	11	N/A	4400 Patterson Ave	314-110-008, -009, -010, -016, -017, -018, -020, -021, -022, -023, -043, -044, -045, -046, -052, -053, -058, and -059	2022.2.17	Vertical Construction	Entitled 2023.6.21	DPR 22-00003	LG	VTPM (38384) 22-05043, PR 21-05142	
4	First Indus (Goodwin)	248,000		N/A	SW corner of Rider and Wilson	300-210-011, 012, 013 & 029	2020.8.26	Vertical Construction	Entitled 2021.7.7	DPR 20-00011	AG	St Vac 22-05033; Pmerger 20-05216; PR 19-05267	
5	First Harley Knox Ind	154,250	8.1	N/A	NW Harley Knox and Redlands	302-100-029		Vertical Construction	Entitled 2022.3.2	DPR 20-00014	NP	Eng Mod 23-05079	LD OFF 22-05376
6	Pheland Indus	109,000	10	N/A	675 Nance St SE Webster and Nance	302-030-010		Vertical construction	Entitled 2022.4.6	DPR 20-00017	AG	PR 19-05327	
	Industrial Projects	**Sq. Ft.**	**Acreage**	**Rezone**	**Location**	**APN**	**Application Submittal Date**	**Project Status**	**Approval Status**	**Case Number(s)**	**Planner**		
	SOUTH AREA OF THE CITY												
	Total	**36,220,563**	**1159.5**										

PROJECTS IN PLAN CHECK

	Industrial Projects	Sq. Ft.	Acreage	Rezone	Location	APN	Application Submittal Date	Project Status	Approval Status	Case Number(s)	Planner	
	North Area of City (PVCC SP)											
1	Ramona Gateway DECA (35K Com)	950,000	50	BPO & C to LI	S Ramaona btw Nevada and Webster	317-120-021, 317-130-017, -021, -025 & -048		Grading	Entitled 2023.3.14	DPR 21-00013	DF, ME	SPA 21-05218, CUP 21-05216, TPM 21-05219/38292 & PR 21-05094; need health risk assessment and water supply assessment
2	Duke @ Patterson and Nance	769,000	36		2100 Patterson Avenu - NE corner of Patterson and Nance	314-153-015 - 040; 314-153-042, 044, 046, 048, & 314-160-012 - 033	2021.5.5	In process	Entitled 2023.11.28	DPR 21-00005	DF, RS	SPA (for Circulation) 21-05267; TPM 21-05086
3	McKay Indus	232,000	13	C to LI	NE of Ramona and Indian	302-060-041		Plan Check	Entitled 2023.1.31	DPR 21-00011	DF (NP, MB	SPA 21-05193, PLN22-05308
4	First Industrial - Wilson	192,623	9.52		W. Side Wilson S of Rider	300-210-014, 015, 023 and 024	2022.6.3	In process	Entitled 2022.10.4	DPR 22-00017	LG	
5	Nance Ind	156,000	6.4		25264 E Nance Street *(S. side of Harley Knox Nance Street, E of I*	302-100-020, 030, 031	2021.6.18	Plan Check	Entitled 2022.7.20	DPR 21-00006	ME (RS)	MMOD 22-05255
6	Kwasizur Indu	138,000	9		SE corner of Indian and Harley Knox	302-090-062, 063		Plan check approved	Entitled 2022.3.2	DPR 20-00019	AG	EOT 24-05017
7	Chartwell Ind	132,485	6	N/A	SW corner of Redlands and Rider	300-250-007, 008		Grading	Entitled 2022.10.19	DPR 21-00003	AG	
	Industrial Projects	**Sq. Ft.**	**Acreage**	**Rezone**	**Location**	**APN**	**Application Submittal Date**	**Project Status**	**Approval Status**	**Case Number(s)**	**Planner**	
	SOUTH AREA OF THE CITY											
	Total	**851,108**	**44**									

ENTITLED INDUSTRIAL PROJECTS

	Industrial Projects	Sq. Ft.	Acreage	Rezone	Location	APN	Application Submittal Date	Project Status	Approval Status	Case Number(s)	Planner	
	North Area of City (PVCC SP)											
1	Expressway Industrial (Burger)	304,572	16	C to LI	SW corner of Ramona and Perris	303-060-020		In process	Entitled 2023.9.12	DPR 19-00012	CP/AG	SPA 19-05287
2	Lakecreek West	300,000	20	N/A	W. Side of Reldands S. of Rider St	300-250-010, 011, 012, 013, 015 & 016	2021.1.7	In process	Entitled 2023.10.10	DPR 20-00020	CP	SPA 22-05052; TPM 22-05029 (TPM 38385); LD Off 24-05134
3	Integra - Expansion (IT-E)	273,000	10	N/A	NE corner of Markham and Webster	302-030-005		Dormant	Entitled 2019.4.17	MMOD 17-05075	DS	
4	Lakecreek East	256,000	11	N/A	E. Side of Redlands S. of Rider St	300-210-006, -007, -008, -026, -027 and -028	2021.1.7	In process	Entitled 2023.6.13	DPR 20-00021	CP	SPA 22-05053; TPM 22-05028 (TPM 38385); LD Off 24--00021 (RWUE); LD Off 24-05009
5	Oakmont Indus	201,800	10	N/A	S. Side of Nance 800' W. Redlands	302-110-002	2022.5.31	In process	Entitled 2023.8.16	DPR 22-00015	LG	PR 22-05040
6	Proficiency Capital LLC (Matt Englhard)	143,913		N/A	25264 E. Nance Street	302-100-020, 302-100-030, and 031		In Review for Modification	Entitled 2022.2.20 by PC	MMOD22-05255	DF	*DPR 21-00006*
7	Lakecreek at Harley Knox	143,000	6.93	N/A	150 Harley Knox Blvd, NW corner of Harley Knox and Las Palmas	300-100-002		In process	Entitled 2023.1.18	DPR 21-00008	ME, DF	LD On 24-05000
8	Redlands Indus	113,000	6.21	N/A	4862 Placentia Ave *(NE corner of Redlands & Placentia)*	300-210-010 & 022		In process	Entitled 2023.7.8	DPR 22-00008	LG	LD 23-05286, LD Off 23-05285
9	Westport Industrial	99,000	4.5	N/A	NE of Ramona & Brennan	302-260-078, 079, 080 & 081		In process	Entitled 2023.8.2	DPR 22-00021	NP	
10	Markham Industrial/ Dedeau Properties	89,000	4	N/A	1010 W Markham St	314-170-009, 010	2022.6.20	In process	Entitled 2023.6.21	DPR 22-00020	LG	**Community Benefit: Trees** *-PR 22-05099*
11	Wilson Industrial	83,000	4.75	N/A	W. of Wilson & North of Placentia	300-210-017-300-0210-025	2022.4.12	Approved	Entitled 2023.8.16	DPR 22-00012	AG	
12	Park Ind	31,000	2	N/A	SE Patterson and Markham	314-161-011 and 314-160-004		Dormant	Entitled 2020.2.5	DPR 19-00002	NP	
13	Harley Knox 25k	25,000	1	N/A	S of Harley Knox btw Patterson & Nevada	314-153-081		In process	Entitled 2021.4.21	DPR 19-00005	NP	
14	Oleander Cultivation	12,985	1	N/A	1261 Oleander Ave	314-100-015		Approved	Entitled 2021.3.3	DPR 18-00012	AG	
15	Garcias trucking repair shop	8,396	0.69	N/A	1379 Jet Way Perris CA, 92570	294-190-064		Approved	Entitled 2022.2.20 by PC	DPR 20-00007	AG	Onsite landscape 24-05041 and offisite landscape 24-5042
16	Holistic Inc. - Cultivation	5,000		N/A	872 Washington Ave	314-160-028			Entitled 2019.6.19	DPR 18-00009	CP	
17	Serrao Ind	3,500	0.17	N/A	N. Side of Nance Street 660' E. of Webster	320-020-020		In process	Entitled 2021.10.6	DPR 20-00010	RG	
18	Marijuana Manufacturing (MM)	1,000	0.5	N/A	4510 Webster Ave, NW corner of Webster & Washington	314-160-023		In process	Entitled 2019.4.4	ADPR 19-05051; DPR 1	MD	50% Public Art Fee
19	Markham Truck Terminal 2	400	8.3	C to LI	NE corner of Perris & Markham	302-110-021 - 024	2022.6.6	In process	Entitled 2023.6.7	CUP 22-05172	NP	SPA 22-05173; P Merger 24-05032
20	Truck Storage Yard	400	6.78	N/A	NWC Markham and Webster	314-160-001	2022.9.7		Entitled 2024.2.7	ADPR 23-05295	MA	Previously CUP 22-05261 (associated w/ DPR 14-01-0015)
21	Lowe's truck parking expansion	400	11.83	N/A	NW Morgan and Indian Avenue	303-070-007	2022.3.31	Approved		ADPR 22-00011	AG	Changed from DPR to ADPR; PR 20-05176; DPR 99-0167
	Industrial Projects	**Sq. Ft.**	**Acreage**	**Rezone**	**Location**	**APN**	**Application Submittal Date**	**Project Status**	**Approval Status**	**Case Number(s)**	**Planner**	
	SOUTH AREA OF THE CITY											
22	IDI Site 2 - Bld 2 of 3 (Total 3,192,567)	1,396,020	195	N/A	SW corner of Mapes and Goetz	330-120-003			Entitled 2024.1.30	MMOD 22-05265	DF	50% Public Art Fee PR 22-05017; DPR 08-04-0006 (2010.7.13 entitled 3,448,734 SF)
23	IDI Site 2 - Bld 1 of 3 (Totla 3,192,567)	1,385,090	195	N/A	SW corner of Mapes and Goetz	330-120-002		In process	Entitled 2024.1.30	MMOD 22-05265	DF	50% Public Art Fee PR 22-05017; DPR 08-04-0006 (2010.7.13 entitled 3,448,734 SF)
24	IDI Site 3 - Bld 2 of 3 (Total 2,797,522 SF)	1,000,000	55	R & C to LI	NE corner of Redlands & Ellis	310-170-006, 007, 008, 310-220-050 and 330-090-027		Completed 2023.11.20	Entitled 2010.7.13	DPR 08-01-0007	NP	Major Mod 20-05166, Major Mod 22-05265
25	IDI Site 3 Bld 3 of 3 (Total 2,797,522 SF)	1,000,000	55	R & C to LI	NE corner of Redlands & Ellis	310-170-006, 007, 008, 310-220-050 and 330-090-027		Completed 2023.11.20	Entitled 2010.7.13	DPR 08-01-0007	NP	Major Mod 20-05166, Major Mod 22-05266
26	IDI - Site 1	784,000	36	N/A	SW corner of Mountain & Goetz	330-070-015		Dormant	Entitled 2010.7.13	DPR 07-0130	DS	50% Public Art Fee *MinorMOD 22-05122*
27	IDI Site 2 - Bld 3 of 3 (Total 3,192,567)	535,207	195	N/A	SW corner of Mapes and Goetz	330-120-015			Entitled 2024.1.30	MMOD 22-05265	DF	50% Public Art Fee PR 22-05017; DPR 08-04-0006 (2010.7.13 entitled 3,448,734 SF)
28	Marijuana Manufacturing	61,050	2	N/A	N. side of Malbert St & W. of Goetz Rd	330-040-054, -055, -056 and -057		In process	Entitled 2020.11.4	DPR 18-00005	MB	50% Public Art Fee
29	Malbert Cultivation	33,000	3	N/A	N. side of Malbert St & W. of Goetz Rd	330-040-062		In process	Entitled 2021.3.17	DPR 17-00008	CP	50% Public Art Fee
30	CSLM Construction - Modular Storage	6,115	5.97	N/A	N. of Mapes & W of Goetz	330-080-006		In process	Entitled 2023.5.17	CUP 21-05080	AG	
	Total	**10,766,064**	**990**									

PROJECTS IN PROCESS

	Industrial Projects	Sq. Ft.	Acreage	Rezone	Location	APN	Application Submittal Date	Project Status	Hearing Status	Case Number(s)	Planner	
	North Area of City (PVCC SP)											
1	Harvest Landing MBU	1,031,500	235.51	R & MBU to LI	Btw Frontage Rd & Barrett Ave, & Placentia & Nuevo	305-060-036, 037, 042, 305-070-004, 305-090-015 - 019, 026, 028, 030, 032, 055 - 059, 305-100-008, 009, 028, 305-110-001 - 007, 015, 016, 021 - 027, 032 - 035, 305-120-004 - 008, 020 - 026, 305-130 - 006, 009, 305-140-024 - 027, 031 - 034, 040, 041, 049, 050, 052 - 061, 305-160-001 - 003, 022 - 030, 305-190-014, 019, 020, 028 - 031, 033, 305-220-011, 020, 021, 059 - 062	2022.1.13	CEQA EIR; no CEQA submittal to date	N/A	CUP 22-05005	ME	SPA 22-05250, CUP 22-05005 (Drive-Thru), CUP __ (Gas Station), CUP 22-05239 Bld 1, CUP 22-05235 Bld 2, DPR 22-00023 Bld 3, DPR 22-00024 Bld 4, DPR 22-00025 Bld 5,
2	OLC 3	879,000	40	C to LI	SW Perris and Markham	302-130-002, 008, 018, 302-130-021 - 024, and 302-130-027, 305-240-027	2024.3.20	CEQA EIR; no CEQA submittal to date	N/A	DPR 24-00002	ME	DPR 24-00003; SPA 24-05078; TPM 24-05076 ; CUP 24-05075 (Previsoulsy DPR 22-00006, TPM 22-05048, SPA 22-05047)
3	Proglogis Indus - DC 11	551,922	30	N/A	SE Ramona and Webster	303-130-020, 029, 303-202-042, 055, 057	2023.1.3	CEQA EIR; Scoping Mt 2023.10.18; CEQA prepartion	N/A	DPR 22-00035	ME	TPM 22-05363
4	First Industrial - Harley Knox II	549,796	25.13	N/A	NW Harley Knox and Indian	302-020-013, 302-020-028, 302-020-038, 302-020-040, 302-020-041, 302-020-043 and 302-020-048	2022.6.2	CEQA EIR; no Scoping Mt yet; no CEQA submittal to date	N/A	DPR 22-00016	ME	
5	Lakecreek Placentia - Cubes	508,776	25	N/A	NE of Placentia and Wilson	302-020-048, 043, 038, 028, and 013	2021.11.1	CEQA EIR; Scoping Mt 2023.12.20; CEQA preparation	N/A	DPR 21-00015	ME	SPA _____ & TPM _____
6	First Sinclair	423,224	19.7	N/A	100 W. Sinclair	303-080-012, -013, and -015	2022.9.19	CEQA MND; CEQA public review closed 2024.3.18;	PC Anticipated 2nd Qt 2024	DPR22-00027	MA	PM23-05174
7	First March Logistics	544,372	25.8	N/A	W. Side of Natwar 300' N. of Nandina	294-180-013, 294-180-028 through -030, 294-180-032, 295-300-005, and 295-300-007	2020.3.17	CEQA EIR; Scoping Mt. 2022.1.19;	PC anticipated 2nd Qt 2024	DPR 20-00004	NP	TPM37965 (PLN20-05117)
8	Michael Goodwin Indst. Realy Trust	345,316	26.52	N/A	657 Harley Knox Blvd.	302-020-013, 028, 038, 040, 041, 043 and 048	2022.10.22	CEQA MND; no CEQA submittal to date	N/A	DPR 22-00026	ME	
9	Perris-Harley Commerce Center	361,216	18.37	C to LI	SE corner of Perris & Harley Knox	302-100-010, 011 (portion of Johnson Street)	2021.4.29	CEQA MND; no CEQA submittal to date	N/A	DPR 21-00004	NP	SPA 21-05078, DPR21-00004
10	Alabassi Indus	291,000	12.55	C to LI	S. Side of Ramona btw Perris & Redlands	303-100-012 and -014	2022.12.16	CEQA EIR;Scoping Mt 2023.12.20; CEQA public review closed 2023.12.18;	PC Anticipated 2nd Qt 2024	DPR 22-00037	NP	**SPA 22-05380, TPM 22-05379, DPR 22-00038 (Commercial)**
11	Simington Ind	190,960	9	BPO to LI	NW of Rider & Webster	317-170-016	2023.9.21	CEQA MND; no CEQA submittal to date	N/A	DPR 23-00016	LG	SPA 23-05232, TPM 23-05233
12	Patterson Business Center	94,453	4.84	N/A	W. Side of Patterson; north of Harley Knox	294-190-047, and 048	2022.4.14	CEQA MND; CEQA public review ends 2024.4.29;	PC Anticipated 3rd Qt 2024	DPR 22-00013	MA	
13	March Plaza PDO	66,686	4.37	C to PDO	NW corner of Perris & Harley Knox	302-090-052 - 061	2022.11.1	CEQA MND; IS/ND, no CEQA submittal to date	N/A	DPR 22-00031	NP	PDO23-05029, TPM23-05028
14	Brew Indus	62,000	4	C to LI	S. side of Harley Knox west of Perris Blvd	302-090-021	2023.3.29	CEQA MND, CEQA public review period closed 3-20-24	PC Anticipated 2nd Qt 2024	DPR 22-00036	AG	SPA 22-05375, PR 22-05092
15	Rider Self Storage	69,825	2.12		Lakeview Drive and Business Park Drive	303-275-044, 045,046 and 037	2023.10.20	In Review	N/A	DPR23-00020	AG	
16	Orbis Indus Truck Yard	45,000	25.6	BPO to LI	N. Placentia btw I-215 & Indian	305-050-051 and 055	2023.12.22	CEQA MND, no CEQA submittal date	N/A	DPR 23-00022	AG	SPA 23-05321, TTM 23-05332
17	Nance Street Truck Terminal	400	4.8	BPO to LI	E. Perris Blvd and S. side of Nance St	302-110-029 and 030	2023.1.05	CEQA MND; no CEQA submittal to date	N/A	CUP 23-00001	NP	SPA23-05002, CUP23-00001
18	Nance 11k	11,700	1.82		Nance and Webster	314,153,082	2023.5.09	In Review	n/a	DPR23-00009		

	Industrial Projects	Sq. Ft.	Acreage	Rezone	Location	APN	Application Submittal Date	Project Status	Hearing Status	Case Number(s)	Planner	
	SOUTH AREA OF THE CITY											
17	Hillwood San Jacinto	4,297,410	221.35	New Perris SP to LI	SW San Jacinto and Murrieta	310-200-05 and 014, 310-220-003, 022, 029, 047 048, and 056.	2023.2.13	CEQA EIR; no Scoping Mt yet; no CEQA submittal to date	N/A	DPR 23-00011	ME	SPA 23-05115, GPS 23-05153, TTM 23-05154, PR 23-05042
18	Lewis Indus @ San Jacinto	848,000	50	C to LI	SW Corner of San Jacinto & Redlands	310-100-057, 016, 015, 059, 058, 310-110-027, 054, 013, 014, 015, 017, 018, 019, 020, 021, 022, 023, 028, 037, 038, 039, 040, 041, 042, 044, 049, 051	2023.3.8	CEQA EIR; Scoping Mt 2024.3.6; no CEAQ submittal to date	N/A	DPR 23-00005	NP	DPR 23-00006, CUP 23-05032, TPM 23-05036/TPM 35700, GPS 23-05033, & ZC 23-05034
19	Perris Airport Logistics	742,000	77	N/A	S. side of Ellis btw Goetz and Case	330-100-031, 330-090-031, 033, 034, 036, 038, 040	2022.2.16	CEQA EIR; Scoping Mt 2023.11.1; no CEQA submittal to date	N/A	DPR 22-00005	NP	TPM 22-05046; PR 21-05008; LDSCP Off 22-05198 RWUE
20	NewCastle Indus	670,000	35	N/A	S. Side of Ellis and 750' E. of Redlands	330-090-006, 007	2022.6.6	CEQA EIR; Scoping Mt 2023.5.3; not CEQA submittal to date	N/A	DPR 22-00018	AG	PR 21-05293
21	Airport / Mapes Commerce Ind	648,630	37.5	N/A	NE Goetz and Mapes	330-100-025,028, 029 and 030	2022.10.02	CEQA EIR; scoping Mt. 2022.9.7; No CEQA submittal to date	N/A	DPR 22-00002	AG	PR 21-05076
22	Richland Ind	500,000	20	N/A	SW of Watson & Case	327-220-012, -044	2023.2.15	CEQA addendum EIR; Scopting Mt 2023.10.18	PC anticipated 2nd Qt 2024	CUP 23-05047	NP	Vesting Tentative Parcel Map 35700 (VTPM23-05059), CUP23-05047, DPR 23-00013, DPR 23-00014, CUP 23-05208, CUP23-05210
23	Ethanac Logistics Center (Hillwood)	412,000	20.1	C to LI	NE Ethanac and Trumble	329-240-016 - 020, 023 - 027	2022.12.06	CEQA EIR; Scoping Mt 2023.10.18, PC hearing anticipated 2nd Qt 2024	PC Anticipated 2nd Qt 2024	DPR22-00030	NP	GPA 23-05326, ZC 22-05327, TPM 38600 (22-05328) PR 22-05139; LD Off RWUE 24-05031
24	Blue Indus	329,500	19	N/A	SW corner Trumble and Mapes	329-020-033, -034, -044, and -046	2022.01.27	CEQA MND; MND being updated	CC Anticipated 2nd Qt 2024	CUP 22-05023	LG	
25	Waypoint Commerce (Bld 1)	204,269	9	N/A	S. Side of Mountain & 1,300 W of Goetz	330-040-040, 041, 044 - 047; & 049	2022.12.28	CEQA EIR; Scoping Mt. 2023.12.6; CEQA public review closed 2023.12.18	PC anticipated 2nd Qt 2024	DPR 22-00039	MA	TPM 22-05389 / 38588
26	Waypoint Commerce (Bld 2)	155,583	7.17	N/A	S. Side of Mountain & 1,300 W of Goetz	330-040-040, 041, 044, 047; & 049	2023.6.14	CEQA EIR; Scoping Mt. 2023.12.6; CEQA public review closed 2023.12.18	PC hearing anticipated 2nd Qt 2024	DPR 22-00039	MA	TPM 22-05389 / 38588
27	CH Truck Terminal	400	25.16	N/A	SW corner of Case and Ellis	330-090-034	2022.2.16	CEQA EIR; Scoping Mt 2023.11.1; no CEQA submittal to date	N/A	CUP 23-05107	NP	
	Total	**14,834,938**	**1036.41**									

PROJECT STATUS	SQUARE FOOTAGE	NUMBER OF PROJECTS
Projects Completed	27,575,894	
Projects Under Construction	36,220,563	
Projects in Plan Check	851,108	
Projects Approved / Entitled	10,766,064	
Projects in Process	14,834,938	

Projects with Zone Change (Highlighted in RED)

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Preliminary Review

Industrial Projects	Sq. Ft.	Acreage	Location		Status	Assigned Date	Case Number(s)	Planner	
Michael Ramirez (Rezone BP to LI)	442,841	19	SE Ramona & Redlands	303-140-026 & 027		6/7/2023 (SRC)	PR 23-05117	AG	
Elias Alfata	2,500	1.13	N. Side of California btw Wade & Patterson	314-100-071		6/7/2023 (SRC)	PR 23-05113	MC	
Perris Trailer	7,800	5.61	NW Webster & Nance			5/3/2022	PR 22-05121	MA	Related Case PR 22-05022 104K Ind
GAA Induustrial	130,000	10	E. side of Goetz Rd, south of Mountain			4/28/2022	PR 22-05127	AG	
Self Storage	149,000	10	E. side of Goetz Rd, south of Mountain			3/11/2022	PR 22-05066	AG	
Walker Indu	13,000	1	N. of Walker btw G and Redlands			3/11/2022	PR 22-05066	RG	
Scannell Indu	319,000	15	S. side of Mountain west of Goetz Road			3/11/2022	PR 22-05067	NP	
Dedeaux Markham	88,000	4.06	S. Side of Markham; 800-ft E of Patterson			3/29/2022	PR 22-05099	LG	
Ramin Indus	94,000	2	NE Perris and Markham			5/9/2022 (4/19/2022)	PR 22-05125	AG	
Hillwood Indus	410,650	20	NE Ethanac and Trumble			5/9/2022	PR 22-05139	NP	
Sinclair Indu	436,000	19.75	W. side of Perris and Sinclair			7/19/2022 (6/22/2022)	PR 22-05188	NP	
Classic Expansion	132,000	9.36	SW Illnois & Trumble - 9k Retail + 123K Ind			7/19/2022 (6/28/2022)	PR 22-05190	NP	
New industrial	54,720	2.42	SWC Malbert & Goetz			9/8/2022 (8/31/2022)	PR 22-05254	LG	
Lewis (Commercial and Indus)	843,000	66.2	SE San Jacinto and Redlands			Submitted 2022.11	PR 22-05337	NP	
LPC west industrial	157,000	9	NW Redlands and Placentia			22-Oct	PR 22-05319	NP	
Downtown Perris Industrial at 7th	257,000	14	SE corner of G street and 7th			9-Jan	PR22-05382	NP	
Total	**3,536,511**	**207.71**							

PROJECTS THAT HAVE STARTED CONSTRUCTION

NORTH AREA OF THE CITY

TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status
31226	Pacific Communities	Pacific Heritage 1	SW Nuevo & McKimball	82	N/A	SFD	20.18	10/15/2003	Vertical construction in process
31157	Mission Pacific - Recorded Map	Parkwest SP	S of Nuevo Road & E. PVSD	529	N/A	SFD	110.2	1/3/2018	Grading
31650	Sunwest Enterprises		SW Van Wy & De Lines	61	N/A	SFD	15.6	7/13/2004	FTM approved 6-13-2006 - Architecture review MDPR 20-05143
31651	DR Horton - Recorded Map		SW Nuevo and Wislon	52	N/A	SFD	12.55	7/27/2004	Grading Started 4th Quarter 2022; FTM approved 4/10/2007
33338	DR Horton - Recorded Map		NWC Nuevo & Evans	75	N/A	SFD	19	4/11/2006	Grading Started 4t Quarter 2023; FTM approved 4/24/2007 **No Construction Started**
31659	DR Horton - Recorded Map		NEC Citrus & Evans	161	N/A	SFD	55.07	7/27/2004	Grading Started 4th Quarter 2022 FTM approved 2/28/2006; Pmerger 22-05162; LLA 22-05159
32041	DR Horton - Recorded Map		NWC Citrus & Dunlap	122	N/A	SFD	40.03	4/24/2007	Grading Started 4th Quarter 2022 FTM approved 5/24/2007 Pmerger 22-05161 Right below School located at 1400 Orange Ave.
32406	Sunwest Enterprises		SE Bowen & Windflower	15	N/A	SFD	3.5	1/5/2005	FTM approved 11-28-2006 - Architecture review MDPR 20-05143
32497	Pacific Communities	Pacific Ave	SW Orange & Medical	131	N/A	PDO	12.15	10/31/2006	Vertical construction started 2021
36648	John Abel	Stratford Ranch	W of Evans Road @ northern City Limits	270	N/A	SFD	65.8	8/29/2017	Vertical construction in process starting 4th quarter 2021
37014	Laterra	Barrett Apt	Btw Barrett & Perris Blvd	228	N/A	APT	15.15	10/25/2016	Vertical Construction 2023, Grading started 3rd quarter 2022 - Major Mod 18-05211; DPR 15-00014; LD On 19-05181; LD Off 19-05182

SOUTH AREA OF THE CITY

TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status
32769	CBM Consulting & Dev, Inc.	Faith Circle	West side of "B" Street, south of 11th St	20	N/A	SFD	4.31	4/20/2006	Final Home Sales First Quarter 2023
36988	Richmond	GVSP	N of Ethanac Rd & W of Murrieta Rd	169	N/A	SFD	37.65	8/29/2017	30 Plus remaining homes
37722	Richmond	GVSP	NW Green Valley Pkwy & Murrieta Rd	116	N/A	SFD	19.4	2/9/2021	Grading started 4th Qtr 2021 - Approve - Park Fee Agreement & TUMF Credit; LDSP Off 22-05136; LDSCP On 22-05137
37816	TriPointe	GVSP	730' E of the NW of Goetz & Ethanac	97	N/A	PDO	10.97	2/9/2021	Anticipate Precise Grading 1st Qtr 2023 - Approve - Park Fee Agreement; ADPR 21-05295; St Name 21-05296; FM 22-05059

Total Units 2128

PROJECTS IN PLAN CHECK

NORTH AREA OF THE CITY

TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status
31912	TKC		7th & Clayton vacant land	8	N/A	SFD	2.3		FTM approved 4/24/2007 Plan Check; LLA 24-05003
35062	Sterling Villa	Senior Housing	SE corner of Nuevo and Murrieta	429	N/A	APT	18.54	2/13/2006	In Plan check; Expires 8/4/2022 with AB 1561 (aka DPR 06-0378, Minor Mod 14-00101, ADPR 21-05166; EOT 17-05162, EOT 18-05334)
36647	John Abel	Stratford Ranch	W of Evans Road and N of Ramona Exp	90	N/A	SFD	24.1	9/29/2020	Approve; EA 18-05287;
37803	UCI Prop		SWC Metz & A St	145	N/A	SFD	53.15	8/31/2021	Submitted 2019.8
21-00014	May Ranch	Kaidence Apt	SW Rider and Evans	300	N/A	MFR	16	11/14/2023	Submitted 2021.11.12: DPR21-00014, SPA 21-05249; PR 20-05034
21-00012	Nova Homes	Mayfield	SW Medical Center & Orange	6	N/A	MFR	6	5/18/2022	DPR 21-00012
20-00008		Prarie View Apt	W of Murrieta, E of Wilson Avenue, at Dale S	287	N/A	SFD	13.36	5/17/2023	DPR 20-00008
SOUTH AREA OF THE CITY									
32666	Richland - Recorded Map	Riverwood SP	Mapes & Ethanac	663	N/A	SFD	226.9	12/14/2004	Plan Check - Final Map recorded with option in increase to 750 lots; Ex)TTM 33042
33549	Perris Invest - Recorded Map	Village Walk	NE Perris & Commercial	129	N/A	SFD	24	1/30/2007	Initiate Plan Check 2nd Quarter 2021 FTM approved 7/27/2011

Total Units 2202

FINAL MAP RECORDED OR DA WITH NO FURTHER NEED FOR EXTENSION

TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status

Total Units 0

ENTITLED RESIDENTIAL DEVELOPMENTS

NORTH AREA OF THE CITY									
TRACT	**DEVELOPER**	**PROJECT**	**LOCATION**	**DU**	**COM SF**	**TYPE**	**ACRE**	**Approval Date**	**Status**
34260	Tristone/David Jeffers		Flame Avenue	22	N/A	SFD	3.06	10/28/2014	Has received various 1 year extensions. Valid until 10/28/2019. EOT18-05252
35103	Howard Industries	Harvest Landing	N. of Nuevo; S of Placentia; W. of Perris Blvd	1,287	N/A	SFD/MFR	169.5	3/10/2011	345 units LDR; 372 units MDR; 250 units MDR; & 889 units HDR
36797	Nova Homes		NEC Wilson & Water	76	N/A	PDO	19.9	10/28/2014	AB 1651 Ext until 4/10/2022; Has received various 1 year extensions. Valid until 10/25/2019. EOT18-05254; EOT 22-05044
37038	Kile Investment Trust	Citrus Court	SW Orange & Dunlap	111	N/A	PDO	14.5	2/28/2017	EOT 19-05325
37181	Metz and A LLC	Villa Verona Apt	NE A & Metz	360	N/A	APT	16.9	8/29/2017	Dormant - DPR 16-00002
38071	Stratford Ranch		NE Ramona and Evans	192	N/A	SFD	48.6	5/10/2022	Submitted 2021.3.1; LLA 22-05177; Pmerger 22-05175 & 22-05176

Total Units 2048

SOUTH AREA OF THE CITY

TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status
33900	Richland		SE Ethanac & McPherson	198	N/A	SFD	116	4/29/2008	Has received various 1 year extensions. Valid until 5/8/2020. EOT19-05029
33973	County Lands PIP IV		W McPherson & S Ethanac	384	N/A	SFD	153.7	5/27/2008	Has received various 1 year extensions. Valid until 5/27/2019. New EOT 19-05071 submitted for 5/27/2020
17-00005	Lansing Properties	Senior Housing	NW of A & Ellis	141	N/A	APT	4.21	3/26/2019	Dormant - DPR 17-00005; ZC 17-05148; EOT 22-05045
37223	Raintree Investments GVSP	GVSP	Watson & Murrieta	235	N/A	SFD	37.37	2/9/2021	Approve - Park Fee Agreement & TUMF Credit
37262	Raintree Investments GVSP	GVSP	Ethanac & Goetz	191	N/A	SFD	37.36	2/9/2021	Approve - Park Fee Agreement & TUMF Credit
37817	Raintree Investments GVSP	GVSP	NEC of GV Pky & Ethanac 1,500' N of Etha	228	N/A	PDO	25.3	2/9/2021	Approve - Park Fee Agreement
37818	Raintree Investments GVSP	GVSP	NWC of GV Pky and Ethanac	138	N/A	PDO	14.7	2/9/2021	Approve - Park Fee Agreement; DPR 20-00006; LD OFF RWUE 24-05018
37818 - APT	Raintree Investments GVSP	GVSP	NWC of GV Pky and Ethanac	236	N/A	APT	14.1	2/9/2021	Approve - Park Fee Agreement
			Total Units	**1751**					

IN PROCESS RESIDENTIAL DEVELOPMENTS

NORTH AREA OF THE CITY

TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status
			Total Units						

SOUTH AREA OF THE CITY

TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status
37441	Julio Arias	Graham PUD	W of Graham St btw Metz & Weston	32	N/A	PDO	4.16	In process	Entitlement Phase
37904	Pacific Communities	Active Senior	NE McPherson and Mountain	201	N/A	PDO	40.4	In process	Submitted 2021.3 TM 21-05037, DPR 21-0002 & PDO 21-05038
38308	DTSP UV		G St and 2nd St	39	N/A	MFR	1.8	In process	Submitted 2021.11.12: TPM 21-05271; DPR 21-00018
20-00008		Prairie view	NE Wilson and Dale	287	N/A	MFR	13.36	In process	DPR 20-00008
37907	Pacific Communities	Lanata	NW A St and Metz	91	N/A	MFR	12.8	In process	Submitted 2022.5.17 DPR 22-00014, PDO 22-05152 & TTM 22-05153
38775	DR Horton	Acacia Pointe	162-001 thru 311-162-022	145	N/A	SFD	11.62	9/29/2023	
24-00004	DPR	Multifamily Senior Ho	311-170-022, 023 and 024	236	n/a	MRF	6.5	In process	Comment Letter sent out5.28.24
			Total Units	**1031**					
IN PROCESS PRELIMINARY REVIEW									
NORTH AREA OF THE CITY									
TRACT	**DEVELOPER**	**PROJECT**	**LOCATION**	**DU**	**COM SF**	**TYPE**	**ACRE**	**Approval Date**	**Status**
			Total Units	**0**					

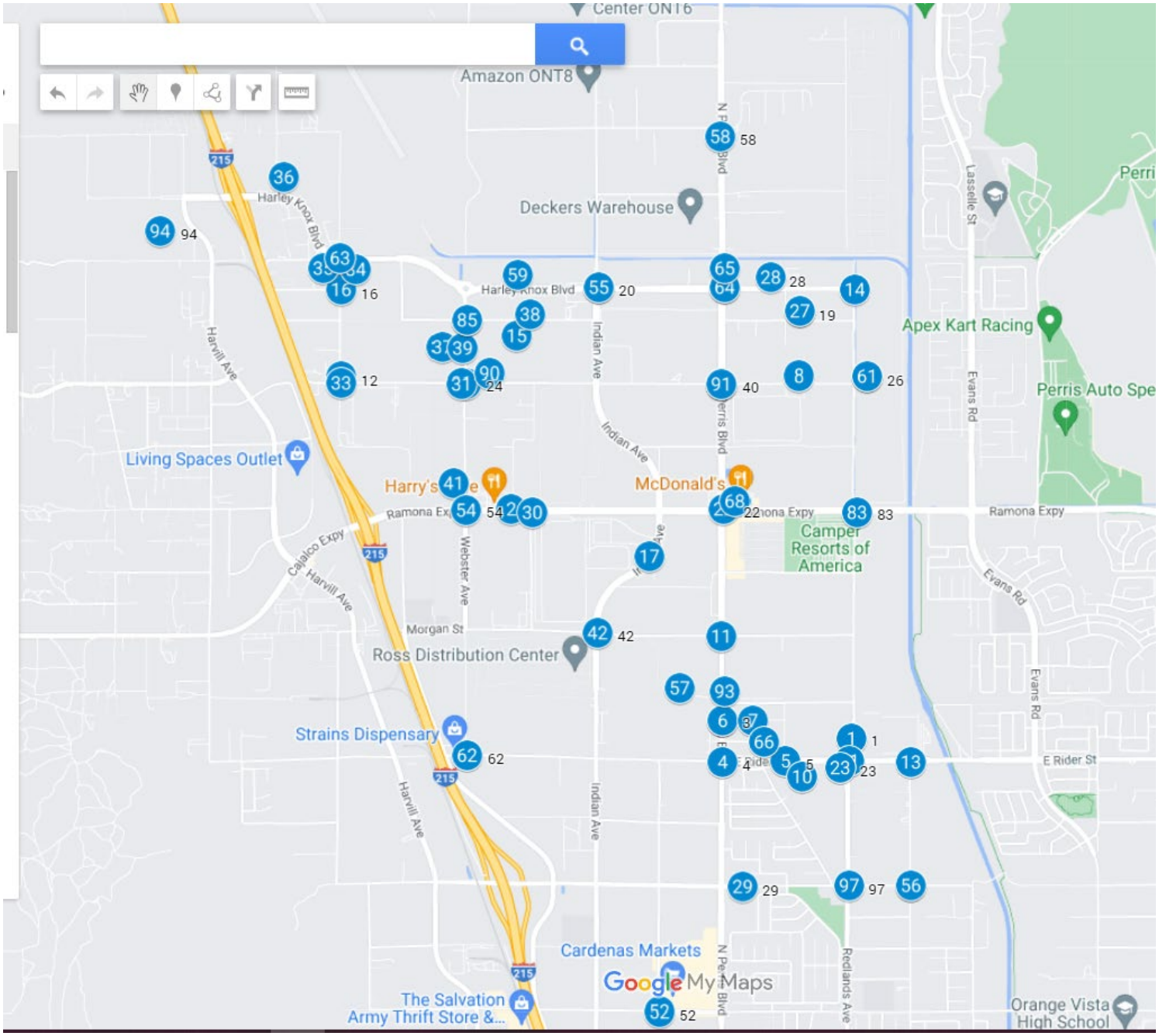
SOUTH AREA OF THE CITY

TRACT	DEVELOPER	PROJECT	LOCATION	DU	COM SF	TYPE	ACRE	Approval Date	Status
22-05200			NW 7th and G Street	102	N/A	Townhome	6	In process	Submitted 2022.7.21
22-05200			NW 7th and G Street	188	N/A	MFR	5	In process	Submitted 2022.7.21
22-05252			South side of Jarvis, east of Perris Blvd	128	N/A	Townhome	5.57	In process	Submitted 2022.8.29
			Total Units	418					

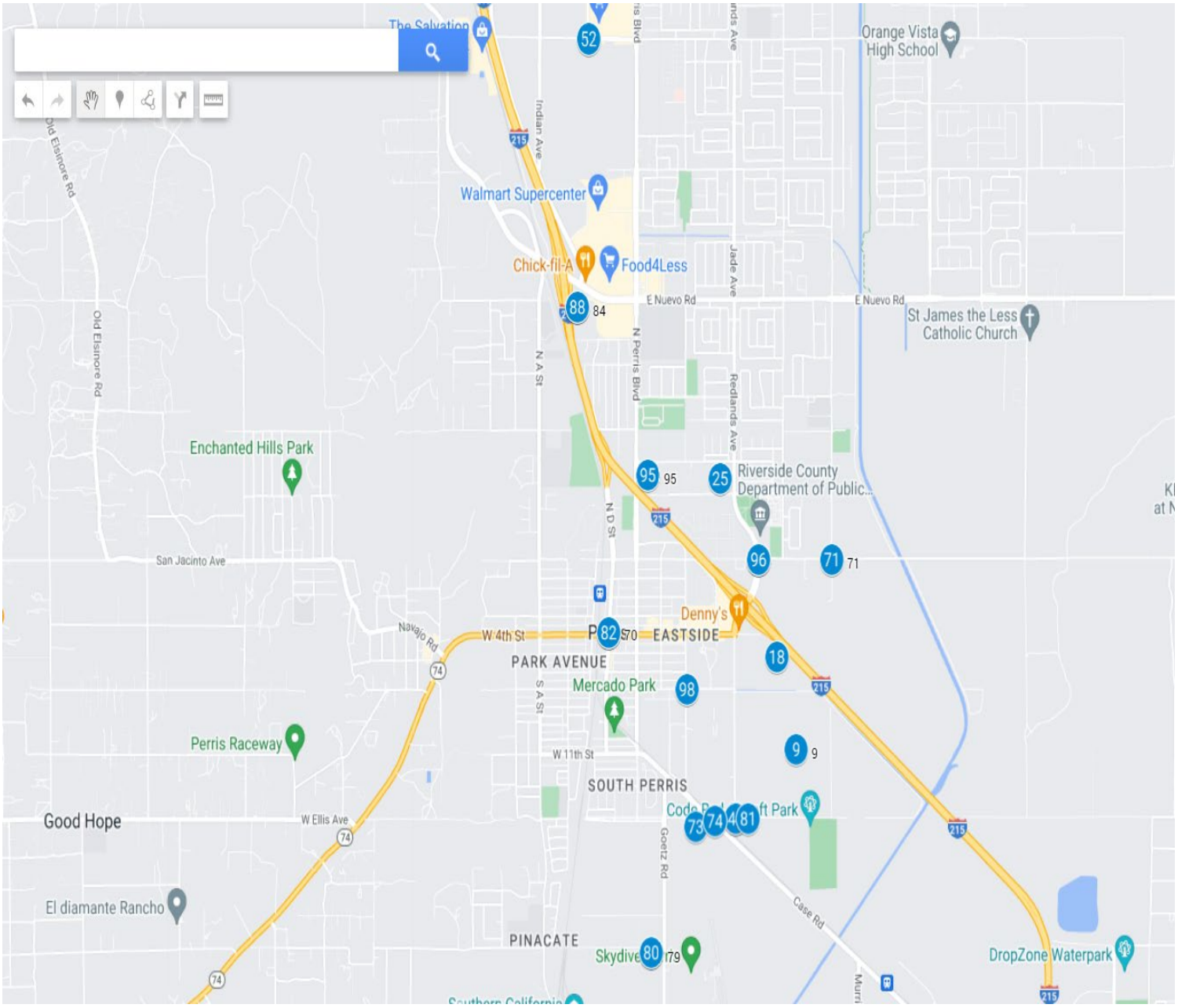
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30380	Complete
30380	Complete
30490	Complete
30773	Complete
30780	Complete
30850	Active
30973	Expired
31114	Complete
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31178	Complete
31225	Active
31226	Active
31240	Expired
31241	Complete
31304	Active
31367	Expired
31371	Expired
31407	Active
31416	Complete
31416	Complete
31650	Active
31651	Active
31659	Active
31660	Complete
31678	Complete
31683	Complete
31809	Expired
31912	Active
32032	Active
32032	Expired
32041	Active
32249	Complete
32262	Complete
32406	Active
32497	Active
32525	Expired
32666	Active
32666	Expired
32707	Complete
32708	Complete
32793	Complete
33066	Expired

33193	Expired
33199	Active
33227	*Complete*
33274	Expired
33338	Active
33549	Active
33608	Expired
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33900	Active
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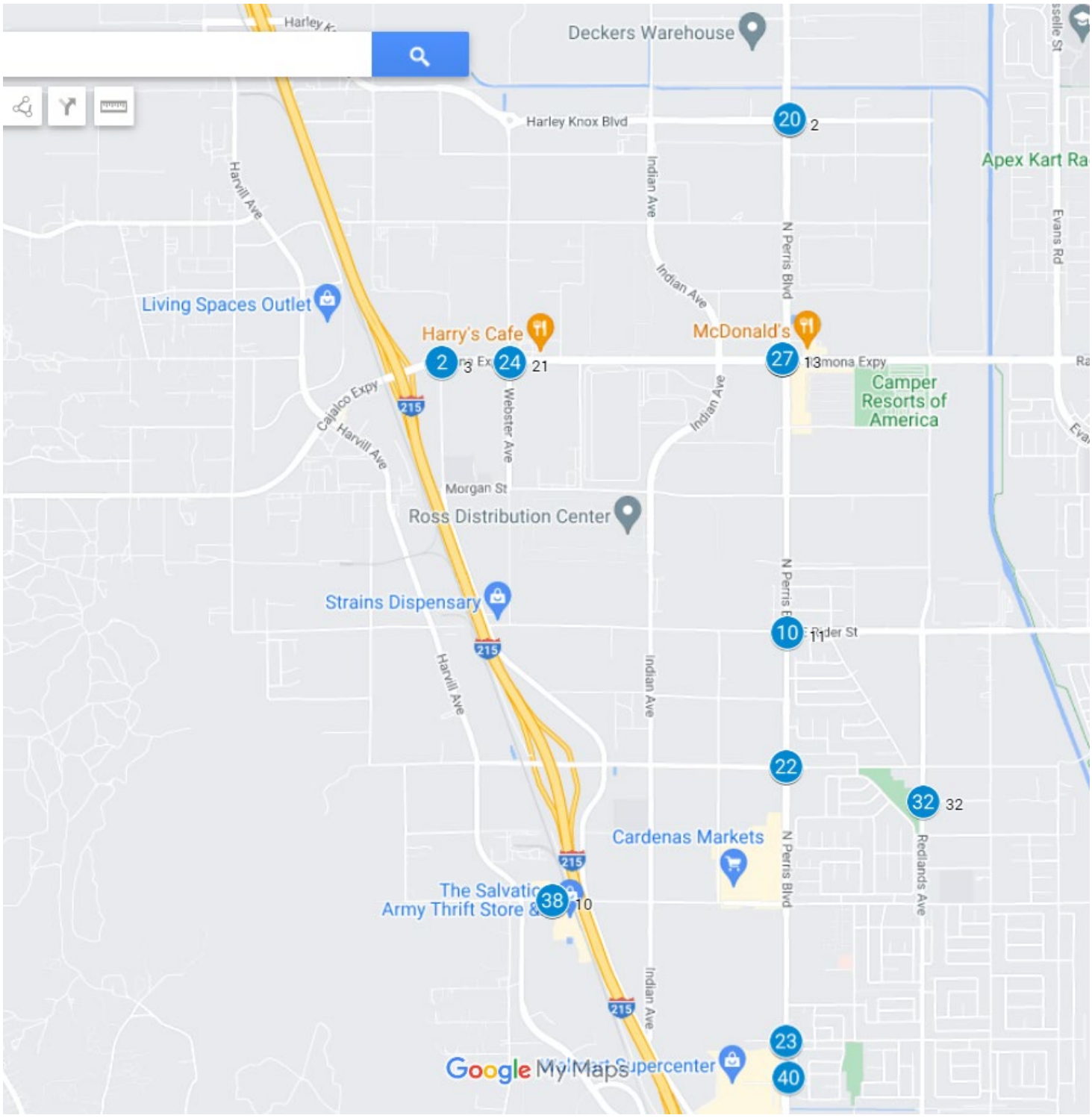
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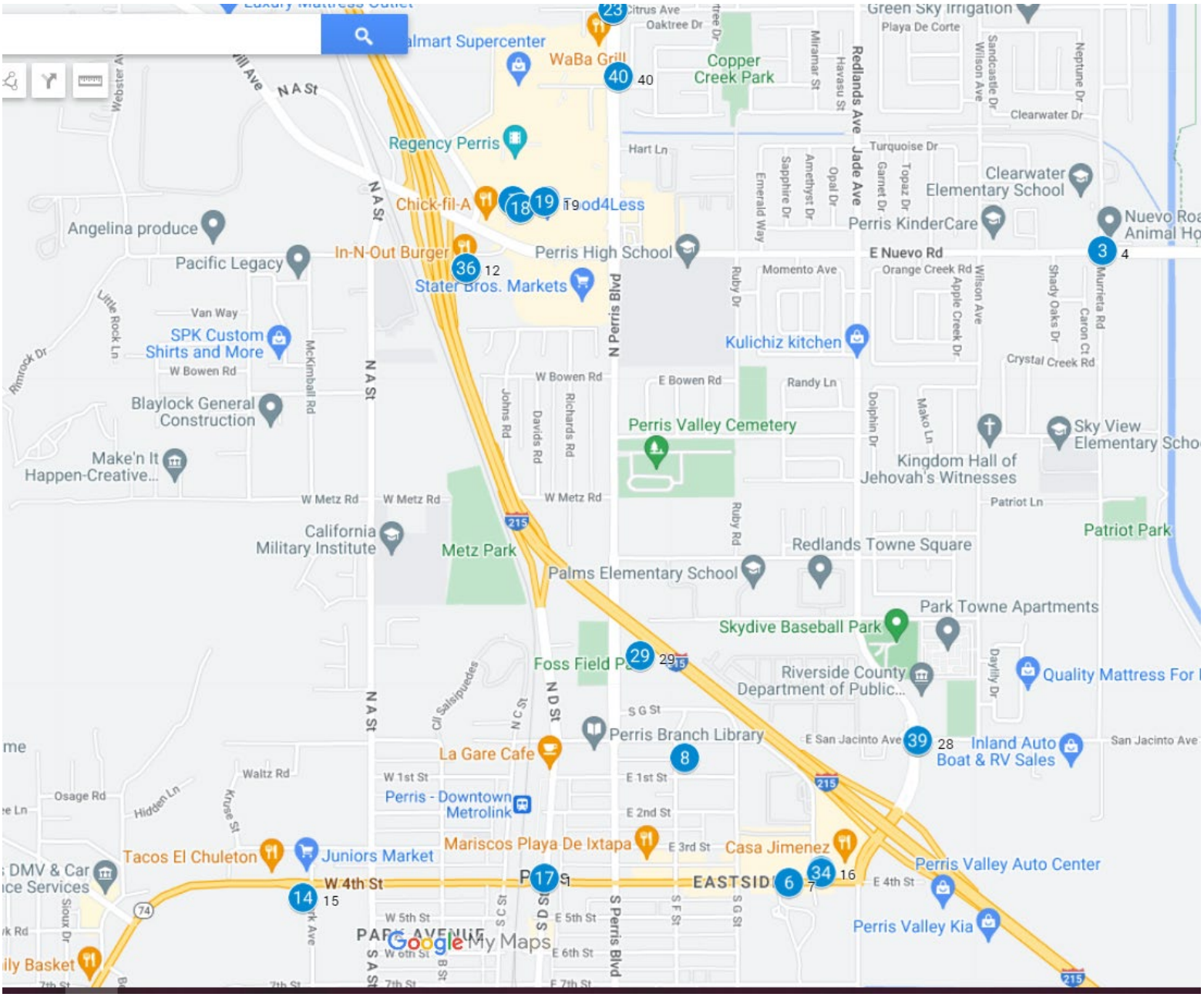
Industrial (2)



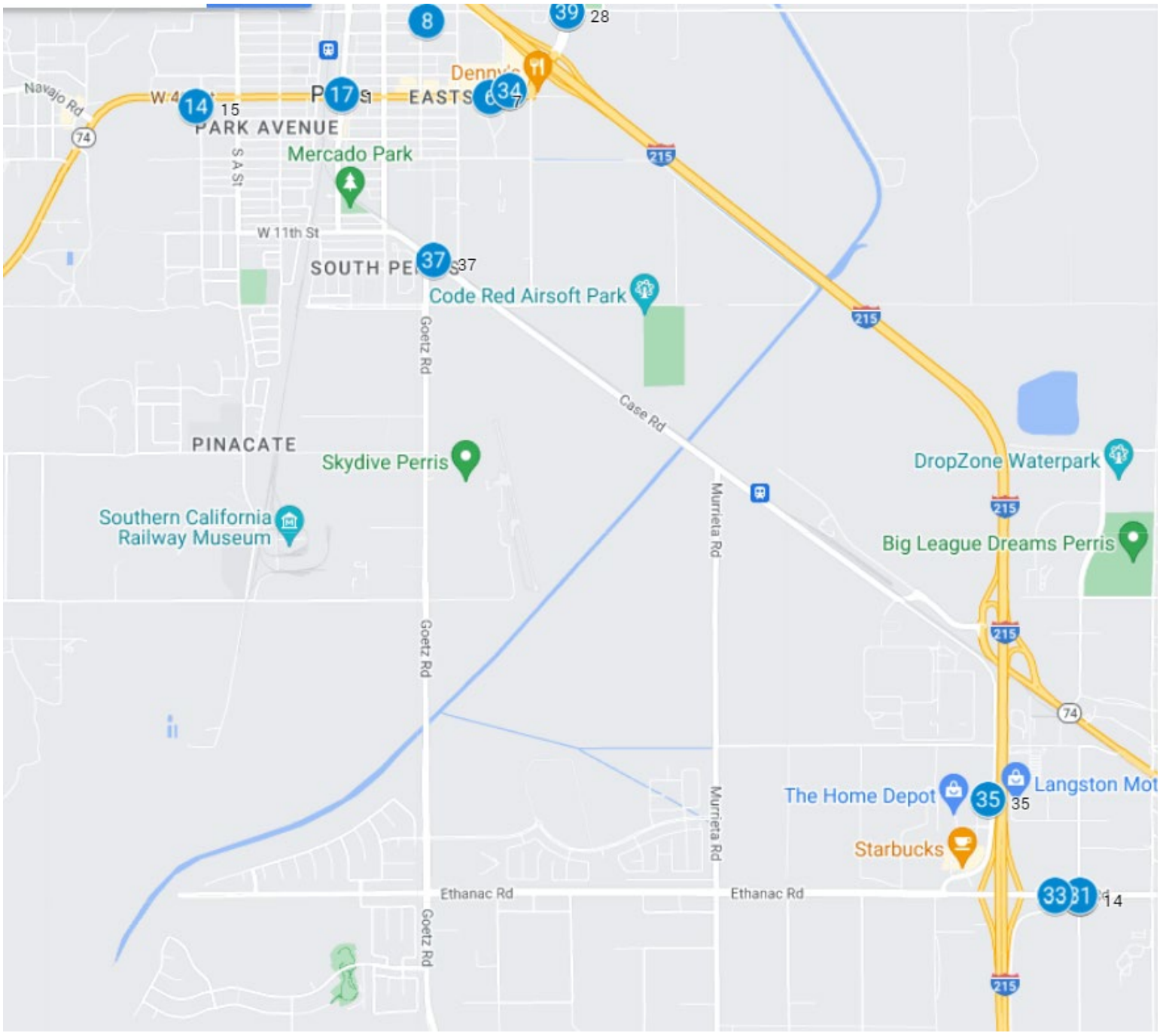
Commercial (1)



Commercial (2)



Commercial (3)



Apologies for delay. Please see below for the list of cumulative projects to include in the traffic study analysis.

No	Project Name	Project Description	APN	General Location
1	World Logistics Specific Plan	40,400 KSF high-cube logistics Center, 200 KSF warehouse, 31 utility service station, fire station, 3 ksf convenience store with 12 fueling stations	488350056	SEC of Redlands and Eucalyptus
2	Arco Redlands	convenience store and 16 fueling stations	488310012	NWC of Redlands and Spruce
3	Rancho Bella Vista Specific Plan	Specific Plan for 150 acres; 16 planning areas, 745 dwelling units including SFUs and MFUs	478020024	NEC of Moreno Beach and Cottonwood
4	Moss Bros	97.834 ksf office, dealership, and auto service center	488390013	SEC of Eucalyptus and Auto Mall
5	Crystal Distribution	350 ksf manufacturing and distribution center	488330015	SEC of Moreno Beach and Auto Mall
6	Stoneridge Towne Center Hotel	107 rooms	488400042	NEC of Moreno Beach and Eucalyptus
7	TTM38191	523 SFDUs	488080008	NWC of Moreno Beach and SR60
8	TR32408	80 SFDUs	488463010	NWC of Moreno Beach and Bay
9	Moreno Valley Gas Station	5 ksf convenience store, car wash, and 16 vfp	478070029	SEC of Moreno Beach and Alessadnro
10	PPA21-0039	3,380 SF car wash, 2,984 SF drive through restaurant, 820 SF drive through restaurant, 3,700 SF convenience store, 16 fueling stations	478060022	NEC Redlands and Alessandro
11	TTM38236	204 SFDUs	486260005	SWC of Alessandro and Oliver
12	TTM38237	59 SFDUs	486240010	NEC of Oliver and Brodiaea
13	TTM38442	108 SFDUs	488210020	NEC of Nason and Alessandro
14	TTM38443	133 SFDUs	488190027	SEC of Nason and Cottonwood
15	Merwin Warehouse	416 MFDUs 1,100 KSF high fulfillment center warehouse (sort)		SWC of Cactus and Alessandro
16	Cresta Bella	376 MFDUs, 8.25 TSF retail, 6 TSF fast casual restaurant		NWC of Oliver and Iris
17	Beyond Food Mart	Gas station with 16 VPN, 1 car wash		NWC of Oliver and Iris
18	Kaiser Expansion Project	12921 daily trip, 1056 AM PH trips, 1216 PM PH trips		Kaiser Hospital at Iris
19	PM37942 (PEN21-0288)	32 TSF medical-dental office, 40 TSF general office, gas station with market and 12 VPN, 5.6 TSF of fast food with drive-thru, 3.5 TSF high turnover sit-down restaurant, 4.5 TSF retail		NEC of Nason and Cactus
20	Aquabella Specific Plan/ TTM38850 (LST23-0031)	7500 MFDUs(low-rise), 7500 MFDUs(high-rise), 49.9 TSF shopping center, 300-room, 3995-student elementary school, 2049 students middle school, 15 acre passive park, 25-acre active park		SEC of Cactus and Lasselle
21	Moreno Valley Town Center Specific Plan	800 SFDUs, 4.8-acre parks, 106-room hotel, 15 TSF office, 30 TSF public library. 16.66 TSF high turnover sit-down restaurant, 3.5 TSF fast-food with drive-thru, 60.89 TSF retail, 45 TSF supermarket.		NWC of Nason and Alessandro
22	Alessandro Walk	W/O of Moreno Valley Town Center SP		227 SFDUs and 3.15 TSF office
23	TTM31206	23 SFDUs	473120069	NEC of Quincy and Manzanita
24	TTM32460	57 SFDUs	473280016	SWC of Quincy and Kalmia
25	TTM32459	11 SFDUs	473290019	SEC of Quincy and Kalmia
26	TR38480	37 SFDUs	487260005	SO Fir and Willowbrook

Apologies for delay. Please see below for the list of cumulative projects to include in the traffic study analysis.

No	Project Name	Project Description	APN	General Location
16	Cresta Bella	376 MFDUs, 8.25 TSF retail, 6 TSF fast casual restaurant	MV1	NWC of Oliver and Iris
17	Beyond Food Mart	Gas station with 16 VPN, 1 car wash	MV2	NWC of Oliver and Iris
18	Kaiser Expansion Project	12921 daily trip, 1056 AM PH trips, 1216 PM PH trips	MV3	Kaiser Hospital at Iris
20	Aquabella Specific Plan/ TTM38850 (LST23-0031)	7500 MFDUs(low-rise), 7500 MFDUs(high-rise), 49.9 TSF shopping center, 300-room, 3995-student elementary school, 2049 students middle school, 15 acre passive park, 25-acre active park	MV4	SEC of Cactus and Lasselle

Row	Case Number	Name	SQ	Land Use	
1	PM32773				
2	TPM37378				
3	PP23332	Expired 2015			
4	PP23332	Expired 2015			
5	PM33530R1				
	PPT240005	PROPOSAL FOR ONE FOUR-STORY HOLIDAY INN HOTEL (48' TALL, 13,251 SQUARE FEET) WITH 88 ROOMS, ONE PORTE COCHERE (1,332 SQUARE FEET), ONE COVERED PATIO (753 SQUARE FEET), ONE OUTDOOR POOL (602 SQUARE FEET) AND 94 PARKING SPACES. PROJECT ALSO ICLUDE PORTE COCHERE, OUTDOOR POOL & COVERED	88 Rooms	310-Hotel	
6		PATIO.			
7	PM30328				
8	PM30328R1				
9	PM27581				
	PP23170	DEVELOP A 286,829 SQ.FT. INDUST/DISTRIB/WAREHOUSE INDUSTRIAL / DISTRIBUTION WAREHOUSE BUILDING, "NUE VO BUSINESS PARK I," ON A 16.24 GROSS ACRE SITE WI TH A FLOOR AREA RATIO OF 0.41 (LIGHT INDUSTRIAL RE QUIRES A 0.25-0.60 FLOOR AREA RATIO) CONSISTING OF : 266,829 SQUARE FEET OF WAREHOUSE, 20,000 SQUARE FEET OF OFFICE/ MEZZANINE, 149,216 SQUARE FEET OF LANDSCAPING AREA (21%), 185 PARKING SPACES,	286,829 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
10		AND 63 LOADING DOCKS.			
11	PM34491				
12	PM25916				
13	PP20103	PH 1-BOAT MANUF/PH 2-BOAT STOR/PH 3 WARHS & IND BL (2004)	?	?	built
	PPT230028	PROPOSED 11,630 SQ. FT. INDUSTRIAL BUILDING WITH 4 REPAIR BAYS, OFFICES AND RESTROOMS. PROPOSE SITE SHALL BE A TRAILER STORAGE YARD AND REPAIR CENTER FOR TRUCK TRAILERS.	11,630 SF	942 - Automobile Care Center	
14					
	PPT190028	197,856 SQ. FT. SINGLE-STORY CONCRETE TILT UP INDUSTRIAL BUILDING WITH A MAXIMUM HEIGHT OF 45 FT. APPROXIMATELY 13,000 SQ. FT. OF OFFICE SPACE WOULD BE PROPOSED AT GROUND LEVEL AND ON A MEZZANINE IN THE SOUTHWEST AND SOUTHEAST CORNER OF THE BUILDING. IN ADDITION, THE PROJECT WOULD PROVIDE ACCESS TO 33 LOADING DOCKS ON THE SOUTH SIDE OF THE BUILDING. A TOTAL OF 144 PARKING STALLS	197,856 SF	150-Warehousing	
15		ARE PROPOSED FOR THE SITE.			built
	PPT190005	333,553 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING FACILITY ON 16.86-ACRES	333,553 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
17					built
18	PP24098	CONSTRUCT NEW SALVATION ARMY RETAIL STORE 39,000SF	39,000 SF	?	built
	PPT210021	PROPOSAL FOR THE OPERATION OF A TRAILER STORAGE MAINTENANCE FACILITY. THE TRAILER STORAGE FACILITY WOULD ALLOW FOR THE STORAGE OF 145 TRAILERS. A MAINTENANCE BUILDING WILL INCLUDE 13,800 SQUARE FEET FOR THE LIGHT TRUCK MAINTENANCE AND WILL INCLUDE 1,200 SQ. FT. OF OFFICE SPACE ON THE FIRST FLOOR AND 1,200 SQ. FT. OF OFFICE SPACE ON THE SECOND FLOOR FOR A TOTAL SQUARE FOOTAGE OF 16,200 SQ. FT.. THE MAINTENANCE BUILDING IS PROPOSED AS A METAL SIDED BUILDING AND WILL BE APPROXIMATELY 26' 6? IN HEIGHT. THIRTY-EIGHT (38) PARKING SPACES WILL BE PROVIDED.	?	?	
19					
20	PM26836				

	PP25870	THE PLOT PLAN PROPOSES A WAREHOUSE AND DISTRIBUTION FACILITY FOR THE	?	?	
	08-26-2015	EL DORADO STONE FACILITY			
		THAT WILL INCLUDE THE STORAGE OF MANUFACTURED STONE, CONCRETE PRODUCTS, CARDBOARD BOXES, AND			
		WOOD PALLETS. THE SITE CONSISTS OF AN EXISTING 80,000 SQUARE FOOT BUILDING WHICH WILL BE RENOVATED			
		AND UTILIZED. AN EXISTING 16,000 SQUARE FOOT BUILDING WILL BE DEMOLISHED AND REPLACED WITH A			
		WATER QUALITY BASIN. A 2,000 SQUARE FOOT MODULAR OFFICE BUILDING AND A PARKING LOT WITH			
		LANDSCAPING WILL ALSO BE CONSTRUCTED ON THE SITE. THE REMAINDER OF THE SITE IS PROPOSED TO BE			
		PAVED AND USED FOR STORAGE. THE EXISTING CHAIN LINK ALONG THE EAST, SOUTH, AND WEST OF THE			
		PROPERTY LINE WILL BE REPLACED BY AN EIGHT (8) FOOT HIGH WROUGHT IRON			
21		FENCE.			built
22	TR27997	Expired 1999			
	PPT220002	CONSTRUCTION OF A 434,823 SQ FT WAREHOUSE BUILDING INCLUDING 10,000	434,823 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
		SQ FT OF OFFICE SPACE. THE			
		PROJECT SITE WILL INCLUDE 54 LOADING DOCK DOORS, 66 TRAILER PARKING SPACES AND A TOTAL OF 254			
23		PARKING SPACES.			
	CUP03674	TO OPERATE AN AGGREGRATE MATERIAL RECYCLING FACILITY ON 14.5 GROSS ACRES. THE AGGREGRATE FACILITY,	?	?	
		CONSISTING OF BROKEN CONCRETE, ASPHALT AND REINFORCED CONCRETE, IS LOCATED ON 10.8 GROSS ACRES OF			
		THE PROJECT SITE. THE REMAINING PROJECT AREA, WHICH C ONSISTS OF TWO EXISTING VACATED INDUSTRIAL			
		WAREHOUSE BUILDINGS IS NOT A PART OF THIS PROJECT. THE AGGREGRATE FACILITY WILL PROCESS UP TO			
24		100,000 TONS OF MATERIAL ANNUALLY.			built
	PPT190002	ESTABLISH A 90,840 S.F. FEED STORAGE AND PRODUCTION BUILDING. WILL INCLUDE 43 PARKING SPACES BASED	90,840 SF	150-Warehousing	
25		ON THE MAXIMUM NUMBER OF EMPLOYEES (30).			built
	PPT220047	PERMIT A SPECULATIVE 192,249 SQ. FT. WAREHOUSE BUILDING INCLUDING	192,249 SF	150-Warehousing	
26		8,000 SQ. FT. SUPPORT OFFICE.			
27	TPM38929				
28	PP21207	Expired 2009			
	PPT230048	PLOT PLAN TO CONSTRUCT A 185,785 SQ. FT. WAREHOUSE WITH 18,000 SQ. FT. OF OFFICE SPACE, AND 39 TRUCK	185,785 SF	150-Warehousing	
29		TRAILER SPACES AND 156 PARKING SPACES.			
	PP26241	TRUCKING SUPPORT FACILITY INCLUDES A MAINTENANCE BUILDING AND FUEL	?	?	
30	2017	ISLAND			????
31	PPT200002	274,120 SQ. FT. INDUSTRIAL BUILDING WITH MEZZANINES	274,120 SF	?	built and operated
	PPT220014	ELIMINATE THE 255,685 SQ. FT. INDUSTRIAL BUILDING FROM THE EXISTING APPROVAL AND INSTEAD CONSTRUCT	?	?	
		307 TRAILER PARKING STALLS THAT CAN BE UTILIZED BY THE INDUSTRIAL BUILDING UNDER CONSTRUCTION TO			
		THE WEST TO ATTRACT FUTURE TENANTS OR BE LEASED INDEPENDENTLY AS A			
32		TRAILER STORAGE YARD.			built and operated
33	PP14187	Expired 1995			
	PPT190008	683,000 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 30.19-ACRES	683,000 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
34					built and operated
35	PM34706	Expired 2016			
36	PP20157	Expired 2007			
37	PP20711	Expired 2012			
38	PP16978	PLOT PLAN FOR TWO INDUSTRIAL BUILDINGS	?	?	built and operated
	PP26220	TRUCKING TERMINAL/LOADING DOCK/OFFICES/PARKING LANDSCAPE AND STORM WATER FOR LIGHT INDUSTRIAL	?	?	
39		APPLICATION			built and operated
40	PM30133				
41	PM35988				
42	PM32334				
43	PM27875	Expired 1998			
44	PM32865				
45	TR30592M1	Expired 2017			

	PP26173	PROPOSAL TO CONSTRUCT A 423,665 SQ. FT. HIGH-CUBE WAREHOUSING AND DISTRIBUTION FACILITY WITH 413,665 SQ. FT. OF THE BUILDING DESIGNATED FOR WAREHOUSING AND WITH 10,000 SQ. FT. DESIGNATED FOR OFFICE USE. THE FACILITY ALSO PROPOSES WATER QUALITY BASIN, 184 STANDARD PARKING SPACES, 6			
46		ACCESSIBLE PARKING SPACES AND 100 TRAILER PARKING SPACES.			built and operated
	PP09997R1	REV.PP ADD 10,000 SQFT MAINT BLD. 2400 SQFT OFFICE			
47	2/19/1997				built and operated
	TPM38337	SCHEDULE "E" SUBDIVISION OF 8 PROPERTIES TOTALING 39.71ACRES TO CONSOLIDATE AND RECONFIGURE LOTS FOR A PROPOSED 591,203 SQ. FT. WAREHOUSE, AN OPEN SPACE PARCEL AND 2 RESIDENTIAL PARCELS.	591,203	154-High-Cube Transload and Short-Term Storage Warehouse	
48					
49	PUP00883	RANCH FACILITY FOR MEN W/DRUG ADDICTION EXSTG FAC			????
50	PP21813	Expired 2011			
51	PP09997R2	RVP FOR 12,800 SQ FT MAINT BLDG W/OUTDOOR STORAGE			built and operated
52	TR30592	Expired 2017			
	PP26293	PLOT PLAN FOR 612,481SF INDUSTRIAL WAREHOUSE	612,481	154-High-Cube Transload and Short-Term Storage Warehouse	
53					Same as 48??
54	PM34128	Expired 2013			
55	PUP00801	PUP FOR A RANCH HOME/EDUCATIONAL CENTER FOR KIDS			built and operated
	PPT220004	CONSTRUCT 591,203 SQ. FT. LIGHT INDUSTRIAL WAREHOUSE BUILDING CONTAINING 7,300 SQ. FT. OF GROUND FLOOR OFFICE SPACE, 7,300 SQ. FT. OF MEZZANINE OFFICE SPACE, AND 576,603 SQ. FT. OF WAREHOUSE SPACE. THE PLOT PLAN ENCOMPASSES APPROXIMATELY 37.04 ACRES, OF WHICH 6.131 ACRES ARE DESIGNATED AS AN OPEN SPACE BUFFER ALONG THE WESTERN PROPERTY LINE TO SEPARATE THE PROPOSED BUILDING FROM AN OFFSITE RESIDENTIAL COMMUNITY THAT EXISTS TO THE WEST OF THE PROJECT SITE.	591,203	154-High-Cube Transload and Short-Term Storage Warehouse	
56					Same as 48??
57	CUP03425	Expired 2009			
	PPT180023	PROPOSAL TO CONSTRUCT A 203,445 SQ. FT. SINGLE-STORY CONCRETE TILT UP INDUSTRIAL BUILDING (RIDER COMMERCE CENTER) WITH A MAXIMUM HEIGHT OF 44 FT. APPROXIMATELY 7,000 SQ. FT. OF OFFICE SPACE WOULD BE PROPOSED AT GROUND LEVEL AND ON A MEZZANINE IN THE NORTHWEST AND NORTHEAST CORNER OF THE BUILDING. IN ADDITION, A GATED TRUCK COVER IS PROPOSED ALONG THE NORTHERN AREA OF THE SITE THAT WOULD PROVIDE ACCESS TO 28 LOADING DOCKS ON THE NORTH SIDE OF THE BUILDING. A TOTAL OF 126	203,445	154-High-Cube Transload and Short-Term Storage Warehouse	
58		PARKING STALLS ARE PROPOSED FOR THE 9.58 SITE.			built not oprated
59	PP23342	Expired 2013			
	PPT190039	CONSTRUCT A 334,922 SQ. FT. WAREHOUSING AND DISTRIBUTION FACILITY WITH APPROXIMATELY 10,990 SQ. FT. OF FIRST FLOOR OFFICE, 7,850 SQ. FT. OF OFFICE MEZZANINE, 316,082 SQ. FT. OF WAREHOUSE, 41 DOCK DOORS, PARKING FOR AUTOMOBILES AND TRUCKS AND ONE WATER QUALITY DETENTION BASIN, AND ASSOCIATED IMPROVEMENTS. THE PROJECT INCLUDES TWO (2) WATER QUALITY BASINS, 333 STANDARD PARKING SPACES, WHICH INCLUDES SIX (6) ACCESSIBLE PARKING SPACES, 49 ADDITIONAL SPACES ARE DESIGNATED AS TRAILER			
60		PARKING SPACES,			built not oprated??
	PP15189R1	CO-LOCATE ANT'S/EXPAND LEASE AREA-SEE DESCRIPTION REPLACE EXISTING 70 FT MONOPOLE WITH A 69 FT MONOP INE, WITH PINE BRANCHES EXTENDING 7 FT ABOVE THE P ROPOSED ATENNAS FOR A TOTAL HEIGHT OF 75			
61		FT.			

	PP25768	THE PROJECT PROPOSES TO CONSTRUCT A NEW 54,450 SQU ARE FOOT ANIMAL FOOD PRODUCTION FACILITY ON AN EXI STING FEED MILL SITE. THE PROJECT PROPOSAL INCLUDE S UTILIZING A PORTION OF THE EXHISTING MILLING OPE RATION LOCATED ON THE SOUTHERN SECTION OF THE PROJ ECT SITE. EXISTING GRAIN STORAGE BINS LOCATED IN T HE NORTHERN AND SOUTHERN PORTION OF THE PROJECT	
62		WI LL BE REMOVED.	built not oprated??
	PPT190032	CONSTRUCT A 53,275 SQ. FT. WAREHOUSING AND DISTRIBUTION TRUCK TERMINAL WHICH INCLUDES 5,000 SQ. FT. OF OFFICE USES ON A 11.15-ACRE SITE. THE BUILDING WILL BE CONSTRUCTED OF CONCRETE TILT-UP PANELS AND RANGING IN HEIGHT FROM 33 FEET TO 39 FEET. PARKING FOR 159 TRUCK TRAILERS WILL BE PROVIDED TO THE NORTH AND SOUTH OF THE PROPOSED TRUCK TERMINAL BUILDING. FORTY-FIVE (45) STANDARD PARKING SPACES WILL BE PROVIDED WHICH WILL INCLUDE THREE (3) ACCESSIBLE PARKING SPACES AND TWO (2) ELECTRIC VEHICLE SPACES. FOUR (4) WATER QUALITY MANAGEMENT BASINS ARE PROPOSED ALONG THE NORTHEASTERN	
63		AND SOUTHEASTERN BOUNDARIES OF THE PROPERTY SITE.	built not oprated??

Row Map	Row	Case Number	Name	SQ	Land Use	
		PPT240005	PROPOSAL FOR ONE FOUR-STORY HOLIDAY INN HOTEL (48' TALL, 13,251 SQUARE FEET) WITH 88 ROOMS, ONE PORTE COCHERE (1,332 SQUARE FEET), ONE COVERED PATIO (753 SQUARE FEET), ONE OUTDOOR POOL (602 SQUARE FEET) AND 94 PARKING SPACES. PROJECT ALSO ICLUDE PORTE COCHERE, OUTDOOR POOL & COVERED	88 Rooms	310-Hotel	
1	6		PATIO.			
		PP23170	DEVELOP A 286,829 SQ.FT. INDUST/DISTRIB/WAREHOUSE INDUSTRIAL / DISTRIBUTION WAREHOUSE BUILDING, "NUE VO BUSINESS PARK I," ON A 16.24 GROSS ACRE SITE WI TH A FLOOR AREA RATIO OF 0.41 (LIGHT INDUSTRIAL RE QUIRES A 0.25-0.60 FLOOR AREA RATIO) CONSISTING OF : 266,829 SQUARE FEET OF WAREHOUSE, 20,000 SQUARE FEET OF OFFICE/ MEZZANINE, 149,216 SQUARE FEET OF LANDSCAPING AREA (21%), 185 PARKING SPACES,	286,829 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
2	10		AND 63 LOADING DOCKS.			
		PPT230028	PROPOSED 11,630 SQ. FT. INDUSTRIAL BUILDING WITH 4 REPAIR BAYS, OFFICES AND RESTROOMS. PROPOSE SITE	11,630 SF	942 - Automobile Care Center	
3	14		SHALL BE A TRAILER STORAGE YARD AND REPAIR CENTER FOR TRUCK TRAILERS.			
		PPT210021	PROPOSAL FOR THE OPERATION OF A TRAILER STORAGE MAINTENANCE FACILITY. THE TRAILER STORAGE FACILITY WOULD ALLOW FOR THE STORAGE OF 145 TRAILERS. A MAINTENANCE BUILDING WILL INCLUDE 13,800 SQUARE FEET FOR THE LIGHT TRUCK MAINTENANCE AND WILL INCLUDE 1,200 SQ. FT. OF OFFICE SPACE ON THE FIRST FLOOR AND 1,200 SQ. FT. OF OFFICE SPACE ON THE SECOND FLOOR FOR A TOTAL SQUARE FOOTAGE OF 16,200 SQ. FT.. THE MAINTENANCE BUILDING IS PROPOSED AS A METAL SIDED BUILDING AND WILL BE APPROXIMATELY 26' 6? IN HEIGHT. THIRTY-EIGHT (38) PARKING SPACES WILL BE PROVIDED.	?	?	
4	19					
		PPT220002	CONSTRUCTION OF A 434,823 SQ FT WAREHOUSE BUILDING INCLUDING 10,000 SQ FT OF OFFICE SPACE. THE PROJECT SITE WILL INCLUDE 54 LOADING DOCK DOORS, 66 TRAILER PARKING SPACES AND A TOTAL OF 254	434,823 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
5	23		PARKING SPACES.			
		PPT220047	PERMIT A SPECULATIVE 192,249 SQ. FT. WAREHOUSE BUILDING INCLUDING	192,249 SF	150-Warehousing	
6	26		8,000 SQ. FT. SUPPORT OFFICE.			
		PPT230048	PLOT PLAN TO CONSTRUCT A 185,785 SQ. FT. WAREHOUSE WITH 18,000 SQ. FT. OF OFFICE SPACE, AND 39 TRUCK	185,785 SF	150-Warehousing	
7	29		TRAILER SPACES AND 156 PARKING SPACES.			
		PP26241	TRUCKING SUPPORT FACILITY INCLUDES A MAINTENANCE BUILDING AND FUEL	?	?	
	30	2017	ISLAND			????
	31	PPT200002	274,120 SQ. FT. INDUSTRIAL BUILDING WITH MEZZANINES	274,120 SF	?	built and operated?
		PPT220014	ELIMINATE THE 255,685 SQ. FT. INDUSTRIAL BUILDING FROM THE EXISTING APPROVAL AND INSTEAD CONSTRUCT 307 TRAILER PARKING STALLS THAT CAN BE UTILIZED BY THE INDUSTRIAL BUILDING UNDER CONSTRUCTION TO THE WEST TO ATTRACT FUTURE TENANTS OR BE LEASED INDEPENDENTLY AS A	?	?	
	32		TRAILER STORAGE YARD.			built and operated?
		PPT190008	683,000 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 30.19-ACRES	683,000 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
	34					built and operated?
		TPM38337	SCHEDULE "E" SUBDIVISION OF 8 PROPERTIES TOTALING 39.71ACRES TO CONSOLIDATE AND RECONFIGURE LOTS FOR A PROPOSED 591,203 SQ. FT. WAREHOUSE, AN OPEN SPACE PARCEL AND 2 RESIDENTIAL PARCELS.	591,203	154-High-Cube Transload and Short-Term Storage Warehouse	
8	48					
		PP26293	PLOT PLAN FOR 612,481SF INDUSTRIAL WAREHOUSE	612,481	154-High-Cube Transload and Short-Term Storage Warehouse	
	53					Same as 48??
	55	PUP00801	PUP FOR A RANCH HOME/EDUCATIONAL CENTER FOR KIDS			built and operated

		PPT220004	CONSTRUCT 591,203 SQ. FT. LIGHT INDUSTRIAL WAREHOUSE BUILDING CONTAINING 7,300 SQ. FT. OF GROUND FLOOR OFFICE SPACE, 7,300 SQ. FT. OF MEZZANINE OFFICE SPACE, AND 576,603 SQ. FT. OF WAREHOUSE SPACE. THE PLOT PLAN ENCOMPASSES APPROXIMATELY 37.04 ACRES, OF WHICH 6.131 ACRES ARE DESIGNATED AS AN OPEN SPACE BUFFER ALONG THE WESTERN PROPERTY LINE TO SEPARATE THE PROPOSED BUILDING FROM AN OFFSITE RESIDENTIAL COMMUNITY THAT EXISTS TO THE WEST OF THE PROJECT SITE.	591,203	154-High-Cube Transload and Short-Term Storage Warehouse	
	56					Same as 48??
		PPT180023	PROPOSAL TO CONSTRUCT A 203,445 SQ. FT. SINGLE-STORY CONCRETE TILT UP INDUSTRIAL BUILDING (RIDER COMMERCE CENTER) WITH A MAXIMUM HEIGHT OF 44 FT. APPROXIMATELY 7,000 SQ. FT. OF OFFICE SPACE WOULD BE PROPOSED AT GROUND LEVEL AND ON A MEZZANINE IN THE NORTHWEST AND NORTHEAST CORNER OF THE BUILDING. IN ADDITION, A GATED TRUCK COVER IS PROPOSED ALONG THE NORTHERN AREA OF THE SITE THAT WOULD PROVIDE ACCESS TO 28 LOADING DOCKS ON THE NORTH SIDE OF THE BUILDING. A TOTAL OF 126	203,445	154-High-Cube Transload and Short-Term Storage Warehouse	
9	58		PARKING STALLS ARE PROPOSED FOR THE 9.58 SITE.			built not oprated
		PPT190039	CONSTRUCT A 334,922 SQ. FT. WAREHOUSING AND DISTRIBUTION FACILITY WITH APPROXIMATELY 10,990 SQ. FT. OF FIRST FLOOR OFFICE, 7,850 SQ. FT. OF OFFICE MEZZANINE, 316,082 SQ. FT. OF WAREHOUSE, 41 DOCK DOORS, PARKING FOR AUTOMOBILES AND TRUCKS AND ONE WATER QUALITY DETENTION BASIN, AND ASSOCIATED IMPROVEMENTS. THE PROJECT INCLUDES TWO (2) WATER QUALITY BASINS, 333 STANDARD PARKING SPACES, WHICH INCLUDES SIX (6) ACCESSIBLE PARKING SPACES, 49 ADDITIONAL SPACES ARE DESIGNATED AS TRAILER			
	60		PARKING SPACES,			built not oprated??
		PP25768	THE PROJECT PROPOSES TO CONSTRUCT A NEW 54,450 SQU ARE FOOT ANIMAL FOOD PRODUCTION FACILITY ON AN EXI STING FEED MILL SITE. THE PROJECT PROPOSAL INCLUDE S UTILIZING A PORTION OF THE EXHISTING MILLING OPE RATION LOCATED ON THE SOUTHERN SECTION OF THE PROJ ECT SITE. EXISTING GRAIN STORAGE BINS LOCATED IN T HE NORTHERN AND SOUTHERN PORTION OF THE PROJECT			
	62		WI LL BE REMOVED.			built not oprated??
		PPT190032	CONSTRUCT A 53,275 SQ. FT. WAREHOUSING AND DISTRIBUTION TRUCK TERMINAL WHICH INCLUDES 5,000 SQ. FT. OF OFFICE USES ON A 11.15-ACRE SITE. THE BUILDING WILL BE CONSTRUCTED OF CONCRETE TILT-UP PANELS AND RANGING IN HEIGHT FROM 33 FEET TO 39 FEET. PARKING FOR 159 TRUCK TRAILERS WILL BE PROVIDED TO THE NORTH AND SOUTH OF THE PROPOSED TRUCK TERMINAL BUILDING. FORTY-FIVE (45) STANDARD PARKING SPACES WILL BE PROVIDED WHICH WILL INCLUDE THREE (3) ACCESSIBLE PARKING SPACES AND TWO (2) ELECTRIC VEHICLE SPACES. FOUR (4) WATER QUALITY MANAGEMENT BASINS ARE PROPOSED ALONG THE NORTHEASTERN			
10	63		AND SOUTHEASTERN BOUNDARIES OF THE PROPERTY SITE.			built not oprated??

Row Map	City Index	Row	Case Number	Name	SQ	Land Use	
			PP23170	DEVELOP A 286,829 SQ.FT. INDUST/DISTRIB/WAREHOUSE INDUSTRIAL / DISTRIBUTION WAREHOUSE BUILDING, "NUE VO BUSINESS PARK I," ON A 16.24 GROSS ACRE SITE WI TH A FLOOR AREA RATIO OF 0.41 (LIGHT INDUSTRIAL RE QUIRES A 0.25-0.60 FLOOR AREA RATIO) CONSISTING OF : 266,829 SQUARE FEET OF WAREHOUSE, 20,000 SQUARE FEET OF OFFICE/ MEZZANINE, 149,216 SQUARE FEET OF LANDSCAPING AREA (21%), 185 PARKING SPACES,	286,829 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
	2 MV1	10		AND 63 LOADING DOCKS.			
			PPT230028	PROPOSED 11,630 SQ. FT. INDUSTRIAL BUILDING WITH 4 REPAIR BAYS, OFFICES AND RESTROOMS. PROPOSE SITE SHALL BE A TRAILER STORAGE YARD AND	11,630 SF + 13.64 AC	942 - Automobile Care Center	
	3 MV10	14		REPAIR CENTER FOR TRUCK TRAILERS.			13.91
			PPT220002	CONSTRUCTION OF A 434,823 SQ FT WAREHOUSE BUILDING INCLUDING 10,000 SQ FT OF OFFICE SPACE. THE PROJECT SITE WILL INCLUDE 54 LOADING DOCK DOORS, 66 TRAILER PARKING SPACES AND A TOTAL OF 254	434,823 SF	154-High-Cube Transload and Short-Term Storage Warehouse	
	5 MV2	23		PARKING SPACES.			
			TPM38337	SCHEDULE "E" SUBDIVISION OF 8 PROPERTIES TOTALING 39.71ACRES TO CONSOLIDATE AND RECONFIGURE LOTS FOR A PROPOSED 591,203 SQ. FT. WAREHOUSE, AN OPEN SPACE PARCEL AND 2 RESIDENTIAL PARCELS.	591,203	154-High-Cube Transload and Short-Term Storage Warehouse	
	8 MV3	48					
			PPT180023	PROPOSAL TO CONSTRUCT A 203,445 SQ. FT. SINGLE-STORY CONCRETE TILT UP INDUSTRIAL BUILDING (RIDER COMMERCE CENTER) WITH A MAXIMUM HEIGHT OF 44 FT. APPROXIMATELY 7,000 SQ. FT. OF OFFICE SPACE WOULD BE PROPOSED AT GROUND LEVEL AND ON A MEZZANINE IN THE NORTHWEST AND NORTHEAST CORNER OF THE BUILDING. IN ADDITION, A GATED TRUCK COVER IS PROPOSED ALONG THE NORTHERN AREA OF THE SITE THAT WOULD PROVIDE ACCESS TO 28 LOADING DOCKS ON THE NORTH SIDE OF THE BUILDING. A TOTAL OF 126	203,445	154-High-Cube Transload and Short-Term Storage Warehouse	
	9 MV4	58		PARKING STALLS ARE PROPOSED FOR THE 9.58 SITE.			built not oprated
			PPT240005	PROPOSAL FOR ONE FOUR-STORY HOLIDAY INN HOTEL (48' TALL, 13,251 SQUARE FEET) WITH 88 ROOMS, ONE PORTE COCHERE (1,332 SQUARE FEET), ONE COVERED PATIO (753 SQUARE FEET), ONE OUTDOOR POOL (602 SQUARE FEET) AND 94 PARKING SPACES. PROJECT ALSO ICLUDE PORTE COCHERE, OUTDOOR POOL & COVERED	88 Rooms	310-Hotel	
	1 MV5	6		PATIO.			
			PPT220047	PERMIT A SPECULATIVE 192,249 SQ. FT. WAREHOUSE BUILDING INCLUDING	192,249 SF	150-Warehousing	
	6 MV6	26		8,000 SQ. FT. SUPPORT OFFICE.			
			PPT230048	PLOT PLAN TO CONSTRUCT A 185,785 SQ. FT. WAREHOUSE WITH 18,000 SQ. FT. OF OFFICE SPACE, AND 39 TRUCK	185,785 SF	150-Warehousing	
	7 MV7	29		TRAILER SPACES AND 156 PARKING SPACES.			
			PPT190032	CONSTRUCT A 53,275 SQ. FT. WAREHOUSING AND DISTRIBUTION TRUCK TERMINAL WHICH INCLUDES 5,000 SQ. FT. OF OFFICE USES ON A 11.15-ACRE SITE. THE BUILDING WILL BE CONSTRUCTED OF CONCRETE TILT-UP PANELS AND RANGING IN HEIGHT FROM 33 FEET TO 39 FEET. PARKING FOR 159 TRUCK TRAILERS WILL BE PROVIDED TO THE NORTH AND SOUTH OF THE PROPOSED TRUCK TERMINAL BUILDING. FORTY-FIVE (45) STANDARD PARKING SPACES WILL BE PROVIDED WHICH WILL INCLUDE THREE (3) ACCESSIBLE PARKING SPACES AND TWO (2) ELECTRIC VEHICLE SPACES. FOUR (4) WATER QUALITY MANAGEMENT BASINS ARE PROPOSED ALONG THE NORTHEASTERN	53,275 SF + 9.93 AC	150-Warehousing	
	10 MV8	63		AND SOUTHEASTERN BOUNDARIES OF THE PROPERTY SITE.			built not oprated??
			PPT210021	PROPOSAL FOR THE OPERATION OF A TRAILER STORAGE MAINTENANCE FACILITY. THE TRAILER STORAGE FACILITY WOULD ALLOW FOR THE STORAGE OF 145 TRAILERS. A MAINTENANCE BUILDING WILL INCLUDE 13,800 SQUARE FEET FOR THE LIGHT TRUCK MAINTENANCE AND WILL INCLUDE 1,200 SQ. FT. OF OFFICE SPACE ON THE FIRST FLOOR AND 1,200 SQ. FT. OF OFFICE SPACE ON THE SECOND FLOOR FOR A TOTAL SQUARE FOOTAGE OF 16,200 SQ. FT.. THE MAINTENANCE BUILDING IS PROPOSED AS A METAL SIDED BUILDING AND WILL BE APPROXIMATELY 26' 6? IN HEIGHT. THIRTY-EIGHT (38) PARKING SPACES WILL BE PROVIDED.	16200 SF + 11.06	942 - Automobile Care Center	
	4 MV9	19					

FRONTAGE ROAD

PLACENTIA AVE

INDIAN AVE

BARRETT AVE

PERRIS BLVD

HARVEST LANDING WAY

ORANGE AVE

DRIVE "A"

PRIVATE

BLDG 1

BLDG 2

BLDG 3

BLDG 4

BLDG 5

BLDG 6

BLDG 7

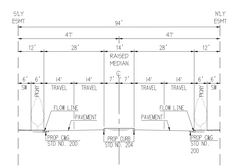
145'-10 3/4"

625.0'-1 1/2"

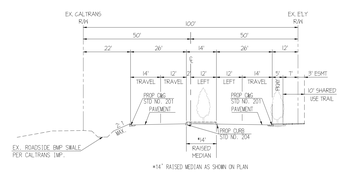
521'-2 1/4"

307'-1 1/2"

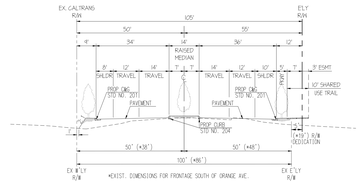
714'-5 1/4"



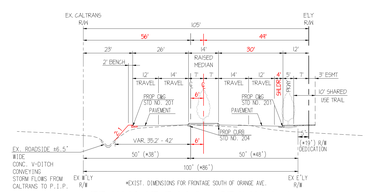
PRIVATE DRIVE "A" - SECTION D-D
SECONDARY ARTERIAL
(64'/70')



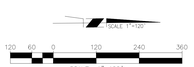
FRONTAGE ROAD - SECTION A-A
(100'/66')



FRONTAGE ROAD - SECTION B-B
(105'/84')



FRONTAGE ROAD - SETION C-C



CITY OF PERRIS

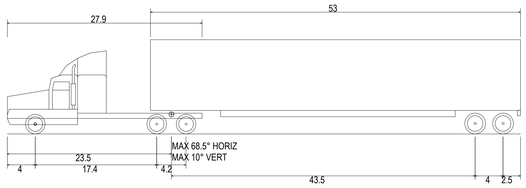
HARVEST LANDING RETAIL CENTER & BUSINESS PARK
PROPOSED STREET EXHIBIT
VESTING TENTATIVE TRACT MAP 38811-1 TO -3

SCALE:	AS SHOWN
DATE:	OCT. 2024
DESIGNED:	AJ
CHECKED:	PH
PLN CK REF.:	

FMCIVIL ENGINEERS INC.
29995 TECHNOLOGY DRIVE, SUITE 306
MURRIETA | CA. 92563
951.973.0220 - FMCIVIL.COM

SHEET 1 OF 1 SHEETS

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WB-67 - INTERSTATE SEMI-TRAILER	
OVERALL LENGTH	73.501FT
OVERALL WIDTH	8.500FT
OVERALL BODY HEIGHT	13.500FT
MIN BODY GROUND CLEARANCE	1.334FT
MAX TRACK WIDTH	8.500FT
LOCK-TO-LOCK TIME	6.00S
MAX STEERING ANGLE (VIRTUAL)	28.40°

INTERSTATE-215 FREEWAY

FRONTAGE ROAD

FRONTAGE ROAD

FRONTAGE ROAD

PRIVATE DRIVE 'A'

ORANGE AVE

BARRETT AVE.

WQMP

WQMP

(38 DOCK HIGH POSITIONS)

LA: 1,052,227 SF (24.16 AC)

2

389,000 SF

384,000 SF (1Lvl) + 5,000 SF(Mezz.)

(38 DOCK HIGH POSITIONS)

3

LA: 311,320 SF (7.15 AC)

113,500 SF

111,000 SF (1Lvl) + 2,500 SF(Mezz.)

4

LA: 156,739 SF (3.60 AC)

60,000 SF

57,500 SF (1LVL) + 2,500 SF(MEZZ.)

5

LA: 150,970 SF (3.47 AC)

25,000 SF

22,500 SF (1LVL) + 2,500 SF(Mezz.)

6

509,000 SF

504,000 SF (1Lvl) + 5,000 SF(Mezz.)

(44 DOCK HIGH POSITIONS)

(44 DOCK HIGH POSITIONS)

7

309,000 SF

304,000 SF (1Lvl) + 5,000 SF(Mezz.)

(30 DOCK HIGH POSITIONS)

TRAILER PARKING
701 SPACES

AUTO PARKING
743 SPACES

LA: 2,599,664 SF (59.68 AC)

1

322,079 SF

OFFICE

DOLLY PARKING
234 SPACES

TRACTOR
PARKING 236
SPACES

SWITCHER
PARKING 35
SPACES

VAN PARKING
64 SPACES

HARVEST LANDING RETAIL CENTER & BUSINESS PARK

PERRIS, CA

BUILDING 1

Truck Circulation Plan

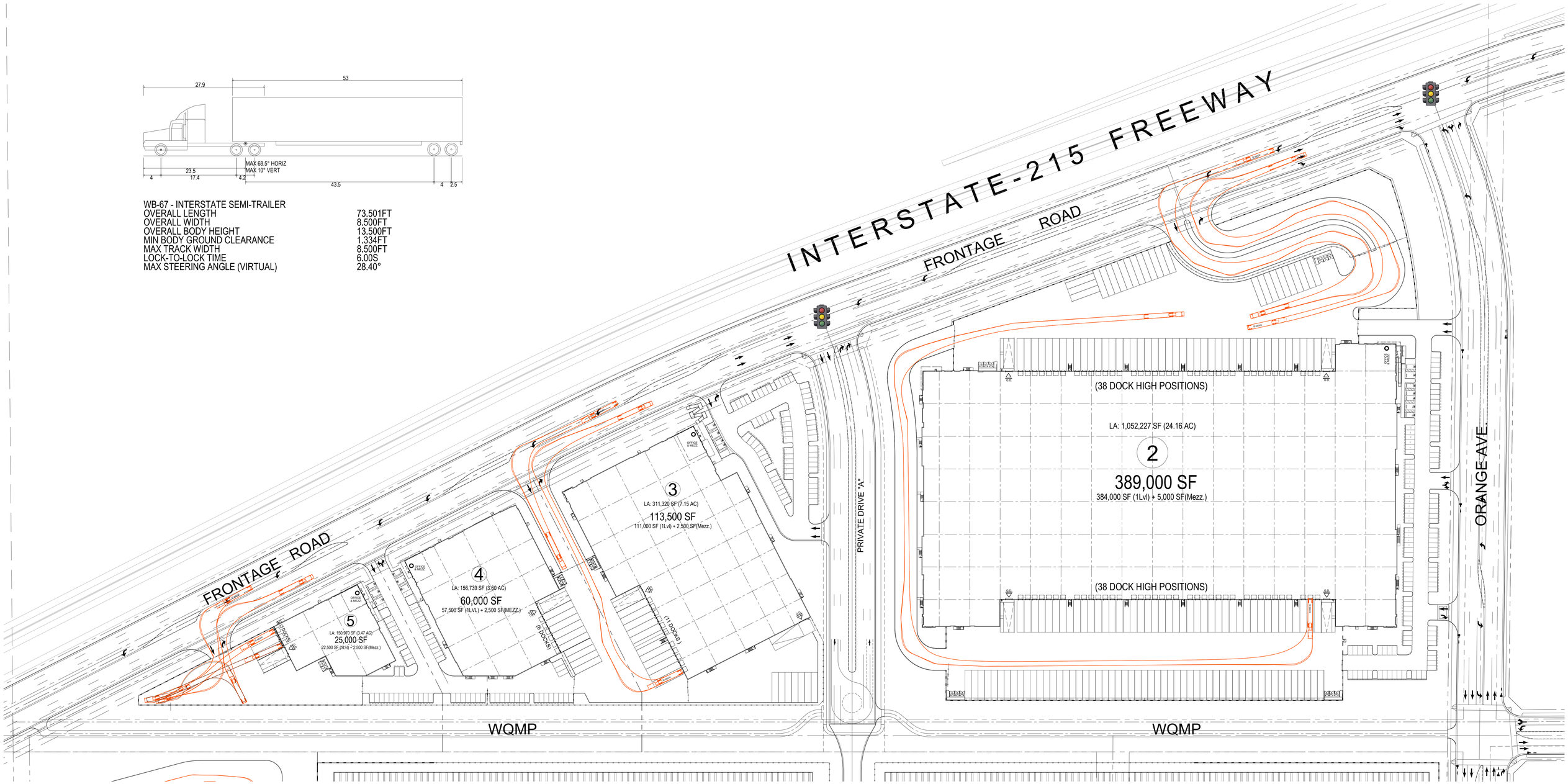
0' 100' 200' 300'

Architecture. Design. Relationships.

A9

Scale 1" = 100'-0"
Job No. 2020-392
Date 2024-10-21

WB-67 - INTERSTATE SEMI-TRAILER	
OVERALL LENGTH	73.501FT
OVERALL WIDTH	8.500FT
OVERALL BODY HEIGHT	13.500FT
MIN BODY GROUND CLEARANCE	1.334FT
MAX TRACK WIDTH	8.500FT
LOCK-TO-LOCK TIME	6.00S
MAX STEERING ANGLE (VIRTUAL)	28.40°



HARVEST LANDING RETAIL CENTER & BUSINESS PARK

PERRIS, CA

BUILDING 4

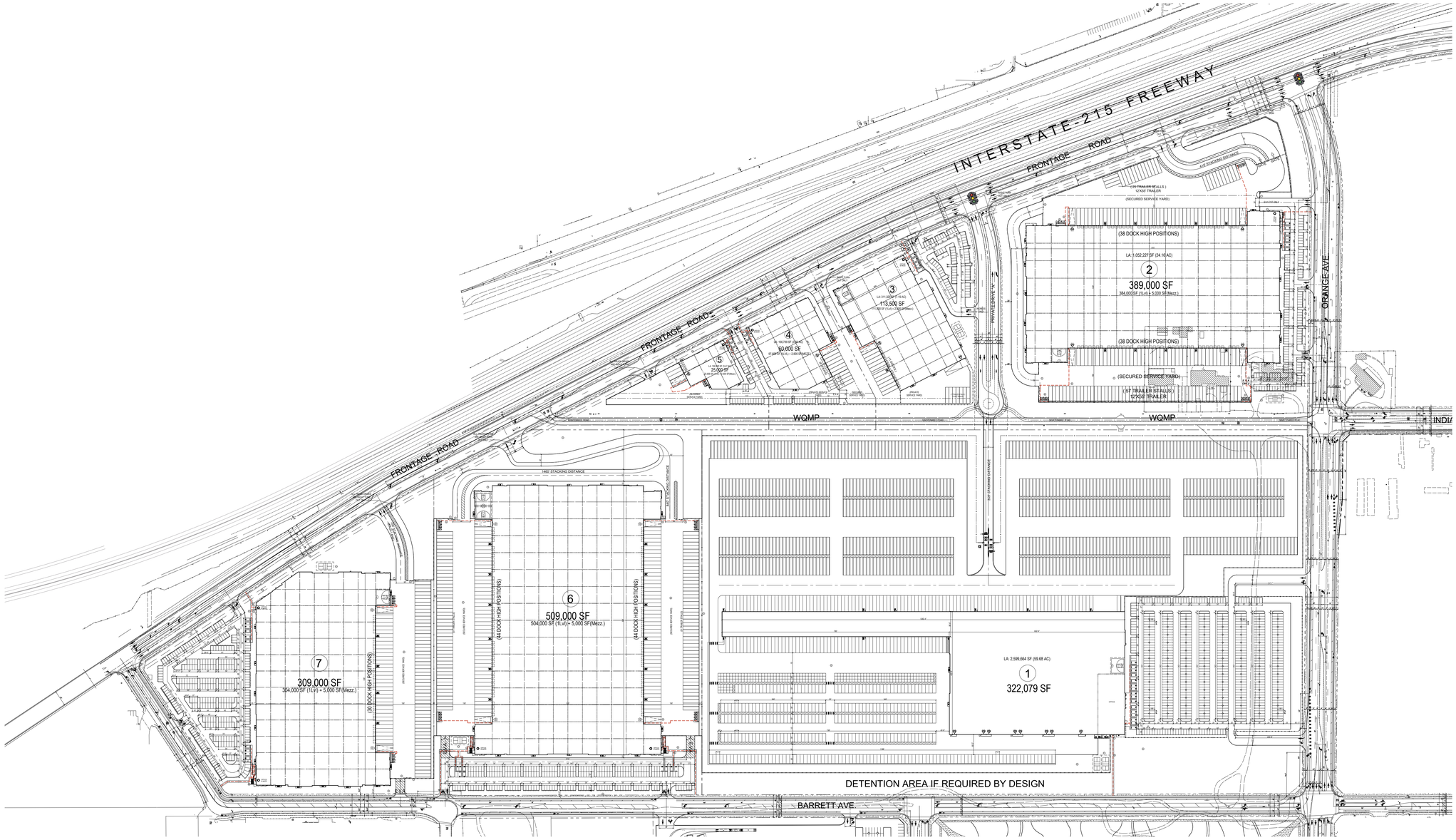
Truck Circulation Plan

0' 70' 140' 210'

Architecture. Design. Relationships.

A9

Scale	1" = 70'-0"
Job No.	2020-392
Date	2024-10-16



SITE DATA TABLE

BUILDING	LAND AREA AC	LAND AREA SF	COV %	FAR	BLDG FOOT PRINT	BLDG MEZZ.	TOTAL BLDG SF	OFFICE SF	WAREHOUSE SF	PRKG REQ 0-20K	PRKG REQ 20K+	PRKG REQ 20-40K	PRKG REQ 40K+	PRKG REQ.	PRKG PROV.	TRAILER PRKG	OTHER PARKING
1	±59.68	±2,599,664	12.4%	0.12	322,079	0	322,079	19,500	302,579	20		10	56	86	743	701	569
2	±24.16	±1,052,227	36.5%	0.37	384,000	5,000	389,000	10,000	379,000	20	-	10	70	100	114	83	
3	±7.15	±311,320	35.7%	0.36	111,000	2,500	113,500	5,000	108,500	20	47	-	-	67	67	7	
4	±3.60	±156,739	36.7%	0.38	57,500	2,500	60,000	5,000	55,000	20	20	-	-	40	42	4	
5	±3.47	±150,970	14.9%	0.17	22,500	2,500	25,000	5,000	20,000	20	3	-	-	23	28	0	
6	±25.94	±1,130,139	44.6%	0.45	504,000	5,000	509,000	10,000	499,000	20	-	10	94	124	220	102	
7	±16.71	±727,869	41.8%	0.42	304,000	5,000	309,000	10,000	299,000	20	-	10	54	84	263	61	
TOTAL	±140.70	±6,128,928	27.8%	0.28	1,705,079	22,500	1,727,579	64,500	1,663,079	140	69	40	274	523	1,477	958	569
										(1/1000)	(1/2000)	(1/2000)	(1/5000)		(0.85/1000)		

DISCLAIMER:
ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT TO CHANGE PENDING OWNER AND DPA AGENCY REVIEW AND DUE DILIGENCE

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drawing file name: 1)favi/ao-projects/fb/projects/2020-392 howard harvest landing/design/entitlement/exefile_20392-plan-site.dwg

HARVEST LANDING RETAIL CENTER AND BUSINESS PARK

Perris, CA

CONCEPTUAL SITE DESIGN
Master Plan

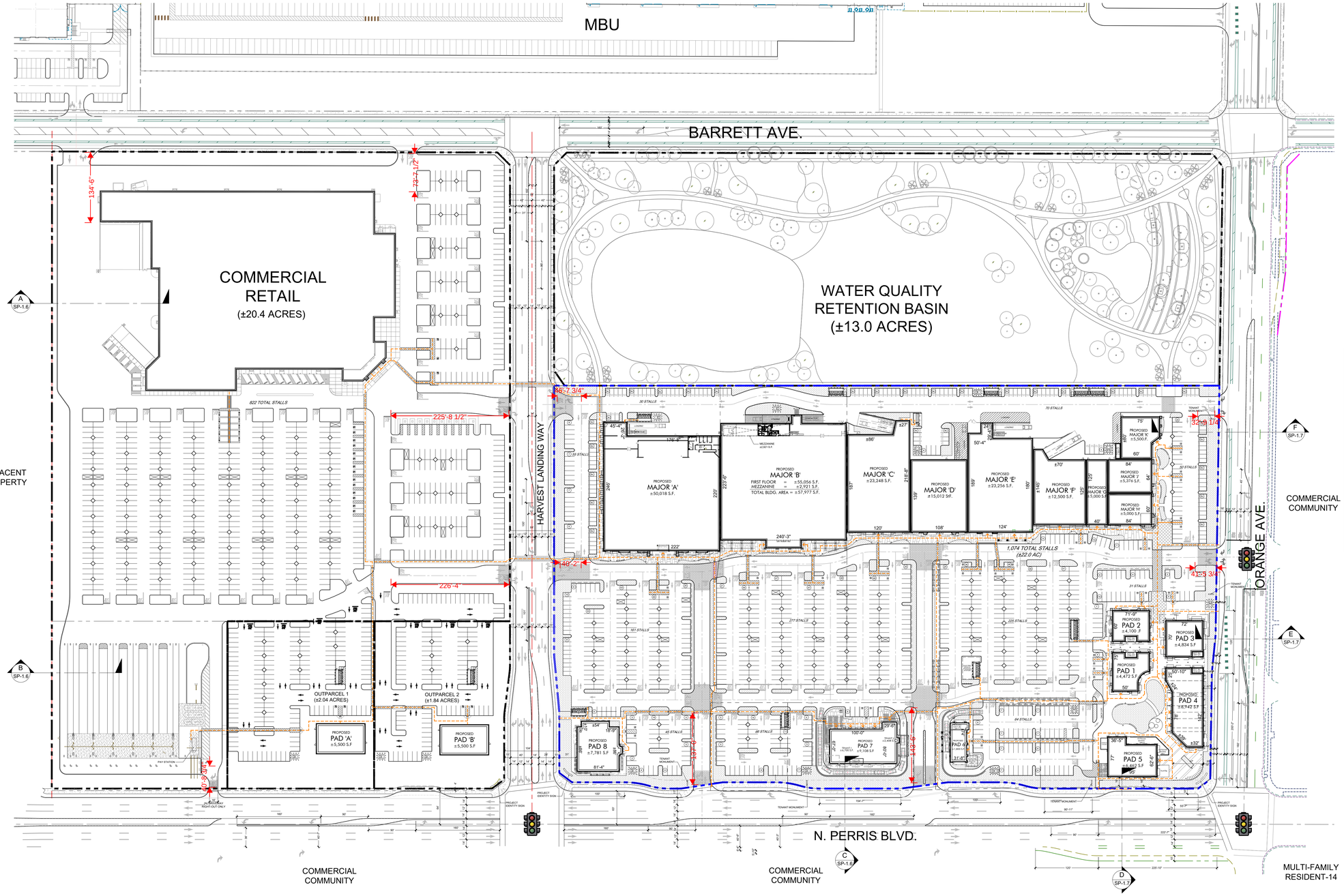
N
0' 75' 150' 300'

Architecture. Design. Relationships.

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A1

Scale 1" = 150'- 0"
Job No. 2020-392
Date 2025-02-10



LEGEND

- PROPOSED SITE AREA (±22.0 AC)
- NEW BUILDING
- NEW PLANTER AREA. SEE LANDSCAPE PLANS.
- HANDICAP INDICATION PATH OF TRAVEL
- CART CORRAL

NOTE: ALL CART CORRALS VISIBLE FROM ADJACENT ROADWAYS MUST BE ENCLOSED AND DECORATED IN MATERIALS AND COLORS COMPLIMENTARY TO COMMERCIAL/RETAIL BUILDINGS.

OVERALL SITE PLAN

SCALE: 1" = 80'-0"

GRAPHIC SCALE

80 0 40 80 160 240

1 inch = 80 feet

NOTE:

See Sheet T100 for proposed building and parking summary.

See Sheet SP-1.6 & SP-1.7 for site sections.

PRELIMINARY SITE PLAN SUBJECT TO CHANGE. PROPERTY LINES ARE BASED ON CAD DRAWINGS PROVIDED BY CLIENT, PREPARED BY FMCIVIL ENGINEERS INC. RECEIVED FROM CLIENT 06.06.2023.

HIP So-Cal Properties LLC
2244 N. Pacific Street
Orange, CA 92865
TEL. (714) 637-3333

AZURE DEVELOPMENT CO.
944 South Greenwood Avenue
Montebello, CA 90640
TEL. (310) 467-7408

Harvest Landing Retail Center & Business Park

SWC Perris Blvd. & Orange Ave., Perris CA 92571

PROPOSED SITE PLAN

22161MMA	06.03.2025

SP-1

mmaarchitecture.com
mma Architecture

Intersection: 1:

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	125	832	851	300
Average Queue (ft)	92	390	435	153
95th Queue (ft)	170	795	825	246
Link Distance (ft)		1015	1015	825
Upstream Blk Time (%)		2	1	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	2	18		
Queuing Penalty (veh)	13	105		

Intersection: 8:

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	R	R	T	T	TR	LT	>	>
Maximum Queue (ft)	461	443	457	216	244	237	606	425	412
Average Queue (ft)	427	386	263	126	166	191	542	406	226
95th Queue (ft)	526	570	535	205	235	250	713	502	424
Link Distance (ft)	428	428	428	217	217	217	562		
Upstream Blk Time (%)	91	58	4	0	1	2	38		
Queuing Penalty (veh)	0	0	0	0	4	13	0		
Storage Bay Dist (ft)								400	400
Storage Blk Time (%)							34	8	1
Queuing Penalty (veh)							262	29	4

Network Summary

Network wide Queuing Penalty: 431



Intersection: 1:

Movement	EB	WB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	34	59	14	11	180
Average Queue (ft)	1	4	1	1	78
95th Queue (ft)	19	29	14	12	149
Link Distance (ft)	198	1088	1088		787
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8:

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	LT	R	R
Maximum Queue (ft)	460	465	454	206	184	165	145	310	549	396
Average Queue (ft)	424	391	298	136	106	49	36	215	202	138
95th Queue (ft)	512	566	551	195	170	112	103	330	400	307
Link Distance (ft)	428	428	428	198	198	198			552	
Upstream Blk Time (%)	81	58	6	0	0	0	0		1	
Queuing Penalty (veh)	0	0	0	2	0	0	0		0	
Storage Bay Dist (ft)							200	285		400
Storage Blk Time (%)						0	0	4	1	0
Queuing Penalty (veh)						0	0	27	7	0

Network Summary

Network wide Queuing Penalty: 36



Intersection: 1:

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	125	1071	1071	418
Average Queue (ft)	117	988	990	232
95th Queue (ft)	151	1239	1239	400
Link Distance (ft)		1015	1015	825
Upstream Blk Time (%)		78	69	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	5	27		
Queuing Penalty (veh)	38	193		

Intersection: 8:

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	R	R	T	T	TR	LT	>	>
Maximum Queue (ft)	461	447	442	140	169	220	260	403	340
Average Queue (ft)	435	379	99	35	99	137	55	176	119
95th Queue (ft)	452	612	350	94	148	195	153	315	273
Link Distance (ft)	428	428	428	217	217	217	562		
Upstream Blk Time (%)	99	83	1	0		0			
Queuing Penalty (veh)	0	0	0	0		2			
Storage Bay Dist (ft)								400	400
Storage Blk Time (%)								0	0
Queuing Penalty (veh)								0	0

Network Summary

Network wide Queuing Penalty: 233



Intersection: 1:

Movement	EB	WB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	7	170	170	41	513
Average Queue (ft)	0	35	10	2	231
95th Queue (ft)	5	115	73	21	459
Link Distance (ft)	198	1088	1088		787
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	

Intersection: 8:

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	LT	R	R
Maximum Queue (ft)	194	273	228	214	211	209	188	227	358	285
Average Queue (ft)	93	154	100	177	153	107	94	51	210	148
95th Queue (ft)	167	233	192	228	219	190	170	125	308	262
Link Distance (ft)	428	428	428	198	198	198			552	
Upstream Blk Time (%)				4	1	0	0			
Queuing Penalty (veh)				28	7	2	0			
Storage Bay Dist (ft)							200	285		400
Storage Blk Time (%)						0	0		1	
Queuing Penalty (veh)						1	0		5	

Network Summary

Network wide Queuing Penalty: 44



Intersection: 1:

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	125	316	344	223
Average Queue (ft)	48	138	175	116
95th Queue (ft)	134	274	311	186
Link Distance (ft)		1015	1015	825
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	0	7		
Queuing Penalty (veh)	0	38		

Intersection: 8:

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	R	R	T	T	TR	LT	>	>
Maximum Queue (ft)	451	465	454	200	230	234	616	425	368
Average Queue (ft)	435	387	263	97	139	179	554	404	152
95th Queue (ft)	491	591	533	171	217	254	689	518	310
Link Distance (ft)	428	428	428	217	217	217	562		
Upstream Blk Time (%)	91	54	3	0	0	2	47		
Queuing Penalty (veh)	0	0	0	0	2	12	0		
Storage Bay Dist (ft)								400	400
Storage Blk Time (%)							48	1	0
Queuing Penalty (veh)							299	4	0

Network Summary

Network wide Queuing Penalty: 355



Intersection: 1:

Movement	EB	WB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	39	188	158	87	387
Average Queue (ft)	1	58	15	5	166
95th Queue (ft)	18	146	82	41	328
Link Distance (ft)	198	1088	1088		787
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			1	1	

Intersection: 8:

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	LT	R	R
Maximum Queue (ft)	176	296	265	221	214	226	196	309	468	373
Average Queue (ft)	86	190	136	190	169	132	88	188	270	211
95th Queue (ft)	156	271	242	234	232	214	187	322	397	319
Link Distance (ft)	428	428	428	198	198	198			552	
Upstream Blk Time (%)				7	2	1	0		0	
Queuing Penalty (veh)				45	12	4	0		0	
Storage Bay Dist (ft)							200	285		400
Storage Blk Time (%)						1	0	1	3	0
Queuing Penalty (veh)						3	1	6	25	0

Network Summary

Network wide Queuing Penalty: 97



Intersection: 1:

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	125	641	622	306
Average Queue (ft)	90	273	299	170
95th Queue (ft)	168	516	532	269
Link Distance (ft)		1015	1015	825
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	2	18		
Queuing Penalty (veh)	10	112		

Intersection: 8:

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	R	R	T	T	TR	LT	>	>
Maximum Queue (ft)	460	446	443	189	229	230	413	405	370
Average Queue (ft)	439	388	278	90	135	168	143	231	187
95th Queue (ft)	467	592	559	162	216	247	350	407	374
Link Distance (ft)	428	428	428	217	217	217	562		
Upstream Blk Time (%)	92	57	4		0	1	2		
Queuing Penalty (veh)	0	0	0		1	8	0		
Storage Bay Dist (ft)								400	400
Storage Blk Time (%)							0	3	1
Queuing Penalty (veh)							0	6	1

Network Summary

Network wide Queuing Penalty: 138



Intersection: 1:

Movement	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	TR	R
Maximum Queue (ft)	9	11	418	439	125	838
Average Queue (ft)	0	0	190	149	41	798
95th Queue (ft)	6	6	350	360	129	909
Link Distance (ft)	198	198	1088	1088		787
Upstream Blk Time (%)						96
Queuing Penalty (veh)						0
Storage Bay Dist (ft)					100	
Storage Blk Time (%)				3	1	
Queuing Penalty (veh)				24	4	

Intersection: 8:

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	LT	R	R
Maximum Queue (ft)	272	420	345	221	228	235	198	309	545	416
Average Queue (ft)	141	265	204	201	202	186	134	133	319	262
95th Queue (ft)	242	389	317	213	233	240	224	321	489	399
Link Distance (ft)	428	428	428	198	198	198			552	
Upstream Blk Time (%)		0	0	18	9	3	1		1	
Queuing Penalty (veh)		0	0	155	79	28	0		0	
Storage Bay Dist (ft)							200	285		400
Storage Blk Time (%)						3	1	0	11	0
Queuing Penalty (veh)						20	3	0	66	1

Network Summary

Network wide Queuing Penalty: 381



Intersection	Improvement CODE	Details
1. Perris Blvd/Iris Ave		
2. Perris Blvd/Krameria Ave		
3. N Perris Blvd/Harley Knox Blvd		
4. N Perris Blvd/W Markham St		
5. N Perris Blvd/Ramona Expy	S-97	Widening along Ramona Expressway between I-215 and Eastern City limits to accommodate additional turning lanes at intersections.
6. N Perris Blvd/Morgan St		
7. Evans Rd/E Rider St		
8. Redlands Ave/E Rider St	s-89	Roadway wideningfrom Placentia to Rider Street.
9. N Perris Blvd/E Rider St		
10. Redlands Ave/Placentia Ave		
11. N Perris Blvd/Placentia Ave		
12. Barrett Ave/W Placentia Ave		
13. Indian Ave/W Placentia Ave		
14. I-215 Frontage Rd/W Placentia Ave		
15. I-215 NB Ramps/Placentia Ave	S-22	Contribution to RCTC for Studies and Design of the Placentia Interchange at I-215 Freeway.
16. I-215 SB Ramps/Placentia Ave	S-22	
17. Redlands Ave/Orange Ave		
18. N Perris Blvd/Orange Ave		
19. Barrett Ave/Orange Ave		
20. Indian Ave/Orange Ave		
21. I-215 Frontage Rd/Orange Ave		
22. Redlands Ave/Citrus Ave		
23. N Perris Blvd/Citrus Ave		
24. Murrieta Rd/E Nuevo Rd	s-76	Widening Nuevo Road from 2 to 4 lanes between Murrieta and Dunlap(within City Limits) and from Dunlap to Menifee (within County of
25. Redlands Ave/E Nuevo Rd	s-76	Riverside limits). Also, widening of Nuevo Road bridge over Perris Valley Storm Drain to accommodate additional lanes.
26. N Perris Blvd/ W Nuevo Rd	s-76	
27. I-215 Frontage Rd/W Nuevo Rd	s-76	
28. I-215 NB Ramps/W Nuevo Rd	s-76	
29. I-215 SB Ramps/W Nuevo Rd	s-76	
30. Redlands Ave/Midred St		
31. N Perris Blvd/Mildred St		
32. N Perris Blvd/E San Jacinto Ave		
33. Indian St/Ramona Expy	S-97	Widening along Ramona Expressway between I-215 and Eastern City limits to accommodate additional turning lanes at intersections.
34. Indian St/Morgan St		
35. Indian St/Rider St		
36. Perris Blvd/4th St	S-60, S-120	Pavement Rehabilitation, Signal Modification and Miscellaneous Improvements Along 4th Street Between Redlands and 7th Street. Widen Perris boulevard between 4th Street and 11th Street from 2 to 4 phases.
37. Perris Blvd/Daniela Way		
38. Barrett Ave/Daniela Way		
39. Barrett Ave/I-215 Frontage Road		
road extension indian to frontage road	s-23	Road Extension from Indian to Frontage Road.

ANALYSIS REPORT

NORTH PERRIS ROAD AND BRIDGE BENEFIT DISTRICT



Prepared for

CITY OF PERRIS

June 2008

ALBERT A. WEBB ASSOCIATES

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June 12, 2008

W.O. 07-0268

Richard Belmudez
Community Development Department
City of Perris
135 N. D Street
Perris, CA 92570

RE: North Perris Road and Bridge Benefit District Analysis Report

Dear Mr. Belmudez:

We are pleased to submit herewith our Analysis Report for the North Perris Road and Bridge Benefit District which we have prepared at your request.

If you have any questions regarding this report, please call the undersigned for clarification.

Sincerely,
ALBERT A. WEBB ASSOCIATES

Shane Spicer
Senior Financial Analyst,
Special Assessment and Tax Consulting



Dilesh Sheth, P.E.
Director,
Traffic and Transportation

cc: Habib Motlagh, City of Perris, City Engineer
Brad Eckhardt, City of Perris, Planning Manager
Scott Hildebrandt, Albert A. Webb Associates, Vice President

Encl.

SS/mb

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I. EXECUTIVE SUMMARY

The North Perris Road and Bridge Benefit District is being established pursuant to Section 66484 of the California Government Code.

The North Perris Road and Bridge Benefit District (the NPRBBD or District) is located in the northern portion of the City of Perris within Riverside County. The ultimate development of this area will significantly increase traffic volumes and have a substantial impact on area circulation. Additional thoroughfares and bridges are necessary to meet the projected transportation and traffic needs resulting from the anticipated development.

The purpose of the District is to streamline the financing of specific regional road and bridge improvements determined to provide benefit to the developing properties within the boundaries of the District. The road and bridge improvement fee for the District is a one time fee paid to the City prior to recordation of a final tract or parcel map, or prior to the issuance of a building permit. The payment of the NPRBBD fee is not intended to relieve the subdivider, developer or an applicant for a building permit from the requirements imposed under other provisions or Ordinances of the City of Perris to dedicate and improve roads as a condition of approval of a tentative map or building permit.

The selected facilities are needed to provide acceptable levels of service in conjunction with the planned development of the area. Eligible facilities are those which will provide a regional benefit and are shown on the Circulation Element of the Comprehensive General Plan of the City of Perris.

The City of Perris has retained Albert A. Webb Associates, a consultant, to prepare the Analysis Report to identify the boundaries of the District, set forth the major thoroughfares and bridges to be funded by the District, determine the cost estimates for the construction of each facility, establish the fees, provide a mechanism to capture related Transportation Uniform Mitigation Fees and Developer Impact Fees and allocate the fees on an equitable basis.

II. BACKGROUND

On June 14, 2005 the City Council of the City of Perris (the "City") adopted the General Plan Circulation Element designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. This Element described the extent of physical improvements needed to accommodate anticipated population growth and introduces other techniques (e.g., restricted street parking, transportation systems management plans and congestion management plans), which can be used to improve and maintain an acceptable level of service for the City's circulation system. During the years 2005 and 2006 the City also updated five of the remaining six mandatory General Plan Elements.

As a result of these updates it was determined that the ultimate development of this area will significantly increase traffic volumes and have a substantial impact on area circulation. The District has been designed in a manner to distribute the cost of the construction of the improvements on an equitable basis among benefiting properties. The fee levels for this District are determined based on the estimated improvement costs and projected future development potential of the District. The fees are a one-time charge paid to the City of Perris prior to recordation of a final tract or parcel map or prior to the issuance of building permit. The District Fees are comprised of both Transportation Uniform Mitigation Fees and Developer Impact Fees. Properties that have already been developed are not subject to District fees.

The City is currently updating the General Plan Circulation Element for the properties within the boundaries of the North Perris Road and Bridge Benefit District. The proposed land use changes being considered include: a reduction of residential and commercial properties and an increase of industrial properties. The proposed changes have been incorporated to better project future development within the District, see Exhibit J for details.

A. TUMF Program

On February 10, 2003, the Transportation Uniform Mitigation Fee (the "TUMF") program became effective. General TUMF Program parameters, definitions and procedures are described in the TUMF Program Ordinance adopted by participating Western Riverside County jurisdictions. The Western Riverside Council of Governments (WRCOG) is designated as the TUMF Program Administrator, and as such will work closely with member jurisdictions, the Riverside County Transportation Commission, and the Riverside Transit Agency to coordinate transportation expenditure programs to maximize the effectiveness of future transportation investments. The transportation facilities listed under the TUMF program partially overlap with facilities contained within the District. While the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall, as determined by the Nexus Study 2005 Update, by establishing a new revenue source that ensures future development will contribute toward addressing the impacts of new growth on regional transportation infrastructure. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers, and in turn new county residents and employees, will effectively contribute their "fair share" toward sustaining the regional transportation system.

According to the TUMF Nexus Study 2005 Update the TUMF Network is the system of roadways that serve inter-community trips within Western Riverside County (the Regional System of Highways and Arterial) and are eligible for improvement funding from the TUMF Program. This Study identified transportation facilities in Western Riverside County and distinguished whether the facilities were of "Regional Significance" or of "Zonal Significance". The Facilities identified as providing Regional Significance were labeled "backbone" facilities for the highway network for Western Riverside County. The Facilities of Zonal Significance (the "secondary" network) represent the balance of the Regional System of Highways and Arterials for Western Riverside County. The TUMF facilities identified and included in the District provide the regional benefits to Western Riverside County as identified in the Nexus Study. Exhibit C shows the TUMF Network in Riverside County.

To estimate the cost of improving the regional transportation system to provide for future traffic growth from new development, the transportation network characteristics and performance guidelines were initially used as a basis for determining the needed network improvements. The TUMF include Administrative Costs for the TUMF Program adopted in May 2005. The Executive Committee adopted the following policy regarding the expenditure of Program funds for the Administration of the Program:

1. WRCOG will budget no more than one percent (1%) of the TUMF Program revenue for administration salaries and benefits;

2. Administration costs will be budgeted at whatever is reasonable and necessary, but not to exceed four percent (4%) of the TUMF revenues (inclusive of the one percent administrative salaries and benefit cap).

Annually, WRCOG staff meets with the Zone Technical Advisory Committees to review the status of all programmed projects on the 5-Year Transportation Improvement Programs (TIPs) and bring the subsequent project adjustment requests to the Zone Committees for approval. The goals of the annual review process are as follows: (i) to update project cost estimates; (ii) to review project status; (iii) to determine the continued viability of projects; (iv) review the backlog of reimbursement projects;(v) to address local jurisdiction issues; and (vi) address compliance with AB 1600.

The TUMF Administrative Plan states that "The local jurisdiction shall compare facilities in local fee programs against the Regional System of Highways and Arterials (RSHA) and eliminate any overlap in its local fee program". Additionally, funding districts are not allowed to retain TUMF dollars for administration, therefore the 2% Administration cost estimates for the NPRBBD will be paid from the DIF portion of the NPRBBD fee.

For the purpose of the Analysis Report for the NPRBBD certain unit cost estimate assumptions were used to develop the TUMF network cost estimate, including a comparison of the original TUMF unit cost assumptions and the current revised unit cost assumptions developed as part of this review of the TUMF Nexus. Table 1 below illustrates the cost estimates and is provided in current year values as indicated. To estimate the cost of improving the regional transportation system to provide for future traffic growth from new development, the transportation network characteristics and performance guidelines were initially used as a basis for determining the needed network improvements. The initial list of improvements needed to provide for the traffic generated by new development was then compared with the City General Plan Circulation Element to ensure that the TUMF network included planned arterial roadways of regional significance. A consolidated list of proposed improvements and the unit cost assumptions were then used to establish an initial estimate of the cost to improve the network to provide for future traffic growth associated with new development.

Table 1
TUMF Unit Cost for Highway and Street Construction

Improvement Component Type (Code)	Original Estimated Unit Cost as published October 18, 2002	Current Estimated Unit Cost per 2005 Nexus Update with 2007 CCI Adjustment	Description
Construction Terrain 1 Level	$550,000	$658,000	Construction cost per lane mile – level terrain
Construction Terrain 2 Rolling	$850,000	$1,020,000	Construction cost per lane mile - rolling terrain
Construction Terrain 3 Mountainous	$1,150,000	$1,380,000	Construction cost per lane mile - mountainous terrain
ROW Land Use 1 Urban	$900,000	$1,930,000	ROW cost factor per lane mile - urban areas
ROW Land Use 2 Suburban	$420,000	$900,000	ROW cost factor per lane mile - suburban areas
ROW Land Use 3 Undeveloped	$240,000	$514,000	ROW cost factor per lane mile - undeveloped areas
Interchange 1 Complex New/Full Reconstruction	n/a	$47,840,000	Complex new interchange/interchange reconstruction total cost
Interchange 2 New/Full Reconstruction	$20,000,000	$23,970,000	New Interchange/Interchange reconstruction total cost
Interchange 3 Major Modification	$10,000,000	$11,980,000	Major interchange modification total cost
Interchange 4 Minor Modification	$2,000,000	$2,400,000	Minor interchange modification cost
Interchange 5 TUMF Arterial to TUMF Arterial New	n/a	$2,570,000	TUMF arterial to TUMF arterial new interchange cost (50% of $5,000,000 total cost assigned to each arterial)
Bridge 1	$2,000	$2,420	Bridge total cost per lane per linear foot
Railroad Grade Separation 1 New	$4,500,000	$5,390,000	New Rail Grade Separation per lane
Railroad Grade Separation 2 Existing Widening	$2,250,000	$2,700,000	Existing Rail Grade Separation per lane
Intersection	$300,000	$360,000	Upgrade existing network-to-network intersection
Planning	10%	10%	Planning, preliminary engineering and environmental assessment costs
Engineering	25%	25%	Project study report, design, permitting and construction oversight costs
Contingency	10%	10%	Contingency costs, including TUMF program administration
MSHCP Environmental Mitigation	n/a	5%	TUMF Regional Arterial Highway contribution to cumulative environmental mitigation

The Nexus Study also provided a Fair-Share Fee Calculation to address the approximately $5.06 billion of the future improvements that would be unfunded. Approximately 67.6% was assigned to new residential development and 32.4% was assigned to future new non-residential development. A portion of

the TUMF fee is specifically designated for improvement projects on the backbone system and on the secondary network within the zone in which it is collected. The TUMF Fee from the Nexus Study for the allocable share to new residential and non-residential development within Western Riverside County as adopted by WRCOG Executive Committee, February 9, 2006, with 2007 CCI Adjustment is shown in Table 2 below. For the purposes of calculating the NPRBBD fee it was assumed TUMF fees will remain constant after June 30, 2009 for the Land Use Categories listed below.

Table 2
TUMF Nexus Study 2005 Update Fee Schedule

Land Use	Thru June '08 Per DU or SF	Thru June '09 Per DU or SF	After June '09 Per DU or SF(1)
Single Family Residential*	$10,046	$10,046	$10,046
Multi Family Residential*	7,054	7,054	7,054
Industrial**	1.84	1.84	2.35
Retail**	9.99	9.99	12.94
Service**	5.71	5.71	6.56
Class 'A' Office**	2.19	2.19	2.19
Class 'B' Office**	2.19	2.19	2.19

* Per Dwelling Unit (DU)
** Per Square Feet (SF)
(1) For analysis purposes projected fee estimates maintained constant

TUMF funds shall be distributed in accordance with Executive Committee actions, the Nexus Study, the Administrative Plan and any future amendments thereto:

a. Allocation to Regional Transit Improvements - Of the TUMF funds received by WRCOG, 2.6% shall be allocated to the Riverside Transit Agency for making regional transit improvements.

b. Allocation to Regionally Significant Transportation Improvements - Of the TUMF funds received by WRCOG, 48.7% shall be allocated for making improvements to the arterials of regional significance on the Regional System of Highways and Arterials.

c. Allocation to Zones - Of the TUMF funds received by WRCOG, 48.7% shall be allocated to the five Zones for making improvements to the Regional System of Highways and Arterials as determined by the respective Zone Committees. The amount of TUMF funds allocated to each Zone shall be proportionate to the amount of TUMF revenue generated from the zone.

Exhibit D shows the roadway network for the Central Area Planning District.

High-Cube Warehouses and Distribution Centers

According to Section 5.8 of the TUMF Fee Calculation Handbook all types of high-cube warehouses and distribution centers are considered industrial use types. As such, a separate methodology is used in calculating the TUMF obligation for these projects. It was determined that the vehicle trips generated to and from the project site is typically lower than the typical industrial use property. The calculation of the TUMF obligation for non-residential industrial use properties is based on the gross floor area of buildings associated with the specific land-use.

A high-cube warehouse and distribution center property is a property that has "very large shell buildings commonly constructed using steel framed and/or concrete tilt-up techniques with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading

ratio of 1 door per 10,0000 square feet." All of the currently Approve Projects are high-cube warehouses or distribution centers and qualify for the revised calculation of their TUMF obligation. For the approximately 900 acres of Light-Industrial properties within the NPRBBD sixty percent (60%) has been projected as high-cube warehouses and distribution centers. The remaining forty percent (40%) has been assumed as regular warehousing properties. It was assumed that the average size for a high-cube warehousing property is 1,000,000 square feet and as development occurs within the District fewer large lots would be available to develop these types of warehouses.

For the high-cube warehouses and distribution centers the calculation of the TUMF obligation, as of the latest up-date to the TUMF Fee Calculation Handbook is as follows:

1. Subtract 200,000 square feet from the total gross floor area
   (i.e. for the example facility, it is 450,000 – 200,000 = 250,000 square feet)

2. Multiply the resultant value from step 1 which is the total gross floor area in excess of 200,000 square feet by 0.24 (i.e. for the example facility, it is 250,000 x 0.24 = 60,000 square feet)

3. Add 200,000 square feet to the resultant value of step 2
   (i.e. for the example facility, it is 200,000 + 60,000 = 260,000 square feet)

4. Use the resultant value of step 3 as the gross floor area to calculate the TUMF obligation using "Worksheet A.2.1 from the TUMF Fee Calculation Handbook" for standard non-residential fee calculations.

Each project will be reviewed independently by the City to determine whether the TUMF portion of the NPRBBD would be eligible for the TUMF obligation discount. For more details regarding the high-cube warehouse and distribution centers TUMF fee obligation please refer to the TUMF Fee Calculation Handbook.

B. DIF Program

Many of the regional facilities included in the TUMF program are related to the City's Developer Impact Fee (the "DIF") program. The DIF program, recently updated by the "Developer Impact Fee Justification Study" (the "Fee Study") on February 25, 2006 by David Taussig & Associates, Inc., provides a funding source to construct the police, fire, community amenities, government facilities and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next twenty-five years.

The Fee Study provided an apportionment of transportation facilities costs from a Transportation Needs List, as shown in Exhibit F. Road, flood control, and signalization facilities benefit future residents and employees in providing safe and efficient vehicular access to properties. It has been well documented by transportation engineers that different land uses generate trips at different rates.

The Transportation Facilities included in the DIF Program are identified as either "Secondary Arterial", "Arterial" or "Expressway" facilities. Each facility identified also illustrates the existing number of lanes, the number of lanes required by the General Plan, the number of lanes already included in TUMF and net number of lanes for completion. According to the Fee Study the "Roadway Cost" was calculated by multiplying the "Segment Size" in lane-miles by a constant factor of $625,000 per lane mile. This unit cost assumption is consistent with unit costs used in the TUMF program for roadways on flat terrain. These facilities will also require median landscaping in accordance to the Circulation Element of the General Plan for the City of Perris. The "Landscaped Median" column was calculated by multiplying the measured distance for each appropriate arterial and expressway segment by 14' (the width of a standard

median) and by a constant unit cost of $15.00 per square foot. It is assumed that any allowance for left turn lanes at intersections would be offset by additional paving and labor costs.

VPRA Technologies, Inc prepared a traffic modeling study supporting the need for expanding the roadway segments and verifies that if no new development occurred within the City, the existing road system would maintain a level of service C or better. The Level of Service (LOS) Schedule from the City General Plan Circulation Element and used in the DIF Fee Study can be found in Exhibit G. A summary of the City of Perris' Transportation portion of the DIF fees are shown in Table 3 below.

Table 3
City of Perris DIF Summary - Transportation Portion

Land Use	May 1, 2006 Per DU or SF	May 1, 2008 Per DU or SF	May 1, 2010 Per DU or SF
Single Family Residential*	$4,025	$4,025	$4,025
Multi Family Residential*	2,817	2,817	2,817
Commercial**	1.744	3.488	5.232
Industrial**	1.744	3.488	5.232

* Per Dwelling Unit (DU)
** Per Square Feet (SF)

The traffic study prepared by VRPA Technologies confirms that there are no existing deficiencies; as a result new development will finance all of the proposed transportation facilities. The road, flood control crossings, bridges, and signalization facilities costs have been apportioned on the basis of average daily trip ("ADT") generation factors. All of the transportation facilities were sized to meet the needs of future residents and employees. Average daily trip factors were multiplied by the various dwelling units and building square footages to calculate the total ADT's generated by new development. The total facility cost was then divided by the total ADT's to determine the cost per ADT. The Transportation fees for the various land uses were then calculated by multiplying the cost per ADT by the trip generation rate for each land use category. The DIF transportation facilities amounted to $172,493,703 and would be covered by impact fees on new development ($4,025 per single-family dwelling unit).

III. JUSTIFICATION

The District boundaries include property within the General Plan Circulation Element with land use classifications designated as primarily Light Industrial with a mixture of Commercial and Residential properties. According to the Circulation Element it is vital to the City and Inland Empire's economy that the there be an efficient movement of goods in and through the City of Perris. An efficient and cost-effective method for distributing and receiving products is required for the ability of the County to compete domestically and internationally on an economic basis. The City of Perris provides a key link in this system within its proximity to I-215, the rail line and March Air Reserve Base.

It is expected there will be significant industrial growth within the City supported by the relocation and replacement of individual agricultural processing plants and other new industries. This will significantly alter both regional and localized traffic patterns and increase the concentration of truck traffic within the City. This imminent growth for both the City of Perris and Moreno Valley, to the north, will exacerbate traffic conditions and require improvements to the identified facilities needed to accommodate the development.

The General Plan has also been used to identify the street facilities to be financed by the District. Many of the General Plan roadway designations should be upgraded to accommodate the future traffic volumes

to be generated by the build out of this area. All of the facilities proposed to be contained in the NPRBBD have been previously analyzed for environmental impacts under City of Perris Comprehensive General Plan Update EIR. The typical street improvement sections, Exhibit K, are based on the current Riverside County Transportation Department Improvement Standards for Urban Arterial and Arterial Highways. The District will fund improvements to roadways based on the County and City standard curb to curb only unless otherwise specifically stated herein. Unless otherwise specified herein, the District will not fund activities that do not result in ultimate improvements such as throw away tapers or interim projects.

A. BENEFIT

All facilities proposed to be included in the NPRBBD are facilities that provide a regional benefit to the developing properties within the boundaries of the district. According to the TUMF Nexus Study 2005 Update a facility providing "Regional Significance" was a facility proposed to have a minimum of six lanes at general plan build-out, extend across and/or between multiple Area Planning Districts or zones, and is forecast to carry at least 25,000 vehicles per day in 2025. The facilities that are typically within one zone and carry comparatively lesser traffic volumes than the backbone highway network, although they are considered significant for circulation within the respective zone have been identified as providing a "Zonal Significance".

A portion of the facilities included in the NPRBBD are TUMF facilities and have been identified as regionally significant facilities by the TUMF Nexus Study 2005. The remaining facilities included in the NPRBBD are regionally significant as they are necessary to provide acceptable levels of service (LOS) for the projected development for the area and are included in both the City of Perris' DIF Program and General Plan Circulation Element. As stated in the City of Perris' Circulation Element the LOS standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning the transportation system is to maintain acceptable levels of service along the federal and state highways and the local roadway network. To accomplish this, the California Department of Transportation (Caltrans), City of Perris, the County of Riverside, and other local agencies adopt minimum levels of service to determine future infrastructure needs.

The City's General Plan Circulation had identified the facilities included in the NPRBBD as Expressway, Arterial or Secondary Arterial. A Southern California Association of Governments (SCAG) traffic model was used to estimate average daily travel demand for the City of Perris Backbone network. SCAG's travel forecast model includes land use and socio economic data applied to traffic analysis zones (TAZ) within each planning area. The results of the traffic modeling provided Year 2030 projected average daily traffic (ADT) volumes for the backbone roadway network of the City of Perris. The projected ADT's for the proposed facilities range from 21,540 for a LOS A for a Secondary Arterial facility to 81,700 for a LOS E on an Expressway facility. A detailed description of the LOS requirements per facility can be found in Exhibit G.

The list of facilities identified within the NPRBBD provides additional benefit by providing adequate alternate truck routes within the City of Perris. As stated in the Circulation Element at least 15 percent of the daily traffic volume along the primary goods movement corridors in Riverside County is comprised of truck traffic. Approximately 7,500 trucks travel along I-215 and the City of Perris roadways daily. Due to the operational characteristics of trucks, the net effect on traffic flow is two to three times that of an equal number of passenger cars on level terrain, and could increase considerably on long upgrades.

The passenger car equivalents or PCEs for a roadway with 15 percent truck traffic consumes 30 to 40 percent of the roadways capacity. In most cases, the truck percentage in the peak commuting periods is

lower (usually no more than 4 to 6 percent), as the passenger car volume is higher and some trucks tend to avoid those hours because of the slow speeds.

According to the California Trucking Association (CTA) approximately 76 percent of all in and outbound freight is shipped by truck for the State of California. Additionally, approximately 98 percent of all the finished goods transported to the final retail and wholesale destinations were by trucks. It is anticipated that the region's truck volumes will increase by 40 percent through Year 2020.

In accordance with both local and State law, truck movements for the purpose of making deliveries within a city can use the most direct route to the particular delivery location. The designated truck routes within the Circulation Element study area are intended to indicate arterial streets, which may be used for truck movement in excess of the weight designated in the City Ordinance for movement through the City. The City's Truck Route Enabling Ordinance is the specific legal vehicle by which truck routes, shown in the General Plan as a policy issue, are translated into specific legal routes when adopted by the City Council and the routes have been posted.

The facilities within the NPRBBD provide a regional benefit to the developing properties within the boundaries of the district by diverting a significant portion of the truck traffic away from some of the major thoroughfares within the City of Perris and accommodate an acceptable level of service to support new development. Exhibit H illustrates the Existing Peak Hour Truck Intersection Counts and Segment ADT from the Circulation Element.

B. LAND USE ASSUMPTIONS

The General Plan Land Use Element was approved in April 2005 and the Circulation Element was approved in June 2005. Currently, the proposed land uses are being revised and the proposed changes have been incorporated to better project future development within the District, see Exhibit J for details. The Land Use Plan broadly describes the types of land uses and intensity of physical development that will be accommodated in the City of Perris through the year 2030. Land uses are organized and defined in the Land Use Element of the City of Perris General Plan according to the permitted intensity of physical development and types of uses appropriate on a given property. The Land Use Map assigns a land use classification to each property in the City of Perris. Together, the Land Use Plan and Land Use Map establish the desired pattern of development for the City of Perris.

The City of Perris is divided into ten (10) planning areas. The North Perris Road and Bridge Benefit District is located within Planning Areas 1, 3, and 4. Each planning area has distinct characteristics in terms of their designated land uses. Please refer to Exhibit I for the original layout of Planning Areas in the City of Perris.

Physical development in the City of Perris is classified according to land use type such as residential, commercial, or industrial. Each land use classification, or designation, is defined below in terms of permissible uses and intensity of physical development. The use and intensity classifications are the basis for permitted uses. Minimum and maximum development standards are described in greater detail and implemented through the Zoning Ordinance. Intensity and density standards are also the basis for minimum lot size and lot street frontage requirements of the Subdivision Ordinance. A brief description of the applicable classifications found within the District is as follows:

a. "*Residential*" land use designations include as principal uses all dwelling units equipped for independent living i.e. kitchen, bathroom, and sleeping quarters.

b. *"Commercial"* land use categories cover a broad range of non-residential, non-industrial uses. These categories include: Neighborhood Commercial/Urban Residential, Neighborhood Commercial, Community Commercial and Professional Office.

c. The "*Industrial*" category includes small business uses including businesses that require small warehouses or equipment yards (such as General Contractors, carpet and flooring installers, or other construction related trades), light manufacturing uses, materials processing and assembly, distribution centers, and large-scale warehousing.

d. The "*Specific Plan*" land use designation allows for a variety of uses, densities and building intensities on parcels of seventy-five or more acres subject to a master site plan and comprehensive development standards that provide for flexibility in design, creation of unique neighborhoods, amenities including parks and inclusion of appropriate infrastructure.

e. "*Open Space*" designates land used for active or passive parkland. In addition, Open Space may apply to undeveloped, natural areas such as the San Jacinto River. Open Space may be either publicly or privately owned, developed or undeveloped, and includes land retained in its undisturbed, natural state or developed areas that include play equipment, ball fields, or other, recreational equipment or facilities.

f. "*Public Semi-Public*" land use categories are locations for government facilities, public schools, and public services and utilities such as water and sewer district operations.

g. The "*Special Study Area Overlay*" designation is juxtaposed on the land use designation of parcels where flexibility in use and development standards may be needed to adapt to infrastructure, including roadways and storm drain facilities.

In determining the likely residential, commercial and industrial build-out within the General Plan, a factor of 85% of the vacant land was assumed to be developable for analysis purposes. At present the available ("developable") acreage within the district is 1, 633 acres. Additionally, a factor for the Floor Area Ratio (FAR) of 25% was assumed for Commercial land uses, 35% for Office land uses and 45% for Industrial land uses within the vacant area. The existing developments within the District were identified using the most recent aerial photographs and field visits. Information about approved projects and projects under review within the District was also collected. The area of the existing developments, approved projects and projects under review was deducted from the total area of the District in order to establish the vacant area within the District.

The City is currently updating the General Plan Circulation Element for the properties within the boundaries of the North Perris Road and Bridge Benefit District. The proposed land use changes being considered include a reduction of the total ("developable") acreage from 1,713 to 1,633 acres. The following changes for land use categories include: a reduction of 151 residential acres, a reduction of 96 and commercial properties acres and an increase of 167 industrial/business park properties. The proposed changes have been incorporated to better project future development within the District. For an illustration of the proposed land uses see Exhibit J.

IV. FACILITIES IDENTIFIED FOR FUNDING

All of the facilities proposed to be contained in the NPRBBD have been previously analyzed for environmental impacts under City of Perris Comprehensive General Plan Update EIR. The typical street improvement sections, Exhibit K, are based on the current Riverside County Transportation Department Improvement Standards for Urban Arterial and Arterial Highways. The District will fund improvements to roadways based on the County standard curb to curb only unless otherwise specifically stated herein.

Unless otherwise specified herein, the District will not fund activities that do not result in ultimate improvements such as throw away tapers or interim projects.

The facility improvements costs are estimated costs and actual costs of facilities may be higher or lower than indicated. The estimated costs for the District include travel lanes compatible with the adopted City General Plan road standards for ultimate width construction; mobilization; roadway excavation; aggregate base; asphalt concrete; asphalt concrete dike if full width improvements are not constructed; grading shoulders; grading 2:1 slopes to the limit of right of way; landscaped median; roadway frontage improvements (landscaping, curb and gutter, and sidewalk); and the cost of right of way acquisition. Facilities' budgets include a factor of 25% that is intended to cover: construction cost contingency; design engineering; contributions to the Multi-Species Habitat Conservation Plan (MSHCP) for coverage of facilities under that plan; preliminary survey; construction inspections and management; and District Administration costs. A 2% administration cost will be maintained in the District Fund for the management and administration of the District paid by the DIF portion of the NPRBBD fee.

The following is a brief description of the existing roadway network, including major roadways, interchanges, and bridges:

Harley Knox Boulevard (formerly Oleander Avenue) is an east-west roadway classified as an Arterial in the City of Perris General Plan with 128' Right-of-Way (ROW) between the I-215 interchange and Evans Road. It currently consists of 4 lanes between the I-215 interchange and Patterson Avenue, 2 lanes between Patterson Avenue and Perris Boulevard, and does not exist east of Perris Boulevard. However, it will be extended east to Evans Road per the General Plan with 3 lanes in each direction along its entire length. According to the General Plan, Oleander Avenue currently carries about 17,000 vehicles per day and is operating at a Level of Service (LOS) A. The existing interchange with I-215 is currently underutilized. If properly utilized, it has the potential to relieve congestion at the I-215 interchange at Ramona Expressway.

Harley Knox Boulevard is a gateway to the NPRBBD and provides a regional benefit to the developing properties within the boundaries of the district. It is expected that Harley Knox Boulevard will carry a considerable amount of truck and car traffic as a result of the Interstate 215 upgrade to 8 lanes funded with Measure A. The roadway will be diverting a significant portion of the truck traffic away from some of the major thoroughfares within the City of Perris and accommodate an acceptable level of service to support new development.

Placentia Avenue is an east-west roadway classified as an Arterial in the City of Perris General Plan with 128' Right-of-Way (ROW) between the I-215 interchange and Evans Road. It currently consists of 4 lanes between the I-215 over crossing and E. Frontage Road, does not exist between E. Frontage Road and Indian Avenue, and 2 lanes between Indian Avenue and Perris Boulevard. According to the general plan, an interchange will be constructed with I-215 and the entire length of the roadway will be improved to 3 lanes in each direction.

Ramona Expressway is a major east-west corridor running through the entire District Area. It is classified as an Expressway (184' – 220' ROW) in both the City of Perris General Plan and the County of Riverside General Plan. It currently consists of 4 lanes along the entire length within the District, except for the section between Brennan Avenue and Indian Avenue. The existing Average Daily Traffic (ADT) along Ramona within the District ranges from 19,000 to 23,000 east of Webster Avenue and about 29,000 west of Webster Avenue near the I-215 interchange. The I-215 Interchange at Ramona Expressway is currently operating at LOS E and immediate improvements are needed in order to relieve congestion. The southbound traffic exiting the freeway regularly forms a queue which spills over to the freeway mainline causing a major bottleneck for the southbound freeway traffic. Ramona Expressway crosses over the Perris

Valley channel between Redlands Avenue and Evans Road. The bridge currently has 4 lanes and needs to be widened ultimately to accommodate 8-lane traffic (4 lanes each direction).

Perris Boulevard is a major north-south roadway classified as an Arterial (128' ROW) roadway within the City of Perris. It starts from 11th Street in the City of Perris and terminates in the northern portion of the City of Moreno Valley. It currently consists of 4 lanes from Placentia Avenue to 300' north of Ramona Expressway and 2 lanes from 300' north of Ramona Expressway to the City Limits. It will be improved to 3 lanes in each direction per the General Plan. Under existing conditions, Perris Boulevard carries approximately 18,000 vehicles per day thru the District and operates at LOS A. Currently, the bridge crossing over the channel (lateral storm drain) just north of Oleander Avenue is wide enough to accommodate 6 lanes (3 lanes in each direction).

A. NPRBBD Facilities

The following table illustrates a listing of each facility identified under the North Perris Road and Bridge Benefit District including the Facility Name, General Plan Classification and the current estimated construction cost for each facility is prepared in Table 4 below. Exhibit F is a map illustrating the selected facility improvements within the District. Selected facilities which involve state highway improvements, such as an Interchange, Ramp Improvements, or Bridge Crossing were retained in the list of selected projects as offering a higher level of benefit to the regional transportation needs. It should be noted that the mainline improvements to the interstate system will be the responsibility of Caltrans. Highway over crossings will be constructed to the ultimate roadway section, per the City of Perris General Plan Circulation Element.

Roadway frontage improvements (landscaping, curb and gutter, and sidewalk) are not included in the TUMF unit cost for construction (Table 1) and have not been included in the TUMF portion of the NPRBBD Facilities.

Table 4
NPRBBD Facilities Estimated Cost

Facility Name	General Plan Classification	Estimated Cost
a. Indian Avenue	Secondary Arterial	$11,343,500
b. Perris Boulevard	Arterial	17,350,800
c. Redlands Avenue	Secondary Arterial	14,845,000
d. Harley Knox Boulevard	Arterial	31,813,700
e. Markham Street	Secondary Arterial	2,132,000
f. Ramona Expressway	Expressway	10,865,000
g. Morgan Street	Secondary Arterial	2,899,500
h. Rider Street	Secondary Arterial	3,803,000
i. Placentia Avenue	Arterial	18,705,900
j. Indian Avenue Bridge	Secondary Arterial	701,800
k. Harley Knox Boulevard Bridge	Arterial	4,210,800
l. Ramona Expressway Bridge	Expressway	2,105,800
m. Placentia Avenue Bridge	Arterial	6,316,200
n. Harley Knox Boulevard Interchange @ I-215	Arterial	17,371,000
o. Placentia Avenue Interchange @ I-215	Arterial	8,389,000
p. 4-Lane Intersections – Traffic Signals	4 – Signals	870,000
q. 6-Lane Intersections – Traffic Signals	11 – Signals	3,190,000
District Totals		**$156,913,000**

For a detailed list of the estimated cost of facilities please see Exhibit M – Facilities Cost Detail.

1. North-South Roadway Segments:

a) Indian Avenue –Indian Avenue from the northern Boundary of the District to Placentia Avenue will be a four (4) lane Secondary Arterial. The District will fund two (2) new lanes from the northern Boundary of the District to Harley Knox Blvd. The District will also fund four (4) new lanes from Harley Knox Blvd. to 100' north of the Ramona Expressway intersection. Additionally, the District will fund two (2) new lanes from 1,300' south of Morgan Street to Placentia Avenue. The estimated total cost for the entire segment of Indian Avenue, is $11,343,500 and includes Parkway Landscaping and Right-of-Way costs.

b) Perris Boulevard – The Perris Boulevard Arterial will be expanded by two (2) to four (4) lanes making Perris Boulevard a six (6) lane Arterial from the northern boundary of the District to Placentia Avenue, the southern boundary of the District,. The District will fund four (4) new lanes from the northern Boundary of the North Perris Road & Bridge Benefit District to 300' north of the Ramona Expressway intersection. The District will also fund two (2) new lanes from 300' north of the Ramona Expressway intersection to Placentia Avenue. The estimated total cost for the entire segment of Perris Boulevard, is $17,350,800 and includes Landscape Median, Parkway Landscaping and Right-of-Way costs.

c) Redlands Avenue – The District will fund four (4) new lanes from Harley Knox Boulevard to Placentia Avenue as a Secondary Arterial. This facility will include all four (4) new lane segments from Harley Knox to Placentia Avenue. The estimated total cost for the entire segment of Redlands Avenue, to ultimate standards, is estimated to be $14,845,000 and includes Parkway Landscaping and Right-of-Way costs.

2. East-West Roadway Segments:

d) Harley Knox Boulevard – The Arterial, as classified by the General Plan, will become six (6) lanes from the I-215 Interchange to the Perris Valley Channel located on the eastern boundary of the District. The District will fund two (2) new lanes from the I-215 Interchange to Patterson Avenue. The District will also fund four (4) new lanes from Patterson Avenue to Perris Boulevard. Additionally, the District will fund six (6) new lanes from Perris Boulevard to Redlands Avenue and a segment from Redlands Avenue to the Perris Valley Channel located on the eastern boundary of the District. The estimated total cost for the entire segment of Harley Knox Boulevard, to ultimate standards, is estimated to be $31,813,700 and includes Landscape Median, Parkway Landscaping and Right-of-Way costs.

e) Markham Street – The Secondary Arterial will become four (4) lanes extending from Indian Avenue to Perris Boulevard. The District will fund two (2) new lanes from Indian Avenue to Perris Boulevard. The estimated total cost for the Secondary Arterial is $2,132,000 and includes Landscaped Parkways and Right-of-Way costs.

f) Ramona Expressway – The listed facilities for the District include expanding the Ramona Expressway to six (6) lanes from the I-215 Interchange to the Perris Valley Channel located on the eastern boundary of the District. The District will fund a portion of the Expressway including two main segments of roadway, from the I-215 Interchange to Webster Avenue and from Perris Boulevard to the Perris Valley Channel. The District will fund the expansion of two (2) new lanes from the I-215 Interchange to Webster Avenue. Additionally, the District will fund two (2) new lanes from Perris Boulevard to the Perris Valley Channel. The estimated total cost for the entire segment of the Ramona Expressway, to ultimate standards,

is $10,865,000 and includes Shoulder Costs, Landscaped Median and Parkway, and Right-of-Way costs.

g) Morgan Street - The Secondary Arterial will become four (4) lanes extending from Indian Avenue to Perris Boulevard. The District will fund two (2) lanes for the segment of Indian Avenue to 600' east of Indian Avenue. The District will also fund four (4) new lanes from 600' east of Indian Avenue to Perris Boulevard. The estimated total cost for these two segments of Morgan Street is $2,899,500 and includes Parkway Landscape and Right-of-Way costs.

h) Rider Street – The facilities planned for the Secondary Arterial, Rider Street, within the District is for the expansion of the number of lanes to four (4) lanes. The District will fund two (2) lanes of Rider Street from Indian Avenue to Perris Boulevard. The District will also fund the addition of one (1) new land from Perris Boulevard to Redlands Avenue. The estimated total cost for Rider Street is $3,803,000 and includes Parkway Landscaping and Right-of-Way costs.

i) Placentia Avenue – The Arterial, as classified by the General Plan, will become six (6) lanes from the I-215 Interchange to the Perris Valley Channel located at the eastern boundary of the District. The District will fund the addition of two (2) lanes from the I-215 Interchange to E. Frontage Road, the addition of six (6) new lanes from E. Frontage Road to Indian Avenue, the addition of four (4) lanes from Indian Avenue to Perris Boulevard, the addition of two (2) lanes from Perris Boulevard to Redlands Avenue and the addition of six (6) new lanes from Redlands Avenue to the Perris Valley Channel located at the eastern boundary of the District. The estimated total cost for the entire segment of Placentia Avenue, to ultimate standards, is estimated to be $18,705,900 and includes Landscape Median, Landscape Parkway and Right-of-Way costs.

3. Bridge Improvements:

j) Indian Avenue Bridge – The District will fund the expansion of two (2) lanes for the Indian Avenue Bridge over Perris Valley Storm Drain Line B from the existing two (2) lane bridge to the ultimate four (4) lane bridge. The Secondary Arterial expansion between Oleander Avenue and the northern boundary of the District will be 100' long and the estimated total cost for the improvement is $701,800.

k) Harley Knox Boulevard Bridge –The District will fund the Harley Knox Boulevard Bridge over the Perris Valley Channel which will be constructed as a six (6) lane bridge. The six (6) lane Arterial Bridge will be 200' long and the estimated total cost for the improvement is $4,210,000.

l) Ramona Expressway Bridge – The District will fund the expansion of two (2) lanes for the Expressway Bridge over the Perris Valley Channel from the existing four (4) lane bridge to an interim six (6) lane bridge. The Ramona Expressway Bridge expansion will be 300' long and the estimated total costs for six (6) lanes is $2,105,400.

m) Placentia Avenue Bridge – The District will fund the Placentia Avenue Bridge over the Perris Valley Channel which will be constructed as a six (6) lane bridge. The six (6) lane Arterial Bridge will be 300' long and the estimated total cost for the improvement is $6,316,200.

4. State Highway Interstate Improvements:

n) Harley Knox Boulevard Interchange @ I-215 – The District will fund the major interchange modification of the Oleander Avenue Interchange including interim interchange improvements. The District will fund the estimated $17,371,000.

o) Placentia Avenue Interchange @ I-215 – The planning and engineering costs of the new I-215 interchange at Placentia Avenue will be funded by the District. The estimated cost for the planning and engineering of the Interchange Type 2 facility is $8,389,500.

5. Traffic Signal Improvements:

p) 4 – Lane Traffic Signals – The District will fund four (4) 4 – Lane Traffic Signals within the boundaries of the District. The Traffic Signals will be located at each intersection of a 4-lane roadway with another 4-lane roadway. The estimated cost for each Traffic Signal is $150,000. The total estimated cost for these facilities is $870,000.

q) 6 – Lane Traffic Signals – The District will fund eleven (11) 6 – Lane Traffic Signals within the boundaries of the District. The Traffic Signals will be located at each intersection of a 6-lane roadway with another 6-lane roadway. The estimated cost for each Traffic Signal is $200,000. The total estimated cost for these facilities is $3,190,000.

B. TUMF Facilities

The total facilities identified for the NPRBBD consist of both TUMF and DIF facilities. The estimated costs for these facilities exceed the maximum TUMF contribution established by the TUMF Nexus Study 2005 Update. The estimated cost for facilities included within the NPRBBD are for full improvement as determined by the Circulation Element. The total estimated cost for the TUMF Facilities that benefit the area and are within the boundaries of the NPRBBD is approximately $56.36 million. Not all facilities in the TUMF program and within the boundaries of the NPRBBD are included in the list of facilities for the NPRBBD. The facilities included in the NPRBBD list of facilities to be funded by the District is $38,227,000. The estimated costs of these facilities were based on the process detailed in Section II A. TUMF Program. These estimated costs include the segment length in miles of the facility, the length of the bridge (if necessary), the cost of the new lane, Right-of-way costs, interchange cost (if necessary), bridge cost (if necessary), MSHCP, and planning, engineering, and contingencies.

A detailed list of TUMF, DIF and Other Facilities and the total estimated NPRBBD costs for the District is shown in Table 5.

Table 5
TUMF Facilities Included in NPRBBD

Street Name	Segment	Gen. Plan Lanes	Current Lanes	TUMF Lanes	DIF Lanes	Inter-change	Total Bridge	TUMF Bridge	NPRBBD Bridge	Maximum TUMF	DIF and Other in NPRBBD	Total NPRBBD Est. Cost
Perris	N. Boundary to 300' N Ramona	6	2	2	2					$1,943,000	$6,434,300	$8,377,300
Ramona	I-215 to Webster	6	4	2	0					1,827,000	2,015,200	3,842,200
Ramona	Perris to E. Boundary	6	4	2	0		300'	300'		5,197,000	3,930,800	9,127,800
Indian	San Michelle to Harley Knox	4	2	2	0		100 '	50 '	50 '	351,000	904,300	1,255,300
Harley Knox	I-215 to Patterson	6	4	0	2	3				17,371,000	3,767,000	21,138,000
Harley Knox	Patterson to Indian	6	2	2	2					3,491,000	7,606,900	11,097,900
Harley Knox	Indian to Perris	6	2	2	2					1,981,000	3,509,200	5,490,200
Harley Knox	Perris to E. Boundary	6	0	4	2					6,066,000	9,602,600	15,668,600
Total Improvements										**$38,227,000**	**$37,770,300**	**$75,997,300**

C. DIF Facilities

The DIF Facilities included in the NPRBBD list of facilities are those that have been determined by the City of Perris to provide a Regional Benefit. The District will fund improvements to these roadways based on the County and City standard curb to curb only unless otherwise specifically stated herein. Unless otherwise specified herein, the District will not fund activities that do not result in ultimate improvements such as throw away tapers or interim projects. The estimated DIF portion of the NPRBBD fee collected for the DIF facilities is $30.5 million. The calculation of the estimated costs for the DIF facilities within the NPRBBD includes; segment length of the facility, roadway costs (which is comprised of engineering and ROW costs), and landscaped median costs. A detailed breakdown of the DIF facility cost estimates can be found in Exhibit H.

D. Other Facilities

The City of Perris' General Plan Circulation Element analyzed the future conditions of the transportation system within the City and its Sphere of Influence. This analysis included:

- Street and Highway System
- Public/Mass Transportation System
- Non-Motorized Transportation
- Aviation
- Goods Movement
- Transportation Systems Management and
- Intelligent Transportation System

The City considered designations and cross-sections as identified in the County General Plan and determined that as an urbanized area the City needed to adopt standards that reflect right-of-way constraints, safety measures, lane widths and raised curbs. The City determined that the number of lanes for future street classifications be a minimum of four lanes for Secondary Arterial, six lanes for Arterial and six to eight lanes for Expressway streets. In addition to the future street classification the City identified several safety measures to be incorporated in cross-section configurations including providing landscaped medians and parkways wherever possible. The other facilities also include street signals at both 4-lane and 6-lane intersections for the proposed improvements.

The estimated costs of the other facilities included in the NPRBBD list of facilities total approximately $70 million. These facilities include any additional lane increases, the segment length, bridge length (if necessary), new lane costs, curb and gutter cost, shoulder cost, sidewalk cost, landscaped parkway cost, landscaped median cost, ROW costs for both lanes and parkways, MSHCP costs, and planning, engineering and contingencies. A detailed list of these facilities can be found in Exhibit P.

V. DISTRICT BOUNDARY

The District encompasses property roughly bounded by the I-215 to the west (Placentia Avenue north to City of Perris limits), the City of Perris limits to the north (I-215 east to the Perris Valley Channel), the Perris Valley Channel (north of Oleander to Placentia Avenue) to the east, and Placentia Avenue (the Perris Valley Drain west to the I-215). The total area encompassed by the District is approximately 3,725 acres as shown in Exhibit A.

The City of Perris has determined the area within the boundaries of the District to be the extent of the developing area and that the planned facilities will primarily benefit the properties within the District. Exhibit A shows the proposed roadway, bridge, and freeway interchange improvement projects within the District. The City of Perris has determined the boundaries of the District to be the extent for the developing area and that the planned facilities will primarily benefit the properties within the District. The estimated cost of the eligible improvements is $156,913,200.

VI. FEE SCHEDULE

The City of Perris has set forth the major thoroughfares and bridges to be funded by the District, determined the cost estimates for the construction of each facility, as illustrated in Exhibit B, established the fees, provided a mechanism to capture related TUMF and DIF Improvement costs and allocated the fees on an equitable basis. The NPRBBD Fees will be comprised of both TUMF and DIF and be collected proportionately to the already established fee schedules within the appropriate program. The Fee Schedule has been established to collect the entire TUMF and DIF that would be due and payable and will be collected as the NPRBBD fee. The District will only retain the portion of TUMF and DIF that relates to the list of facilities and will forward all additional monies to the appropriate entity administering those programs.

The NPRBBD is located in the Central Area Planning District of the TUMF program. The Transportation Uniform Mitigation Fee (TUMF) program is intended to be implemented through the auspices of Western Riverside Council of Governments (WRCOG). According to the TUMF Administrative Plan, revised September 11, 2006, while the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall by establishing a new revenue source that ensures future development will contribute toward addressing the impacts of new growth on regional transportation infrastructure. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers, and in turn new county residents and employees, will effectively contribute their "fair share" toward sustaining the regional transportation system.

The remaining portion of the NPRBBD Fee is comprised of the Development Impact Fee (DIF). The DIF program established by the City of Perris provides a funding source to construct the police, fire, community amenities, government facilities and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next twenty-five years. Exhibit F shows the City of Perris Future Transportation Facility Needs with Sources of Revenue.

Cost estimates are provided in current year values are shown in detail in Exhibit M. The roadway cost is calculated by multiplying the segment size in lane-miles by a constant factor of $625,000 per lane mile. The landscaped median column is calculated by multiplying the measured distance for each appropriate arterial and expressway segment by 14' (the width of a standard median) and by a constant unit cost of $15.00 per square foot. It is assumed that any allowance for left turn lanes at intersections would be offset by additional paving and labor costs. The landscaping column is calculated by multiplying the measured distance for each arterial segment by the appropriate width per the City of Perris' General Plan and by a constant unit cost of $15.00 per square foot.

At the discretion of the City of Perris a Fee Credit can be applied to a developer for considerations such as dedication of rights-of-way, actual construction, or design work by a civil engineer and may be accepted in lieu of the payment of fees upon a determination that the alternative is acceptable and is equal to or greater in value than the required fee.

Subject to a project agreement between the City of Perris and the developer a Reimbursement of a fee credit balance may be obtained, with a preparation of a Resolution, if there are sufficient uncommitted funds for the area of benefit to accommodate the reimbursement. The reimbursements will be prioritized chronologically by the date on which actual costs were incurred for construction with the first completed being given the highest priority.

A. Proposed NPRBBD Fee Schedule

The NPRBBD proposed fee schedule is calculated by determining the estimated TUMF and DIF due and applying the appropriate rate per land use classification for all land designations within the District. The NPRBBD fee is a one time fee paid to the City prior to recordation of a final tract or parcel map, or prior to the issuance of a building permit. Table 6 below shows a summary of the NPRBBD fee schedule for the next five (5) years. The fee schedule was developed to provide a mechanism to capture related TUMF and DIF due from developers as development occurs and allocate the fees on an equitable basis. Since the NPRBBD fee is comprised of TUMF and DIF the rates have been adjusted to meet the individual rate increases per program. There has been no rate increases proposed in the NPRBBD schedule after July 1, 2010. The below listed fees are effective as of July 1 of the year stated.

Table 6
NPRBBD Fee Schedule

Land Use Classification	July 1, 2008 Per DU or SF	July 1, 2009 Per DU or SF	July 1, 2010 Per DU or SF	July 1, 2011 Per DU or SF	July 1, 2012 Per DU or SF
Single Family Residential	$14,071	$14,071	$14,071	$14,071	$14,071
Multi Family Residential	9,871	9,871	9,871	9,871	9,871
Industrial	5.33	5.84	7.58	7.58	7.58
Retail	13.48	16.43	18.17	18.17	18.17
Service	9.20	10.05	11.79	11.79	11.79
Class 'A' Office	5.68	5.68	7.42	7.42	7.42
Class 'B' Office	5.68	5.68	7.42	7.42	7.42

Annually, City staff and/or District Administrator will review the NPRBBD fee schedule to evaluate the status of all programmed projects; any updates to TUMF and DIF and adjust the NPRBBD Fee Schedule accordingly. The goals of the annual review process are as follows: (i) to update project cost estimates; (ii) to review project status; and (iii) to determine the continued viability of projects.

The Classification of Land Use for the District is as follows:

1. "Single Family Residential Unit" means each residential dwelling unit in a development that has a density of 8 units to the gross acre or less.
2. "Multi Family Residential Unit" means a development project that has a density of greater than eight (8) residential dwelling units per gross acre.
3. "Industrial Project" means any development project that proposes any industrial or manufacturing use allowed in the following zoning classifications: I-P, M-S-C, M-M, M-H, M-R, M-R-A, A-1, A-P, A-2, A-D, W-E, or SP with one of the aforementioned zones used as the base zone.
4. "Retail Commercial Project" means any development project that proposes any commercial use not defined as a service commercial project allowed in the following classifications: R-1, R-R, R-R-O, R-1-A, R-A, R-2, R-2-A, R-3, R-3-A, R-T, R-T-R, R-4, R-5, R-6, C-1/C-P, C-T, C-P-S, C-R, C-O, R-V-C, C-V, W-2, R-D, N-A, W-2-M, W-1, or SP with one of the aforementioned zones used as the base zone.

5. "Service Commercial Project" means any development project that is predominately dedicated to business activities associated with professional or administrative services, and typically consist of corporate offices, financial institutions, legal and medical offices.

6. "Class 'A' Office" means an office building that is typically characterized by high quality design, use of high end building materials, state of the art technology for voice and data, on site support services/maintenance, and often includes full service ancillary uses such as, but not limited to a bank, restaurant/office coffee shop, health club, printing shop, and reserved parking. The minimum requirements of an office building classified as Class 'A" Office shall be as follows: (i) minimum of three stories (exception will be made for March JPA, where height requirements exist); (ii) minimum of 15,000 square feet per floor; (iii) steel frame construction; (iv) central, interior lobby; and (v) access to suites shall be from inside the building unless the building is located in a central business district with major foot traffic, in which case the first floor may be accessed from the street to provide entrances/ exits for commercial uses within the building.

7. "Class 'B' Office" means an office building that is typically characterized by high quality design, use of high end building materials, state of the art technology for voice and data, on site support services/maintenance, and often includes full service ancillary uses such as, but not limited to a bank, restaurant/office coffee shop, health club, printing shop, and reserved parking. The minimum requirements of an office building classified as Class 'B" Office shall be as follows: (i) minimum of two stories; (ii) minimum of 20,000 square feet per floor; (iii) steel frame, concrete or masonry shell construction; (iv) central, interior lobby; and (v) access to suites shall be from inside the building unless the building is located in a central business district with major foot traffic, in which case the first floor may be accessed from the street to provide entrances/exits for commercial uses within the building.

B. Projected Revenue

The revenues for both approved projects and future development projects based on potential land use development are calculated through June 30, 2010. The following two tables illustrate, also as shown in Exhibit Q, the revenues generated by both currently approved projects and future development by each land use designation within the NPRBBD. In determining the ultimate phased development of the facilities within the District and completion of the Approved Projects anticipated completion was assumed to be by June 30, 2011. In calculating the projected revenue a phased development schedule was used for the Approved Development within the District, including, a factor of 20% development completed by June 30, 2009, 40% completed by June 30, 2010 and the remaining 40% completed by June 30, 2011.

Table 7
Projected Revenue for Approved Development
(3-Year Schedule)

Project Name/ Approved Land Use	Land Use Classification	July 1, 2008 Per DU or SF	July 1, 2009 Per DU or SF	July 1, 2010 Per DU or SF	Totals
OMP Distribution Center	Industrial	$420,465	$894,646	$1,218,210	**$2,533,321**
Perris Ridge Commerce Center	Industrial	1,573,673	3,272,904	4,620,081	**9,466,658**
Perris Logistics Center	Industrial	604,177	1,273,514	1,760,145	**3,637,836**
Intex	Industrial	1,426,318	2,969,014	4,185,395	**8,580,727**
Perris Distribution Center-SOW	Industrial	1,381,594	2,876,781	4,053,464	**8,311,839**
Rados Distribution Center	Industrial	1,031,632	2,155,055	3,021,104	**6,207,791**
Totals		**$6,437,859**	**$13,441,914**	**$18,858,399**	**$38,738,172**

For all remaining future projects within the District it was assumed the ultimate completion of development would occur over a five year schedule. Due to a slow down in the development industry a proposed project completion date of June 30, 2013 was used for revenue projections. It is anticipated that 100% of the residential projects will be completed by June 30, 2009. For the industrial and commercial developments 10% of the proposed development is anticipated to be completed by June 30, 2009, 10% completed by June 30, 2010, 20% completed by June 30, 2011, 25% completed by June 30, 2021 and the remaining 35% completed by June 30, 2013.

Table 8
Projected Revenue for Future Development
(5-Year Schedule)

Project Name/ Approved Land Use	Land Use Classification	July 1, 2008 Per DU or SF	July 1, 2009 Per DU or SF	July 1, 2010 Per DU or SF	July 1, 2011 Per DU or SF	July 1, 2012 Per DU or SF	Totals
Residential – R-20,000	Single Family Residential	$0	$0	$0	$0	$0	**$0**
Residential – R-6,000	Single Family Residential	28,142	0	0	0	0	**28,142**
Community Com. – Com.	Retail	1,332,974	1,624,729	3,594,422	4,493,027	6,290,238	**17,335,390**
Community Com. – Service	Service	392,918	392,918	1,027,205	1,284,006	1,797,608	**4,894,655**
Community Com. – Office	Class 'A' Office	636,502	695,322	1,632,013	2,040,016	2,856,022	**7,859,875**
Business Park – Office	Class 'A' Office	1,150,363	1,150,363	3,007,394	3,759,243	5,262,940	**14,330,303**
Business Park – Service	Service	931,757	1,017,862	2,389,059	2,986,324	4,180,854	**11,505,856**
Business Park – Industrial	Industrial	1,387,411	1,520,215	3,948,706	4,935,882	6,910,235	**18,702,449**
Light Industrial – High Cube (60%)	Industrial	3,756,361	3,934,770	10,982,231	13,727,789	19,218,905	**51,620,056**
Light Industrial – Other (40%)	Industrial	3,170,160	3,473,610	9,022,580	11,278,225	15,789,515	**42,734,090**
General Industrial	Industrial	2,738,592	3,000,732	7,794,296	9,742,870	13,640,018	**36,916,508**
Community Com. – Prof. Office	Class 'A' Office	844,886	844,886	2,208,787	2,760,984	3,865,378	**10,524,921**
Totals		**$16,370,066**	**$17,655,407**	**$45,606,693**	**$57,008,366**	**$79,811,713**	**$216,452,245**

The estimated revenues calculated have been summarized by the proposed General Land Use Plan in the Project Area in Table 9 below. All revenues received by the District will be applied against the revenues needed to cover the 2% administration cost and estimated improvement costs. The projected revenues will be sufficient to cover 100% of the anticipated improvements.

Table 9
Revenue Summary by Land Use Classification

Land Use Classification	June 30, 2009 Per DU or SF	June 30, 2010 Per DU or SF	June 30, 2011 Per DU or SF	June 30, 2012 Per DU or SF	June 30, 2013 Per DU or SF	Class Total
Single Family Residential	$28,142	$0	$0	$0	$0	**$28,142**
Industrial	17,490,384	25,371,241	50,606,212	39,684,766	55,558,673	**188,711,276**
Retail	1,332,974	1,624,729	3,594,422	4,493,027	6,290,238	**17,335,390**
Service	1,568,259	1,713,184	4,021,072	5,026,340	7,036,876	**19,365,731**
Class 'A' Office	2,388,167	2,388,167	6,243,386	7,804,233	10,925,926	**29,749,879**
Totals	**$22,807,926**	**$31,097,321**	**$64,465,092**	**$57,008,366**	**$79,811,713**	**$255,190,418**

From the revenue summary listed above it is determined the projected revenues are sufficient for the list of improvements for the NPRBBD. Any additional monies received beyond the costs of improvements and administration will be transferred to both WRCOG for the additional TUMF revenues received and to the City of Perris for the additional DIF revenues received as a part of the NPRBBD fee.

1. TUMF Portion

The estimated revenues calculated for the TUMF portion of the NPRBBD fee has been summarized by the General Land Use Plan in the Project Area in Table 10 below. The total TUMF portion of the NPRBBD to be collected is approximately $78.5 million. The District will retain 48.67% based on projected development, $38,227,000, of the total TUMF portion to be applied towards the District's Improvement costs. The District will forward the remaining TUMF share of the NPRBBD fee to WRCOG, approximately 51.33%, $40,314,155 for the TUMF facilities not included in the District's list of facilities. Below is a table showing a breakdown of the total TUMF fees to be collected as a portion of the NPRBBD fee per land use category.

Table 10
TUMF Portion of NPRBBD Fee by Land Use Classification

Land Use Classification	June 30, 2009 Per DU or SF	June 30, 2010 Per DU or SF	June 30, 2011 Per DU or SF	June 30, 2012 Per DU or SF	June 30, 2013 Per DU or SF	Class Total
Single Family Residential	$20,092	$0	$0	$0	$0	**$20,092**
Industrial	4,184,739	6,649,111	10,689,279	10,100,422	14,140,591	**45,764,142**
Retail	988,011	1,279,766	2,559,532	3,199,415	4,479,181	**12,505,905**
Service	973,555	1,118,480	2,236,960	2,796,200	3,914,680	**11,039,875**
Class 'A' Office	921,114	921,114	1,842,228	2,302,785	3,223,899	**9,211,140**
Totals	**$7,087,511**	**$9,968,471**	**$17,327,999**	**$18,398,822**	**$25,758,351**	**$78,541,154**

2. DIF Portion

The remaining portion of the NPRBBD revenues has been summarized in Table 11 below. The DIF share by the General Land Use Plan in the Project Area has been projected to total approximately $176.6 million. The District will apply approximately 68.96%, or $121,824,465, towards the Improvement and Administration costs. The remaining 31.04%, or approximately $54.8 million, will be collected by the City, to be used for the DIF facilities not included in the District's list of facilities. A summary of the total DIF fees collected by the NPRBBD per land use category is illustrated below.

Table 11
DIF Portion of NPRBBD Fee by Land Use Classification

Land Use Classification	June 30, 2009 Per DU or SF	June 30, 2010 Per DU or SF	June 30, 2011 Per DU or SF	June 30, 2012 Per DU or SF	June 30, 2013 Per DU or SF	Class Total
Single Family Residential	$8,050	$0	$0	$0	$0	**$8,050**
Industrial	13,305,644	18,722,130	39,916,933	29,584,344	41,418,082	**142,947,133**
Retail	344,963	344,963	1,034,890	1,293,612	1,811,057	**4,829,485**
Service	594,704	594,704	1,784,112	2,230,140	3,122,196	**8,325,856**
Class 'A' Office	1,467,053	1,467,053	4,401,158	5,501,448	7,702,027	**20,538,739**
Totals	**$15,720,414**	**$21,128,850**	**$47,137,093**	**$38,609,544**	**$54,053,362**	**$176,649,263**

C. Development Assumptions

The District is completely within the boundaries of the General Plan Circulation for the City of Perris. In determining the likely residential, commercial and industrial build-out within the District the existing development, approved projects and projects under review were included in the proposed revenues table and classified as Industrial properties. The existing development, approved projects and projects under review within the District were identified using aerial photographs and field visits. For the remaining vacant parcels within the District, a factor of 85% was assumed to be developable. Furthermore, a factor for the Floor Area Ratio (FAR) of 25% was assumed for Commercial land uses, 35% for Office land uses and 45% for Industrial land uses within the vacant area.

In determining the ultimate phased development of the facilities within the District the Approved Projects have been projected for completion within three years and the projected projects based on land use have a five year anticipated completion. There are currently six Approved Projects with an assumed completion date of June 30, 2011. An assignment of a 20-40-40 factor for the three years was assumed. The development schedule factor of 20% for development completed by June 30, 2009, 40% completion by June 30, 2010 and the remaining 40% completed by June 30, 2011 were used.

For all remaining proposed projects within the District the ultimate completion of development assumed a 10-10-20-25-35 factor. Due to current market conditions in the development industry a proposed project completion date of June 30, 2013 was used for revenue projections. It is anticipated that 100% of the residential projects will be completed by June 30, 2009. For the industrial and commercial developments 10% of the proposed development is anticipated to be completed by June 30, 2009, 10% completed by June 30, 2010, 20% completed by June 30, 2011, 25% completed by June 30, 2021 and the remaining 35% completed by June 30, 2013. The assumed development schedule for the District is sufficient to fund the anticipated improvement costs.

VII. FINDINGS

The City of Perris has incorporated the recommendations of the Feasibility Study, as prepared by Albert A. Webb Associates, to determine the precise boundaries of the North Perris Road and Bridge Benefit District that the planned facilities will primarily benefit the properties within the District. Exhibit A shows the proposed roadway, bridge, and freeway interchange improvement projects within the District.

The Feasibility Study has also been used to identify the street facilities to be financed by the District. The Feasibility Study recommends that many of the General Plan roadway designations be upgraded to accommodate the future traffic volumes to be generated by the build-out of this area.

Section No. 66484 of the California Government Code states that the formation of a Road and Bridge Benefit District must be based on an adopted Circulation Element of the General Plan. The interim roadway improvements recommended in the report do reflect the existing Circulation Element of the General Plan, along with the recommendation of the Feasibility Study.

The recommended fee schedule for this District would provide financing for 100% of the total funds necessary to construct the proposed regional and local transportation improvement projects. This is after the disbursements of the proportionate share of fees collected to both WRCOG and the City's DIF Program for facilities not included in the NPRBBD list of facilities. The fee schedule is established by the Transportation Uniform Mitigation Fee Schedule approved February 6, 2006, with the 2007 CCI Adjustment, and the City of Perris' Development Impact Fee obligations and allocates the fees on an equitable basis. Below is the total proposed budget summary for the District.

Table 12
District Total Proposed Budget Summary

Category	Estimate	Total
Estimated Costs		
Improvement Costs	$156,913,200	
Administration Costs	3,138,264	
Total Estimated Costs		**$160,051,464**
Estimated Revenue		
District Revenue	$255,190,418	
Less: WRCOG Allocation	(40,314,155)	
Less: Perris DIF Allocation	(54,824,798)	
Net Revenue		**$160,051,465**
Balance		**$1**

It has been established the fee schedule for the District be examined annually to determine whether adjustments are needed to reflect possible amendments to the Circulation element of the Comprehensive General Plan, and/or whether the fee schedule needs adjustment to reflect changes in the TUMF Fee Levels, changes in the City's DIF Schedule, inflationary and other cost increases when compared to estimated construction costs.

VIII. RECOMMENDATIONS

Albert A. Webb Associates recommends the City of Perris approve the formation of the North Perris Road and Bridge Benefit District and that City staff conduct an annual review of the NPRBBD fee schedule to evaluate the status of all programmed projects; any updates to TUMF and DIF and adjust the NPRBBD Fee Schedule accordingly. The goals of the annual review process are as follows: (i) to update project cost estimates; (ii) to review project status; and (iii) to determine the continued viability of projects.

EXHIBITS

EXHIBIT A: BOUNDARY MAP

EXHIBIT B: TUMF FACILITIES WITHIN NPRBBD

EXHIBIT C: TUMF NETWORK IMPROVEMENTS IN RIVERSIDE COUNTY

EXHIBIT D: TUMF CENTRAL ZONE

EXHIBIT E: CITY OF PERRIS DIF FUTURE FACILITY NEEDS

EXHIBIT F: DIF TRANSPORTATION NEEDS LIST

EXHIBIT G: DIF LOS SCHEDULE

EXHIBIT H: EXISTING PEAK HOUR TRUCK INTERSECTION COUNTS AND SEGMENT ADT

EXHIBIT I: ORIGINAL GENERAL PLAN LAND USE DESIGNATIONS WITHIN NPRBBD

EXHIBIT J: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS WITHIN NPRBBD

EXHIBIT K: CITY OF PERRIS GENERAL PLAN TYPICAL STREET CROSS-SECTIONS

EXHIBIT L: NPRBBD FACILITIY MAP

EXHIBIT M: NPRBBD FACILITIES ESTIMATED COSTS DETAIL

EXHIBIT N: TUMF FACILITIES ESTIMATED COSTS DETAIL

EXHIBIT O: DIF FACILITIES ESTIMATED COSTS DETAIL

EXHIBIT P: OTHER FACILITIES ESTIMATED COSTS DETAIL

EXHIBIT Q: DISTRICT REVENUE DETAIL

EXHIBIT R: NPRBBD LEGAL DESCRIPTION

EXHIBIT A – BOUNDARY MAP

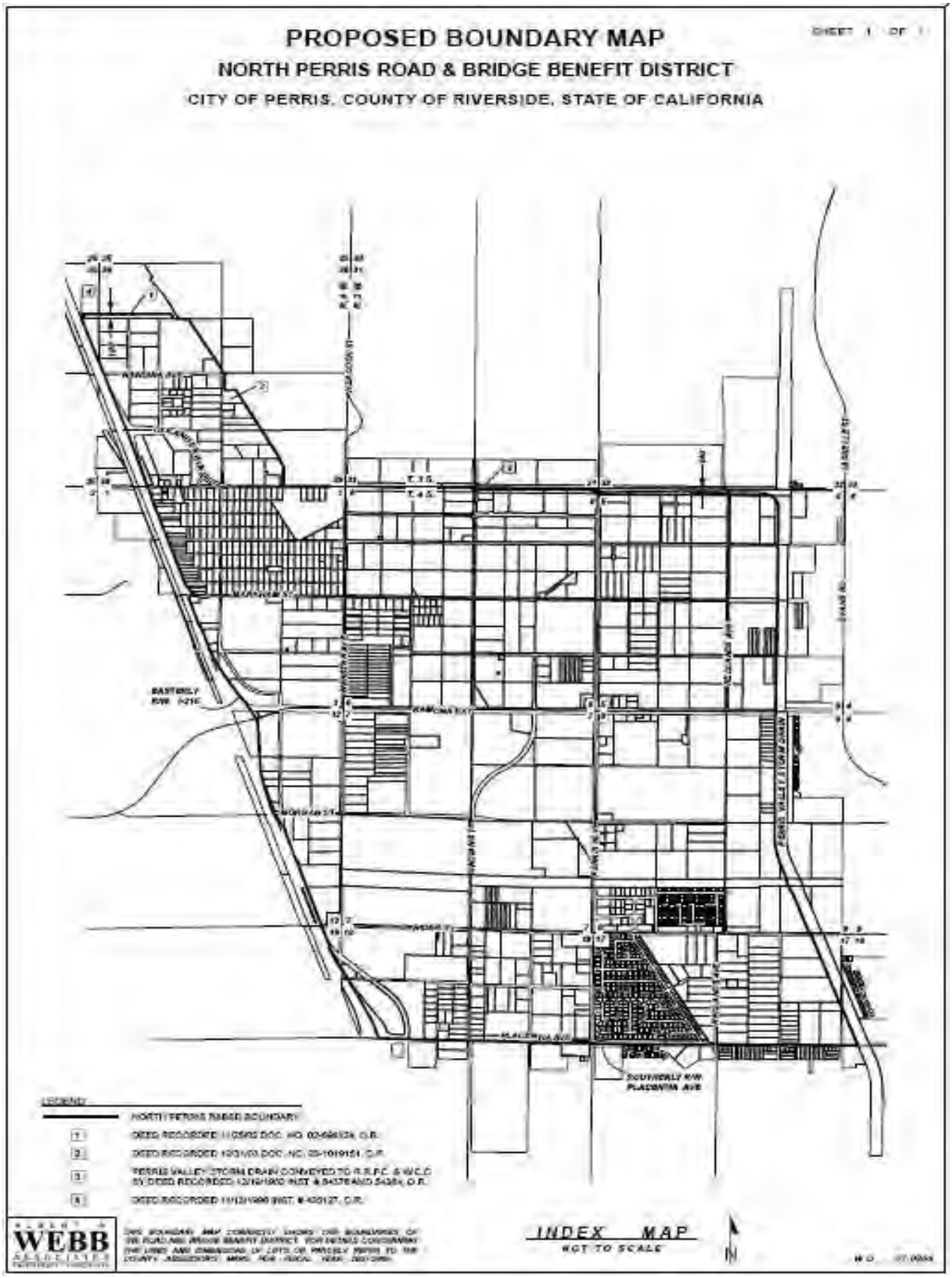


EXHIBIT B - TUMF FACILITIES WITHIN NPRBBD



EXHIBIT C – TUMF NETWORK IMPROVEMENTS IN RIVERSIDE COUNTY

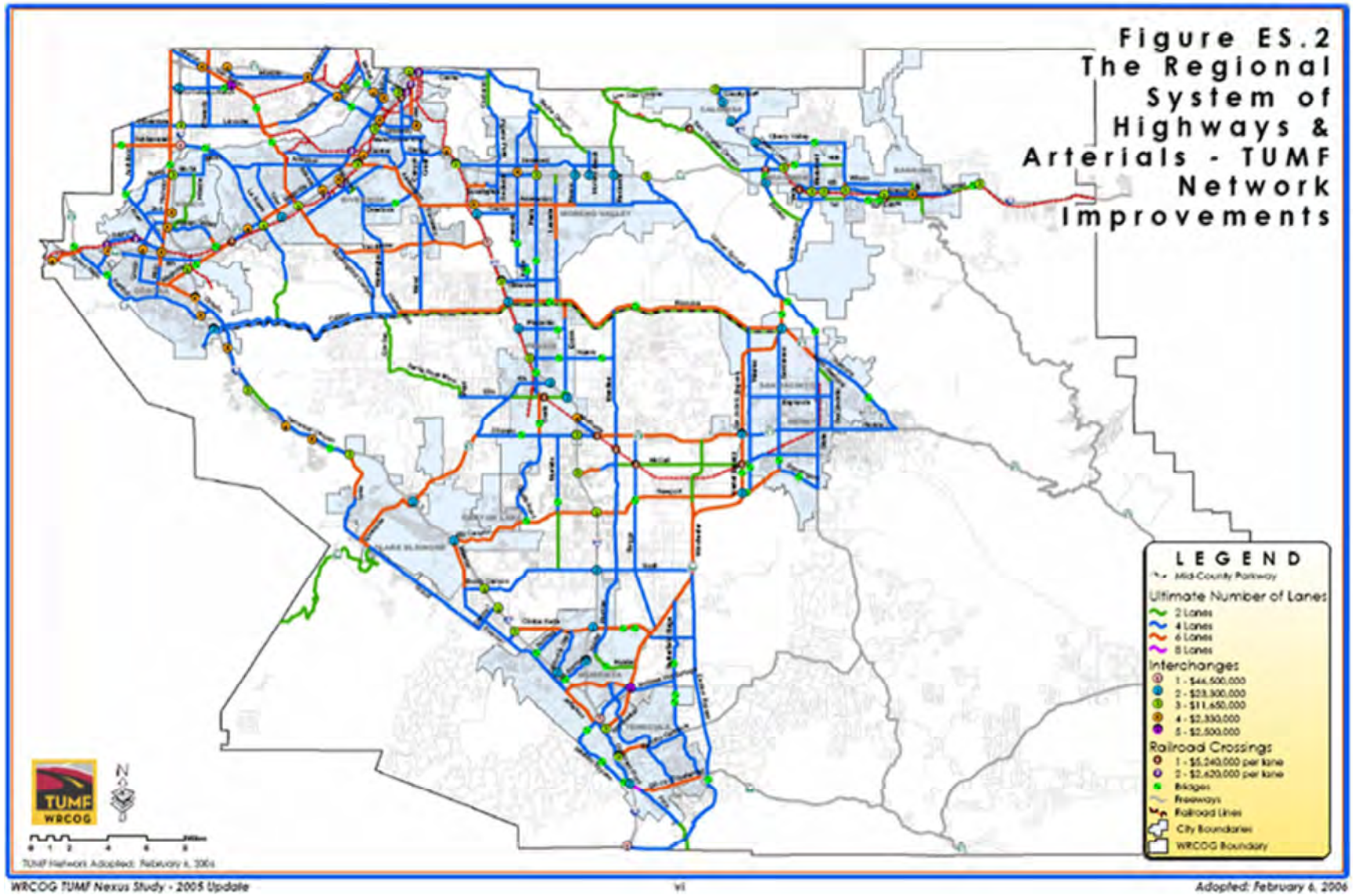


EXHIBIT D – TUMF CENTRAL ZONE

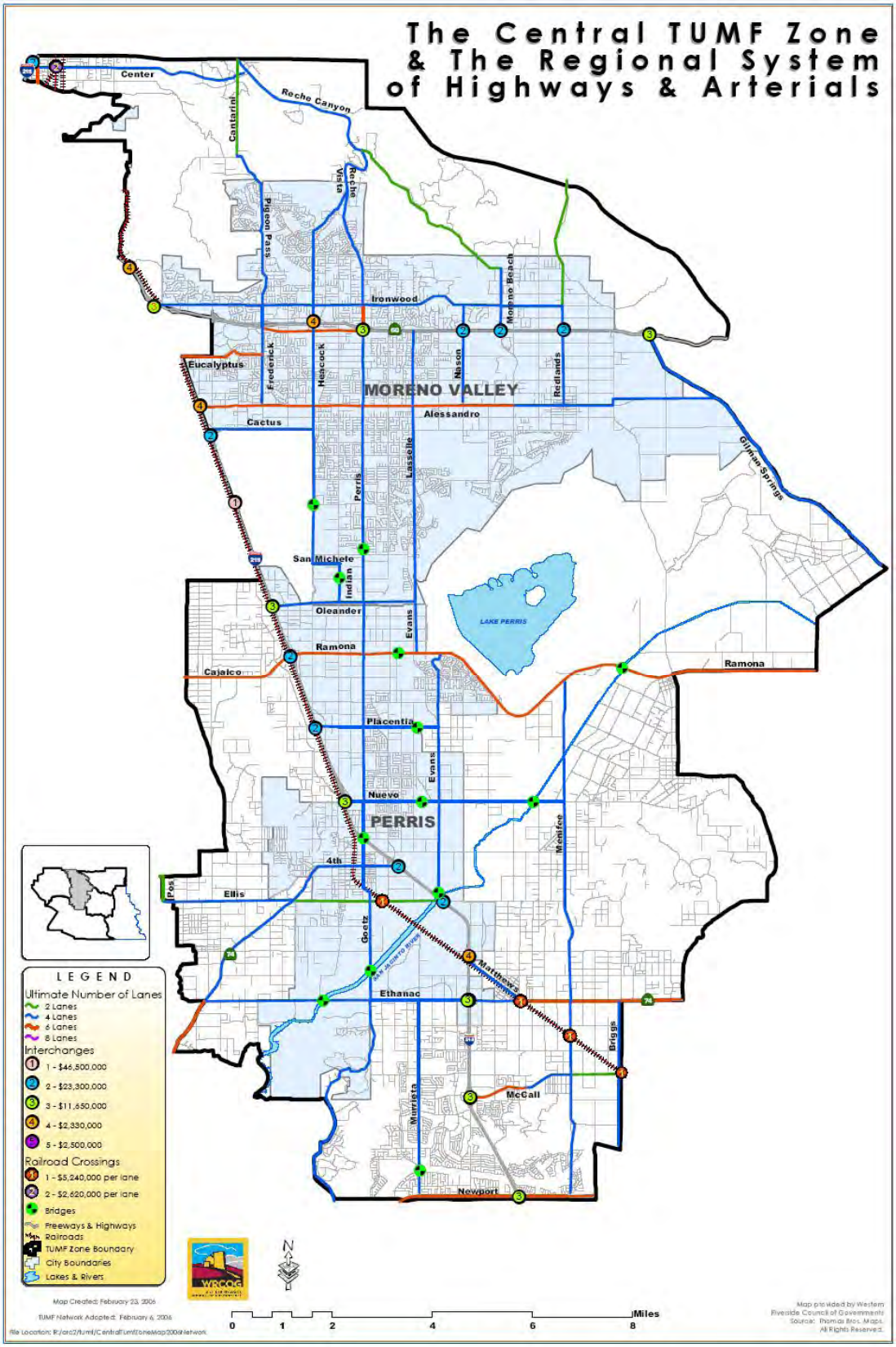


EXHIBIT E - CITY OF PERRIS DIF FUTURE FACILITY NEEDS

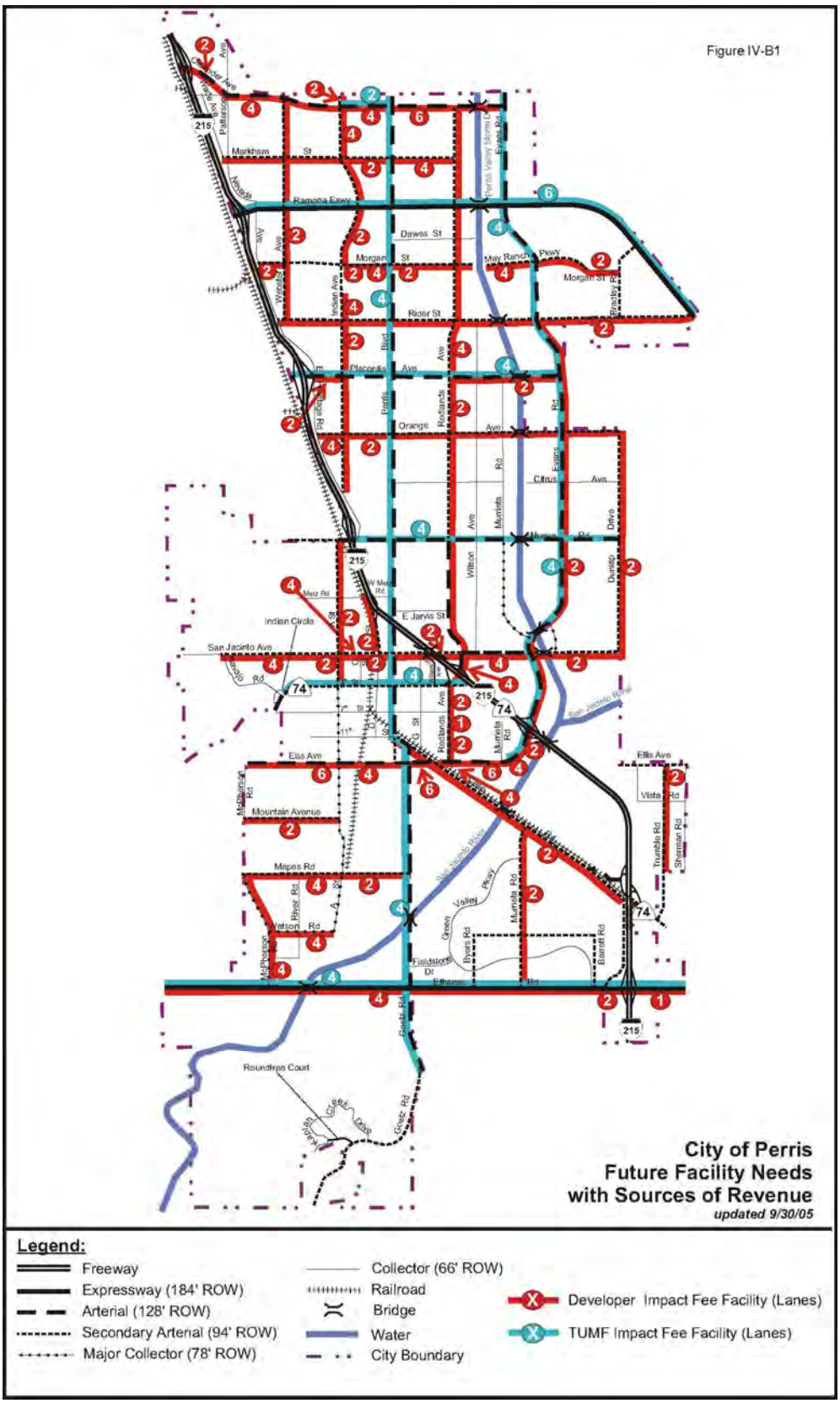


EXHIBIT F – DIF TRANSPORTATION NEEDS LIST

E. TRANSPORTATION FACILITIES FACILITY NAME	From:	To:	Classification	Existing No. of Lanes	No. of Lanes in the General Plan	Lanes included in TUMF	Net No. of lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	ROADWAY COST [1,2]	LANDSCAPED MEDIAN COST	OFF- SETTING REVENUE	NET COST TO CITY	COST ALLOCATED TO NEW DEVELOP-MENT
1. Roadways														
A Street	Nuevo	San Jacinto	Secondary Arterial	2	4		2	1.02	2.04	$1,273,125	$0	$0	$1,273,125	$1,273,125
A Street	San Jacinto	4th (SR 74)	Secondary Arterial	2	4		2	0.28	0.67	$354,375	$0	$0	$354,375	$354,375
Case Road	Goetz	Ellis	Secondary Arterial	2	4		2	0.23	0.46	$288,750	$0	$0	$288,750	$288,750
Case Road	Ellis	Murrieta	Secondary Arterial	2	4		2	1.01	2.02	$1,260,000	$0	$0	$1,260,000	$1,260,000
Case Road	Murrieta	I-215	Secondary Arterial	2	4		2	1.39	2.77	$1,732,500	$0	$0	$1,732,500	$1,732,500
Case Road	Watson	Ethanac	Secondary Arterial	2	4		2	0.76	1.51	$945,000	$0	$0	$945,000	$945,000
Dunlap	Orange	Citrus	Secondary Arterial	2	4		2	0.45	0.90	$564,375	$0	$0	$564,375	$564,375
Dunlap	Citrus	Nuevo	Secondary Arterial	2	4		2	0.50	1.01	$630,000	$0	$0	$630,000	$630,000
Dunlap	Nuevo	San Jacinto Road	Secondary Arterial	2	4		2	1.01	2.02	$1,260,000	$0	$0	$1,260,000	$1,260,000
Ellis Avenue	SR 74	A Street	Arterial	0	6	2	4	1.00	3.99	$2,493,750	$737,352	$0	$3,231,102	$3,231,102
Ellis Avenue	A Street	B Street	Arterial	2	6	2	4	0.11	0.42	$262,500	$77,616	$0	$340,116	$340,116
Ellis Avenue	B Street	500' w/o Goetz	Arterial	2	6	2	4	0.47	1.89	$1,181,250	$349,272	$0	$1,530,522	$1,530,522
Ellis Avenue	500' w/o Goetz	Goetz Rd.	Arterial	2	6	2	4	0.09	0.38	$236,250	$69,854	$0	$306,104	$306,104
Ellis Avenue	Goetz Rd.	Case Rd	Arterial	0	6	2	4	0.26	1.05	$656,250	$194,040	$0	$850,290	$850,290
Ellis Avenue	Case Rd	Redlands	Arterial	2	6	2	4	0.16	0.63	$393,750	$116,424	$0	$510,174	$510,174
Ellis Avenue	Redlands	500' east of Redlands	Arterial	0	6	2	4	0.09	0.38	$236,250	$69,854	$0	$306,104	$306,104
Ellis Avenue	500' east of Redlands	1/4 mile east of Iesta	Arterial	0	6	2	4	0.14	0.55	$341,250	$100,901	$0	$442,151	$442,151
Ellis Avenue	1/4 mile east of Murriet	Evans	Arterial	0	6	2	4	0.26	1.05	$656,250	$194,040	$0	$850,290	$850,290
Ethanac Road [3]	City Limits at 2660' w/o Phillips	City limits at 980' e/o Phillips	Expressway	0	6	4	4	0.69	1.38	$861,742	$254,800	$0	$1,116,542	$1,116,542
Ethanac Road	City limits at 980' e/o Phillips	River Rd.	Expressway	0	6	4	4	0.65	2.60	$1,627,500	$481,219	$0	$2,108,719	$2,108,719
Ethanac Road	River Road	800' West of Goetz	Expressway	6	6	4	4	0.89	3.57	$2,231,250	$0	$0	$2,231,250	$2,231,250
Ethanac Road	800' West of Goetz	Goetz	Expressway	4	6	4	0	0.16	0.00	$0	$0	$0	$0	$0
Ethanac Road	Goetz	Murrieta	Expressway	2	6	4	4	1.00	4.00	$2,500,000	$739,200	$0	$3,239,200	$3,239,200
Ethanac Road	Murrieta Road	Green Valley Pkwy	Expressway	2	6	4	4	0.64	2.56	$1,600,000	$473,088	$0	$2,073,088	$2,073,088
Ethanac Road	Green Valley Pkwy	I-215	Expressway	2	6	4	4	0.34	1.36	$850,000	$251,328	$0	$1,101,328	$1,101,328
Ethanac Road	I-215	City Limits	Expressway	2	6	4	4	0.50	2.00	$1,250,000	$369,600	$0	$1,619,600	$1,619,600
Evans Road	Oleander	Ramona Expressway	Arterial	2	6	4	2	0.90	1.81	$1,125,750	$667,498	$0	$1,796,248	$1,796,248
Evans Road	Ramona Expressway	Morgan	Arterial	4	6	4	2	0.57	1.13	$708,750	$0	$0	$708,750	$708,750
Evans Road	Morgan	Rider	Arterial	4	6	4	2	0.51	1.03	$643,125	$0	$0	$643,125	$643,125
Evans Road	Rider Street	Placentia	Arterial	0	6	4	2	0.54	1.07	$669,375	$395,842	$0	$1,065,217	$1,065,217
Evans Road	Placentia	Orange	Arterial	0	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Evans Road	Orange	Citrus	Arterial	0	6	4	2	0.45	0.90	$564,375	$333,749	$0	$898,124	$898,124
Evans Road	Citrus	Nuevo	Arterial	0	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Evans Road	Nuevo Rd	Murrieta	Arterial	0	6	4	2	1.00	2.00	$1,246,875	$737,352	$0	$1,984,227	$1,984,227
Evans Road	Murrieta	San Jacinto	Arterial	0	6	4	2	0.14	0.27	$170,625	$100,901	$0	$271,526	$271,526
Evans Road	San Jacinto	I-215	Arterial	0	6	4	2	0.74	1.47	$918,750	$543,312	$0	$1,462,062	$1,462,062
Evans Road	I-215	Ellis Avenue	Arterial	0	6	0	6	0.37	2.21	$1,378,125	$271,656	$0	$1,649,781	$1,649,781
Goetz Road	Case	Ellis	Arterial	2	6	4	2	0.15	0.29	$183,750	$108,662	$0	$292,412	$292,412
Goetz Road	Ellis	Mountain	Arterial	2	6	4	2	0.50	1.01	$630,000	$372,557	$0	$1,002,557	$1,002,557
Goetz Road	Mountain	Maps	Arterial	2	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Goetz Road	Maps	Fieldstone Dr.	Arterial	2	6	4	2	0.88	1.76	$1,102,500	$651,974	$0	$1,754,474	$1,754,474
Goetz Road	Fieldstone Dr.	Ethanac	Arterial	2	6	4	2	0.21	0.42	$262,500	$155,232	$0	$417,732	$417,732
Goetz Road	Ethanac	Valley Road	Arterial	3	6	4	2	0.75	1.49	$931,875	$551,074	$0	$1,482,949	$1,482,949
Indian Avenue	Oleander	100' N/o Ramona	Secondary Arterial	0	4		4	1.01	4.03	$2,520,000	$0	$0	$2,520,000	$2,520,000
Indian Avenue	100' N/o Ramona	Ramona Expressway	Secondary Arterial	2	4		2	0.02	0.04	$26,250	$0	$0	$26,250	$26,250
Indian Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	2	4		2	0.56	1.11	$695,625	$0	$0	$695,625	$695,625
Indian Avenue	2000' N/o Rider	Rider St.	Secondary Arterial	0	4		4	0.40	1.60	$997,500	$0	$0	$997,500	$997,500
Indian Avenue	Rider St.	Placentia Ave.	Secondary Arterial	2	4		2	0.55	1.09	$682,500	$0	$0	$682,500	$682,500
Indian Avenue	Placentia Ave.	Orange Ave.	Secondary Arterial	2	4		2	0.55	1.09	$682,500	$0	$0	$682,500	$682,500

EXHIBIT F – DIF TRANSPORTATION NEEDS LIST (Continued)

E. TRANSPORTATION FACILITIES													
FACILITY NAME	From:	To:	Classification	Existing No. of Lanes	No. of Lanes in the General Plan	Lanes included in TUMF	Net No. of lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	ROADWAY COST [1,2]	LANDSCAPED MEDIAN COST	OFF- SETTING REVENUE	NET COST TO CITY	COST ALLOCATED TO NEW DEVELOP-MENT
Indian Avenue	Orange Ave	E. Frontage Rd	Secondary Arterial	2	4		2	0.56	1.09	$682,500	$0	$0	$682,500	$682,500
Mapes Avenue	Goetz Rd.	A St.	Secondary Arterial	2	4		2	0.63	1.26	$787,500	$0	$0	$787,500	$787,500
Mapes Avenue	A St.	100' w/o A Street	Secondary Arterial	2	4		2	0.02	0.04	$23,674	$0	$0	$23,674	$23,674
Mapes Avenue	100' w/o A Street	West City Boundary	Secondary Arterial	0	4		4	0.86	3.44	$2,152,500	$0	$0	$2,152,500	$2,152,500
McPherson Rd.	Ethanac Rd.	Mapes Avenue	Secondary Arterial	0	4		4	1.42	5.67	$3,543,750	$0	$0	$3,543,750	$3,543,750
Markham Street	Wade Aver	Patterson Ave.	Secondary Arterial	2	4		2	0.01	0.02	$13,125	$0	$0	$13,125	$13,125
Markham Street	Patterson Ave.	Webster	Secondary Arterial	2	4		2	0.53	1.05	$656,250	$0	$0	$656,250	$656,250
Markham Street	Webster	Indian	Secondary Arterial	2	4		2	0.54	1.07	$669,375	$0	$0	$669,375	$669,375
Markham Street	Indian	Perris Blvd.	Secondary Arterial	2	4		2	0.49	0.99	$616,875	$0	$0	$616,875	$616,875
Markham Street	Perris Blvd.	Redlands Ave.	Secondary Arterial	0	4		4	0.59	2.35	$1,470,000	$0	$0	$1,470,000	$1,470,000
Morgan Street	Nevada Ave.	Webster Ave.	Secondary Arterial	2	4		2	0.24	0.48	$301,875	$0	$0	$301,875	$301,875
Morgan Street	Webster Ave	Indian Ave.	Secondary Arterial	4	4		0	0.55	0.00	$0	$0	$0	$0	$0
Morgan Street	Indian Ave.	500' E/o Indian Ave.	Secondary Arterial	0	4		4	0.09	0.36	$225,000	$0	$0	$225,000	$225,000
Morgan Street	500' E/o Indian Ave.	Perris Blvd.	Secondary Arterial	0	4		4	0.40	1.60	$997,500	$0	$0	$997,500	$997,500
Morgan Street	Perris Blvd.	Perris Valley Storm Drain	Secondary Arterial	2	4		2	0.83	1.66	$1,036,875	$0	$0	$1,036,875	$1,036,875
Morgan Street	Perris Valley Storm Dra	Evans	Secondary Arterial	0	4		4	0.55	2.18	$1,365,000	$0	$0	$1,365,000	$1,365,000
Mountain Avenue	McPherson	A St.	Secondary Arterial	2	4		2	0.91	1.83	$1,141,875	$0	$0	$1,141,875	$1,141,875
Murrieta Road	Case Rd	Green Valley Parkway	Secondary Arterial	2	4		2	0.34	0.67	$420,000	$0	$0	$420,000	$420,000
Murrieta Road	Green Valley Parkway	Green Valley Parkway So	Secondary Arterial	2	4		2	0.95	1.89	$1,181,250	$0	$0	$1,181,250	$1,181,250
Murrieta Road	Green Valley Parkway	Ethanac	Secondary Arterial	2	4		2	0.28	0.57	$354,375	$0	$0	$354,375	$354,375
Nuevo Road	I-215	E. Frontage Rd	Arterial	6	6	D	0	0.07	0.00	$0	$0	$0	$0	$0
Nuevo Road	E. Frontage Rd	Perris Blvd.	Arterial	6	6	D	0	0.33	0.00	$0	$0	$0	$0	$0
Nuevo Road	Perris Blvd.	Redlands Ave.	Arterial	4	6	4	2	0.51	1.03	$643,125	$380,318	$0	$1,023,443	$1,023,443
Nuevo Road	Redlands Ave.	Wilson	Arterial	4	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Nuevo Road	Evans	El Nido	Arterial	2	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Nuevo Road	El Nido	Dunlap	Arterial	6	6	D	0	0.00	0.00	$0	$0	$0	$0	$0
Nuevo Road	Wilson	Evans	Arterial	2	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Oleander Avenue	I-215	Patterson Ave.	Arterial	4	6	4	2	0.46	0.92	$577,500	$341,510	$0	$919,010	$919,010
Oleander Avenue	Patterson Ave.	Heacock	Arterial	2	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Oleander Avenue	Heacock	Indian Ave.	Arterial	2	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Oleander Avenue	Indian Ave.	Perris Blvd.	Arterial	0	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Oleander Avenue	Perris Blvd.	Evans	Arterial	0	6	4	2	1.07	2.14	$1,338,750	$791,683	$0	$2,130,433	$2,130,433
Orange Avenue	E. Frontage Road	Indian Ave.	Secondary Arterial	2	4		2	0.25	0.50	$315,000	$0	$0	$315,000	$315,000
Orange Avenue	Indian Ave.	Barrett	Secondary Arterial	2	4		2	0.24	0.48	$301,875	$0	$0	$301,875	$301,875
Orange Avenue	Barrett	Perris Blvd.	Secondary Arterial	4	4			0.24	0.00	$0	$0	$0	$0	$0
Orange Avenue	Perris Blvd.	Redlands Ave.	Secondary Arterial	4	4			0.53	0.00	$0	$0	$0	$0	$0
Orange Avenue	Redlands Ave.	Wilson Ave.	Secondary Arterial	2	4		2	0.26	0.53	$328,125	$0	$0	$328,125	$328,125
Orange Avenue	Wilson Ave.	Evans Rd.	Secondary Arterial	2	4		2	0.81	1.62	$1,010,625	$0	$0	$1,010,625	$1,010,625
Orange Avenue	Evans Rd.	Dunlap Dr.	Secondary Arterial	2	4		2	0.53	1.05	$656,250	$0	$0	$656,250	$656,250
Perris Boulevard	City Limits	Oleander	Arterial	4	6	4	2	0.07	0.15	$91,875	$54,331	$0	$146,206	$146,206
Perris Boulevard	Oleander	Markham St.	Arterial	2	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Perris Boulevard	Markham St.	Ramona Expressway	Arterial	2	6	4	2	0.47	0.95	$590,625	$349,272	$0	$939,897	$939,897
Perris Boulevard	Ramona Expressway	Morgan	Arterial	4	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Perris Boulevard	Morgan	Rider St.	Arterial	4	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Perris Boulevard	Rider St.	Placentia Avenue	Arterial	4	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Perris Boulevard	Placentia Avenue	Orange Ave	Arterial	4	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Perris Boulevard	Orange Ave	Citrus Ave.	Arterial	4	6	4	2	0.47	0.95	$590,625	$349,272	$0	$939,897	$939,897
Perris Boulevard	Citrus Ave.	Nuevo Rd	Arterial	6	6	D	0	0.55	0.00	$0	$0	$0	$0	$0
Perris Boulevard	Nuevo Rd	E. Jarvis Ave.	Arterial	4	6	4	2	0.68	1.37	$853,125	$504,504	$0	$1,357,629	$1,357,629
Perris Boulevard	E. Jarvis Ave.	San Jacinto Ave	Arterial	2	6	4	2	0.40	0.80	$498,750	$294,941	$0	$793,691	$793,691
Perris Boulevard	San Jacinto Ave.	4th St.	Arterial	4	6	4	2	0.32	0.63	$393,750	$232,848	$0	$626,598	$626,598
Perris Boulevard	4th St.	11th St.	Arterial	4	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Placentia Avenue	I-215	E. Frontage Rd	Arterial	6	6	D	0	0.11	0.00	$0	$0	$0	$0	$0

EXHIBIT F – DIF TRANSPORTATION NEEDS LIST (Continued)

E. TRANSPORTATION FACILITIES FACILITY NAME	From:	To:	Classification	Existing No. of Lanes	No. of Lanes in the General Plan	Lanes included in TUMF	Net No. of lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	ROADWAY COST [1,2]	LANDSCAPED MEDIAN COST	OFF-SETTING REVENUE	NET COST TO CITY	COST ALLOCATED TO NEW DEVELOP-MENT
Placentia Avenue	E. Frontage Rd	Indian Ave.	Arterial	0	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Placentia Avenue	Indian Ave.	Perris Blvd.	Arterial	2	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Placentia Avenue	Perris Blvd.	Redlands Ave.	Arterial	4	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Placentia Avenue	Redlands Ave.	Wilson Ave.	Arterial	0	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Placentia Avenue	Wilson Ave.	Murrieta	Arterial	0	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Placentia Avenue	Murrieta	Evans	Arterial	0	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Ramona Expressway	I-215	Nevada Ave.	Expressway	4	8	6	2	0.15	0.29	$183,750	$108,662	$0	$292,412	$292,412
Ramona Expressway	Nevada Ave.	Webster Ave.	Expressway	4	8	6	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Ramona Expressway	Webster Ave.	Indian Ave.	Expressway	4	8	6	2	0.69	1.39	$866,250	$0	$0	$866,250	$866,250
Ramona Expressway	Indian Ave.	Perris Blvd.	Expressway	4	8	6	2	0.32	0.63	$393,750	$0	$0	$393,750	$393,750
Ramona Expressway	Perris Blvd.	Redlands Ave.	Expressway	4	8	6	2	0.59	1.18	$735,000	$434,650	$0	$1,169,650	$1,169,650
Ramona Expressway	Redlands Ave.	Evans Rd	Expressway	4	8	6	2	0.47	0.95	$590,625	$349,272	$0	$939,897	$939,897
Ramona Expressway	Evans Rd	Bradley Rd	Expressway	4	8	6	2	1.38	2.75	$1,719,375	$1,016,770	$0	$2,736,145	$2,736,145
Ramona Expressway	Bradley Rd	Rider St.	Expressway	4	8	6	2	0.84	1.68	$1,050,000	$620,928	$0	$1,670,928	$1,670,928
Ramona Expressway	Rider St.	City Limits	Expressway	4	8	6	2	0.02	0.04	$26,250	$15,523	$0	$41,773	$41,773
Redlands Avenue	Oleander Ave.	Markham St.	Secondary Arterial	0	4		4	0.49	1.97	$1,233,750	$0	$0	$1,233,750	$1,233,750
Redlands Avenue	Markham St.	Ramona Expressway	Secondary Arterial	0	4		4	0.47	1.89	$1,181,250	$0	$0	$1,181,250	$1,181,250
Redlands Avenue	Ramona Expressway	Morgan St.	Secondary Arterial	0	4		4	0.54	2.14	$1,338,750	$0	$0	$1,338,750	$1,338,750
Redlands Avenue	Morgan St.	Rider St.	Secondary Arterial	0	4		4	0.54	2.14	$1,338,750	$0	$0	$1,338,750	$1,338,750
Redlands Avenue	Rider St.	Placentia Avenue	Secondary Arterial	0	4		4	0.55	2.18	$1,365,000	$0	$0	$1,365,000	$1,365,000
Redlands Avenue	Placentia Avenue	Orange Ave.	Secondary Arterial	4	4		0	0.54	0.00	$0	$0	$0	$0	$0
Redlands Avenue	Orange Ave.	Citrus Ave.	Secondary Arterial	2	4		2	0.47	0.95	$590,625	$0	$0	$590,625	$590,625
Redlands Avenue	Citrus Ave.	Tahoe St.	Secondary Arterial	4	4		0	0.27	0.00	$0	$0	$0	$0	$0
Redlands Avenue	Mapes	Cactus	Secondary Arterial	4	4		0	0.00	0.00	$0	$0	$0	$0	$0
Redlands Avenue	Tahoe St.	Nuevo Rd.	Secondary	2	4		2	0.27	0.55	$341,250	$0	$0	$341,250	$341,250
Redlands Avenue	Nuevo Rd.	San Jacinto Avenue	Arterial	4	6		2	1.10	2.21	$1,378,125	$0	$0	$1,378,125	$1,378,125
Redlands Avenue	San Jacinto Avenue	I-215	Arterial	2	6		4	0.21	0.84	$525,000	$0	$0	$525,000	$525,000
Redlands Avenue	I-215	4th St. (SR 74)	Arterial	2	6		4	0.16	0.63	$393,750	$0	$0	$393,750	$393,750
Redlands Avenue (w.	4th St. (SR 74)	7th plus 1000'	Secondary Arterial	0	4		4	0.44	1.76	$551,250	$0	$0	$551,250	$551,250
Redlands Avenue	7th plus 1000'	Ellis	Secondary Arterial	0	4		4	0.28	1.13	$708,750	$0	$0	$708,750	$708,750
Rider Street	Nevada Ave.	Webster Ave.	Secondary Arterial	2	4		2	0.08	0.17	$105,000	$0	$0	$105,000	$105,000
Rider Street	Webster Ave.	Indian Ave.	Secondary Arterial	2	4		2	0.55	1.09	$682,500	$0	$0	$682,500	$682,500
Rider Street	Indian Ave.	Perris Blvd.	Secondary Arterial	2	4		2	0.49	0.99	$616,875	$0	$0	$616,875	$616,875
Rider Street	Perris Blvd.	Wilson Ave.	Secondary Arterial	3	4		1	0.81	0.81	$126,328	$0	$0	$126,328	$126,328
Rider Street	Wilson Ave.	Evans Rd	Secondary Arterial	3	4		1	0.57	0.57	$35,438	$0	$0	$35,438	$35,438
Rider Street	Evans Rd	Bradley Rd	Secondary Arterial	4	4		0	0.79	0.00	$0	$0	$0	$0	$0
Rider Street	Bradley Rd	Ramona Expressway	Secondary Arterial	4	4		0	0.67	0.00	$0	$0	$0	$0	$0
San Jacinto Road	West of City Limit	Navajo Road	Collector	2	2		0	0.32	0.00	$0	$0	$0	$0	$0
San Jacinto Road	Navajo Rd.	400' w/o "A" St.	Secondary Arterial	0	4		4	0.96	3.86	$2,409,356	$0	$0	$2,409,356	$2,409,356
San Jacinto Road	400' w/o "A" St.	"A" St.	Secondary Arterial	2	4		2	0.08	0.15	$94,697	$0	$0	$94,697	$94,697
San Jacinto Road	"A" St.	"B" St.	Secondary Arterial	2	4		2	0.13	0.26	$164,063	$0	$0	$164,063	$164,063
San Jacinto Road	"B" St.	"C" St.	Secondary Arterial	0	4		4	0.13	0.53	$328,125	$0	$0	$328,125	$328,125
San Jacinto Road	"C" St.	"D" St.	Secondary Arterial	2	4		2	0.22	0.44	$275,625	$0	$0	$275,625	$275,625
San Jacinto Road	"D" St.	Perris Blvd.	Secondary Arterial	2	4		2	0.15	0.29	$183,750	$0	$0	$183,750	$183,750
San Jacinto Road	Perris Blvd.	G St.	Secondary Arterial	2	4		2	0.24	0.48	$301,875	$0	$0	$301,875	$301,875
San Jacinto Road	G St.	Redlands Ave.	Secondary Arterial	2	4		2	0.40	0.80	$498,750	$0	$0	$498,750	$498,750
San Jacinto Road	Redlands Ave.	Wilson Ave.	Arterial	2	6		4	0.15	0.59	$367,500	$108,662	$0	$476,162	$476,162
San Jacinto Road	Wilson Ave.	Evans Rd.	Arterial	2	6		4	0.50	2.02	$1,260,000	$372,557	$0	$1,632,557	$1,632,557
San Jacinto Road	Evans Rd.	Dunlap Dr.	Secondary Arterial	2	4		2	0.85	1.70	$1,063,125	$0	$0	$1,063,125	$1,063,125
Trumble Road	Mapes Rd.	Ellis Ave.	Secondary Arterial	2	4		2	1.07	2.14	$1,338,750	$0	$0	$1,338,750	$1,338,750
Watson Road	"A" St.	McPherson Rd.	Major Collector	0	2		2	0.63	1.26	$787,500	$0	$0	$787,500	$787,500
Webster Avenue	Oleander Ave.	Markham St.	Arterial	0	6		6	0.67	3.40	$2,126,250	$0	$0	$2,126,250	$2,126,250
Webster Avenue	Markham St.	Ramona Expressway	Arterial	2	6		4	0.49	1.97	$1,233,750	$0	$0	$1,233,750	$1,233,750

EXHIBIT F – DIF TRANSPORTATION NEEDS LIST (Continued)

E. TRANSPORTATION FACILITIES FACILITY NAME	From:	To:	Classification	Existing No. of Lanes	No. of Lanes in the General Plan	Lanes included in TUMF	Net No. of lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	ROADWAY COST [1,2]	LANDSCAPED MEDIAN COST	OFF- SETTING REVENUE	NET COST TO CITY	COST ALLOCATED TO NEW DEVELOP-MENT
Webster Avenue	Ramona Expressway	Morgan St.	Secondary Arterial	2	4		2	0.53	1.06	$656,250	$0	$0	$656,250	$656,250
Webster Avenue	Morgan St.	Rider St.	Secondary Arterial	2	4		2	0.55	1.09	$682,500	$0	$0	$682,500	$682,500
Subtotal Roadway Construction:								77.75	182.16	$112,594,048	$23,028,813	$0	$135,622,861	$135,622,861
2. Flood Control [4]														
Rider Street Crossing									1	$2,800,000	$0	$2,085,690	$714,310	$714,310
Nuevo Road Crossing									1	$2,800,000	$0	$2,210,640	$589,360	$589,360
Orange Ave Crossing									1	$2,800,000	$0	$1,982,530	$817,470	$817,470
Case Road Crossing									1	$2,800,000	$0	$0	$2,800,000	$2,800,000
Placentia Ave Crossing									1	$2,800,000	$0	$1,731,680	$1,068,320	$1,068,320
Ethanac Rd Crossing									1	$2,800,000	$0	$0	$2,800,000	$2,800,000
Goetz Road Crossing									1	$4,200,000	$0	$0	$4,200,000	$4,200,000
San Jacinto Ave Crossing									1	$4,200,000	$0	$0	$4,200,000	$4,200,000
Subtotal Flood Control:										**$25,200,000**	**$0**	**$8,010,540**	**$17,189,460**	**$17,189,460**
3. Signals														
4- Lane Intersections									20	$3,000,000	$0	$0	$3,000,000	$3,000,000
6- Lane Intersections									30	$6,000,000	$0	$0	$6,000,000	$6,000,000
8- Lane Intersections									20	$5,000,000	$0	$0	$5,000,000	$5,000,000
Subtotal Signals:										**$14,000,000**	**$0**	**$0**	**$14,000,000**	**$14,000,000**
4. Bridge Crossings [5]														
Perris Blvd. Bridge At I-215				0	6	4	2			$1,500,000	$0	$0	$1,500,000	$1,500,000
San Jacinto Road At I-215				0	6	0	6			$4,500,000	$0	$0	$4,500,000	$4,500,000
Bridge Crossings:										**$6,000,000**	**$0**	**$0**	**$6,000,000**	**$6,000,000**
5. Carry Over Existing Development Impact Fee Program Funding Credit:												**$318,618**	**$318,618**	**$318,618**
Total Transportation Cost										**$157,794,048**	**$23,028,813**	**$8,329,158**	**$172,493,703**	**$172,493,703**
Total All Facilities											**$304,524,896**	**$10,112,158**	**$294,412,739**	**$284,360,761**

Notes: [1] Segments of a street with a $0 roadway cost show that these are Developer conditioned Projects already constructed or committed to construct.

[2] The improvements to SR-74 are not shown on this Needs List because TUMF will fund the entire additional lanes required.

[3] In this segment the City limit line is coincident with the street centerline. Therefore only a 1/2 street width is counted, or two of the four lanes needed.

[4] At the City's direction, these costs are based on the Master Drainage Plan for the Perris Valley Channel, Riverside County Flood Control District, adjusted for inflation.

[5] No preliminary studies are available for these crossings. A unit cost of $250 per square foot of bridge deck and a typical length of 215 feet is assumed, resulting in $750,000 per lane across the bridge.

EXHIBIT G – DIF LOS SCHEDULE

Roadway Classification	Number of Lanes	Maximum Two-Way Average Daily Traffic (ADT) [2]				
		LOS A	LOS B	LOS C	LOS D	LOS E
Collector	2	7,800	9,100	10,400	11,700	13,000
Collector	4	15,540	18,130	20,700	23,300	25,900
Arterial	2	10,800	12,600	14,400	16,200	18,000
Arterial	4	21,540	25,130	28,700	32,300	35,900
Arterial	6	32,340	37,730	43,100	48,500	53,900
Expressway	4	24,540	28,630	32,700	36,800	40,900
Expressway	6	36,780	42,910	49,000	55,200	61,300
Expressway	8	49,020	57,190	65,400	73,500	81,700
Freeway	4	45,900	53,550	61,200	68,900	76,500
Freeway	6	70,500	82,250	94,000	105,800	117,500
Freeway	8	96,300	112,350	128,400	144,500	160,500
Freeway	10	120,360	140,420	160,500	180,500	200,600

[1] All Capacity Exhibits are based on optimum conditions and are intended as guidelines for planning purposes only.
[2] Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables

EXHIBIT H – EXISTING PEAK HOUR TRUCK INTERSECTION COUNTS AND SEGMENT ADT

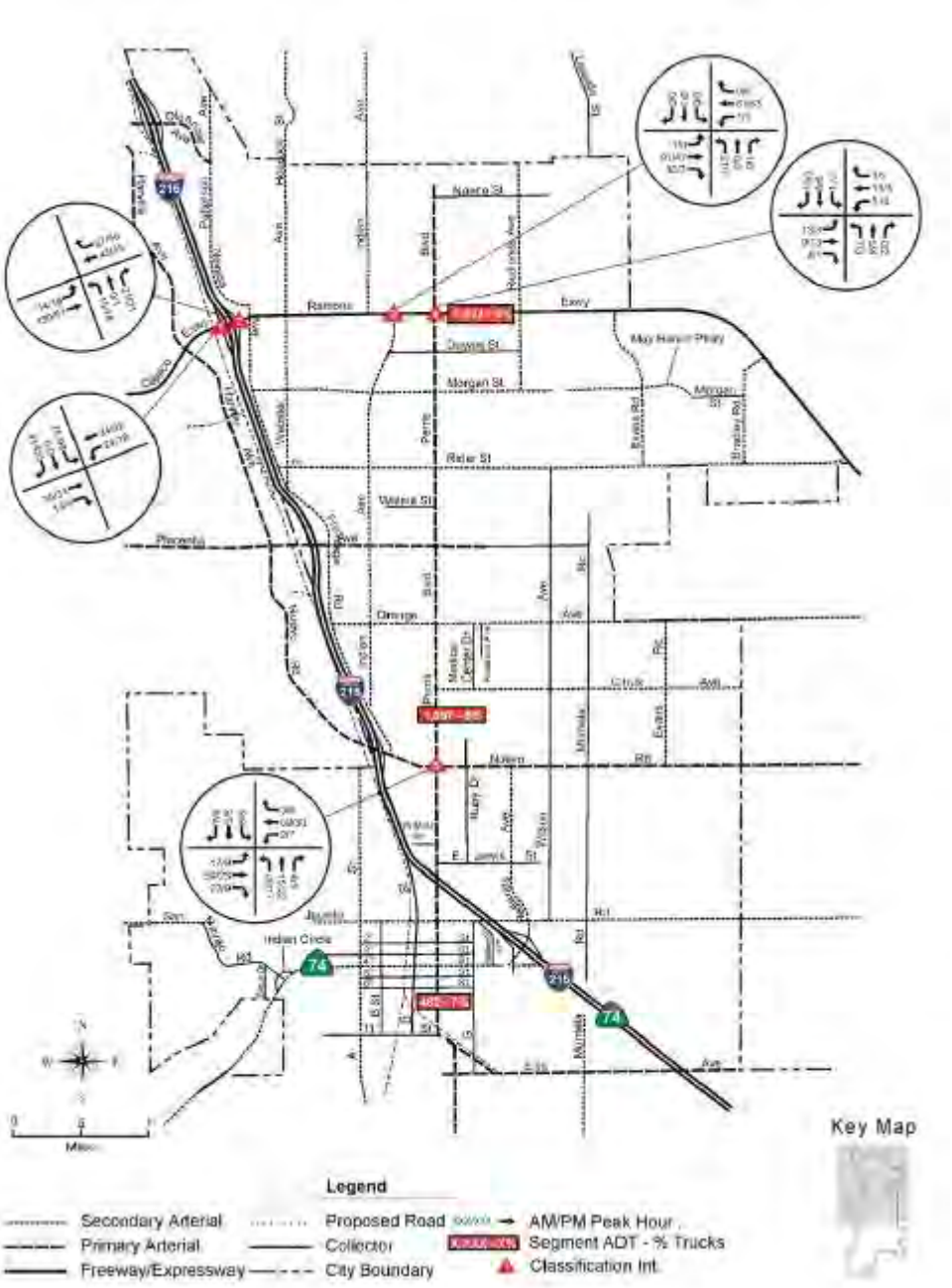


EXHIBIT I – ORIGINAL GENERAL PLAN LAND USE DESIGNATIONS WITHIN NPRBBD

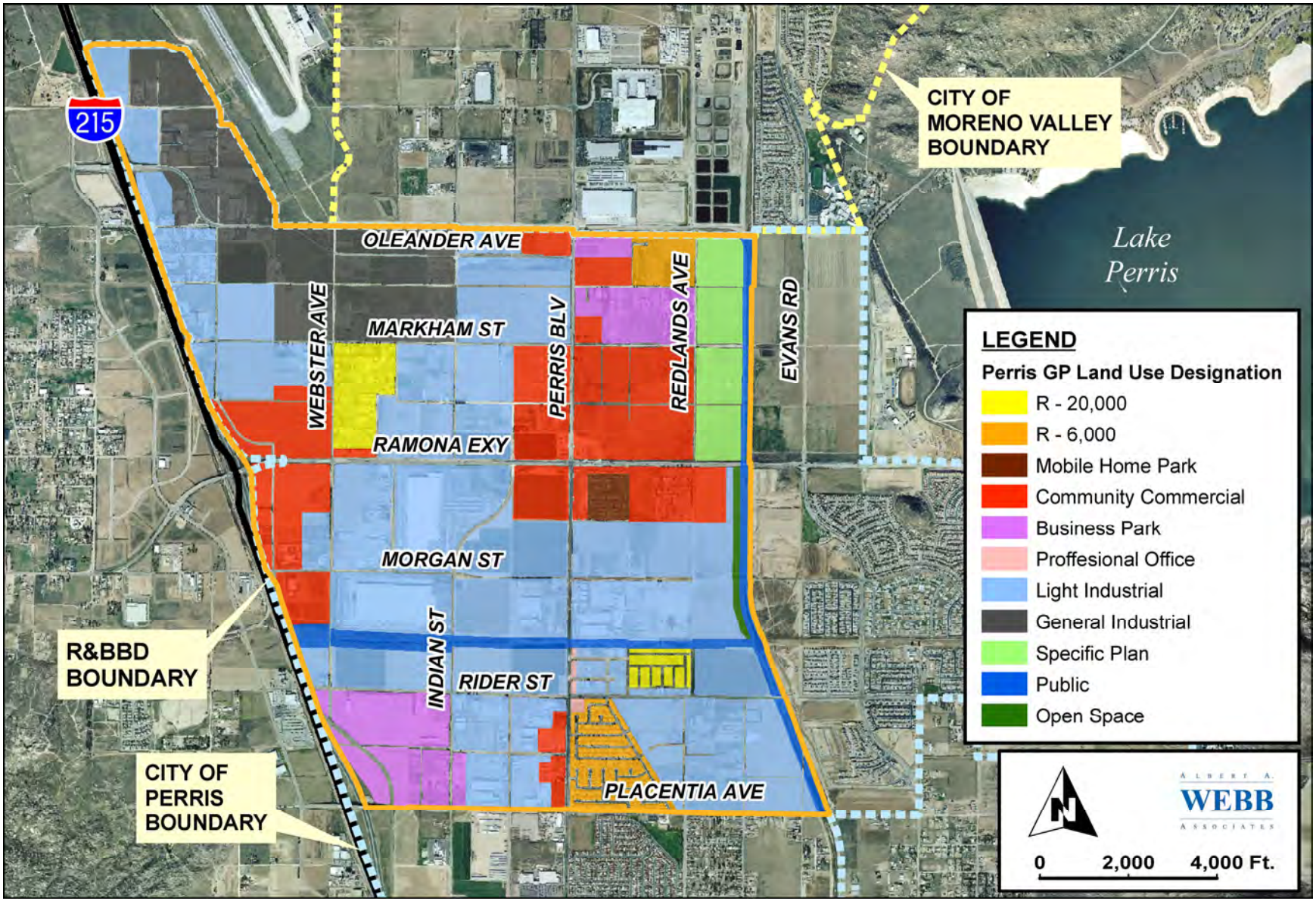


EXHIBIT J – PROPOSED GENERAL PLAN LAND USE DESIGNATIONS WITHIN NPRBBD

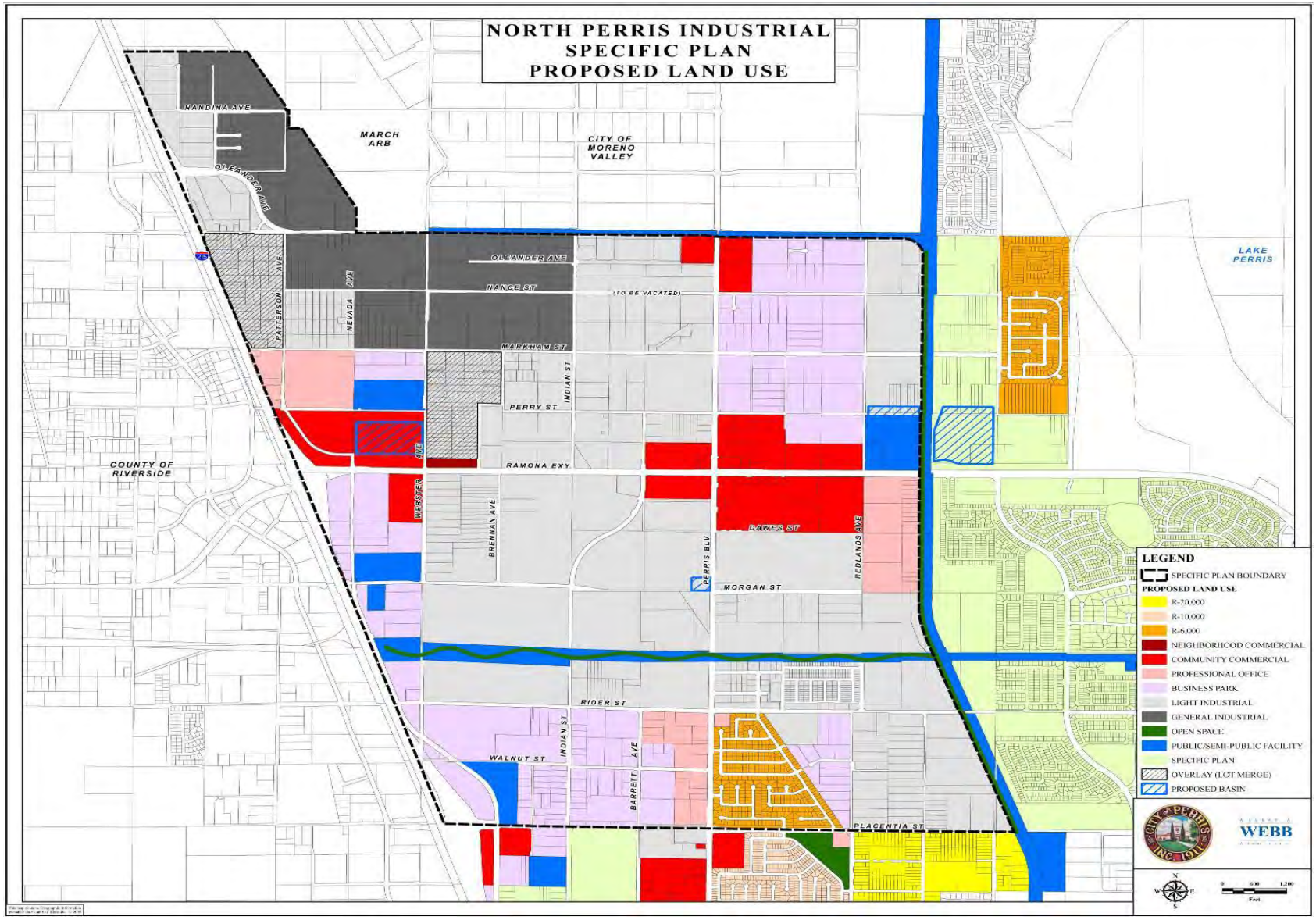
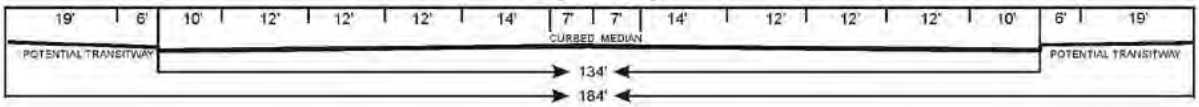
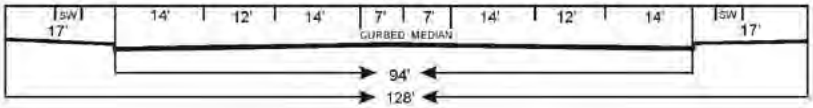


EXHIBIT K - CITY OF PERRIS GENERAL PLAN
TYPICAL STREET CROSS-SECTIONS

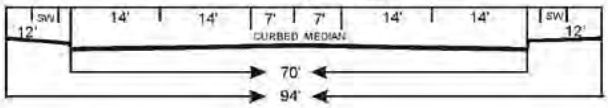
Expressway



Arterial

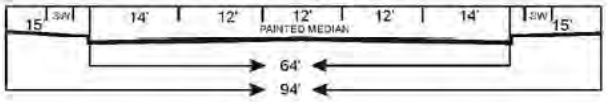


Secondary Arterial

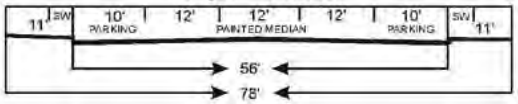


or

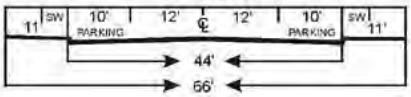
Secondary Arterial



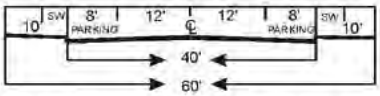
Major Collector



Collector



Local



Specific details for each cross-section follow in Figures 4.1 A - 4.1 F

Legend

SW	Sidewalk or Trail (at least 4 feet)
CURBED MEDIAN	Landscaped Center Median
PARKING	Parking or Bike Lane
PAINTED MEDIAN	Center Median and/or Continuous Left Turning Lane

EXHIBIT L - NPRBBD FACILITIY MAP

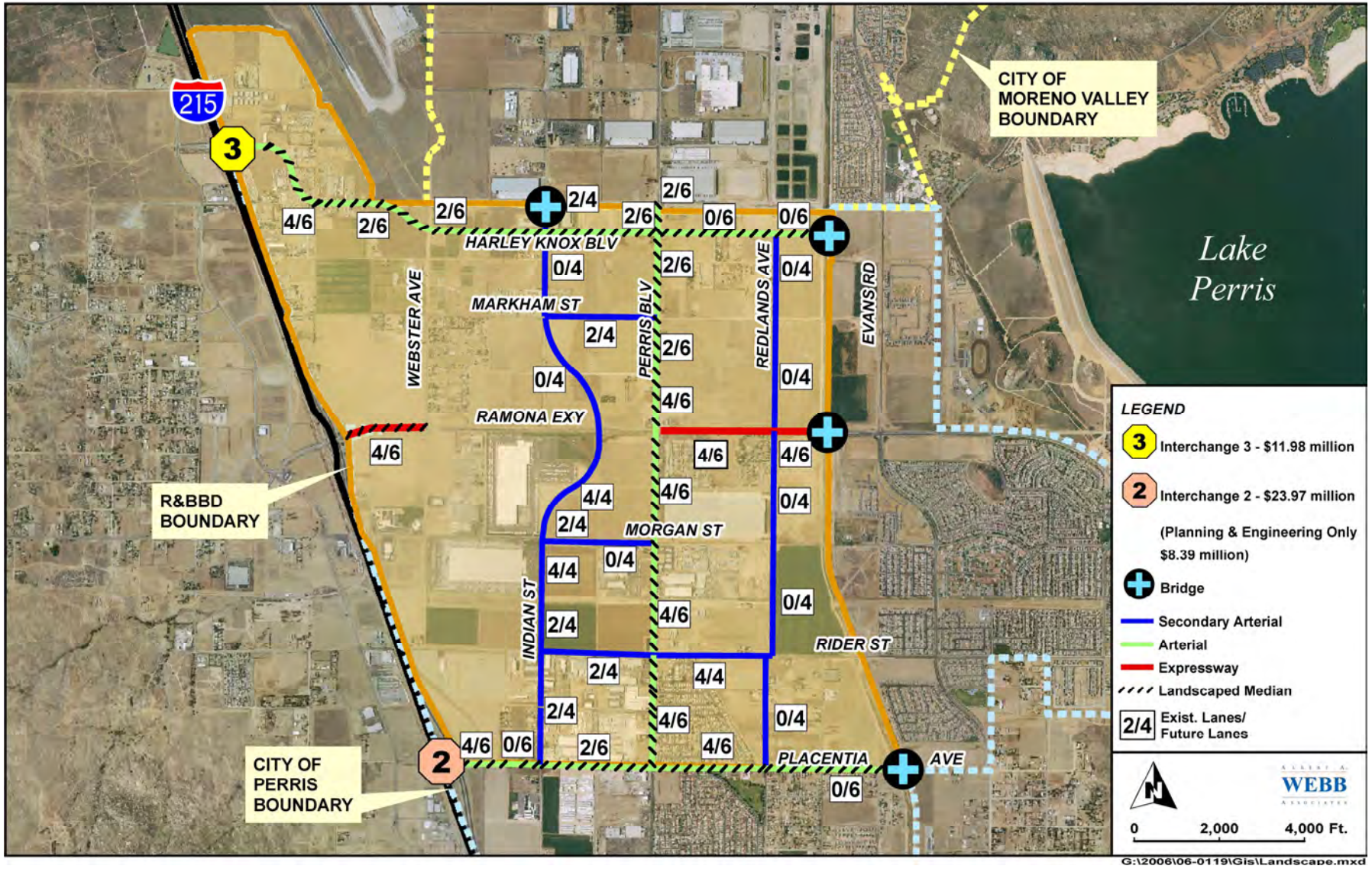


EXHIBIT M - NPRBBD FACILITIES

Street Name	Segment From	Segment To	General Plan Classification	Length (miles)	Existing Lanes	Future Lanes	Lane Increase	Inter-change Type	Bridge	Bridge Length	New Lane Cost	Shoulder Cost	Lanscaped Parkway Cost	Landscaped Median Cost	Right-of-Way (Lanes) Cost	Right-of-Way (Pkwy) Cost	Interchange Cost	Bridge Cost	MSHCP	Planning	Engineering	Contingency	Total Cost
N/S STREET SEGMENTS																							
Indian Avenue	City Limits (N. Boundary)	Harley Knox Boulevard	Secondary Arterial	0.13	2	4	2		1	100	$ 171,000	$ -	$ 130,000	$ -	$ -	$ 167,000			$ 8,550	$ 17,100	$ 42,750	$ 17,100	$ 553,500
Indian Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0.37	0	4	4				$ 974,000	$ -	$ 371,000	$ -	$ -	$ 475,000			$ 48,700	$ 97,400	$ 243,500	$ 97,400	$ 2,307,000
Indian Avenue	Markham Street	100' N. of Ramona Exwy	Secondary Arterial	0.58	0	4	4				$ 1,527,000	$ -	$ 582,000	$ -	$ -	$ 745,000			$ 76,350	$ 152,700	$ 381,750	$ 152,700	$ 3,617,500
Indian Avenue	100' N. of Ramona Exwy	Ramona Expressway	Secondary Arterial	0.02	4	4	0				$ -	$ -	$ 20,000	$ -	$ -	$ 26,000			$ -	$ -	$ -	$ -	$ 46,000
Indian Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0.60	4	4	0				$ -	$ -	$ 602,000	$ -	$ -	$ 771,000			$ -	$ -	$ -	$ -	$ 1,373,000
Indian Avenue	Morgan Street	1300' S of Morgan Street	Secondary Arterial	0.37	4	4	0				$ -	$ -	$ 371,000	$ -	$ -	$ 475,000			$ -	$ -	$ -	$ -	$ 846,000
Indian Avenue	1300' S of Morgan Street	Rider Street	Secondary Arterial	0.11	2	4	2				$ 145,000	$ -	$ 110,000	$ -	$ -	$ 141,000			$ 7,250	$ 14,500	$ 36,250	$ 14,500	$ 468,500
Indian Avenue	Rider Street	Placentia Ave (S. Boundary)	Secondary Arterial	0.50	2	4	2				$ 658,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,132,000
Perris Boulevard	City Limits (N. Boundary)	Markham Street	Arterial	0.50	2	6	4				$ 1,316,000	$ -	$ 607,000	$ 554,000	$ 538,729	$ 728,000			$ 65,800	$ 131,600	$ 329,000	$ 185,473	$ 4,455,602
Perris Boulevard	Markham Street	300' N. of Ramona Exwy	Arterial	0.44	2	6	4				$ 1,158,000	$ -	$ 534,000	$ 488,000	$ 474,271	$ 641,000			$ 57,900	$ 115,800	$ 289,500	$ 163,227	$ 3,921,698
Perris Boulevard	300' N. of Ramona Exwy	Ramona Expressway	Arterial	0.06	4	6	2				$ 79,000	$ -	$ 73,000	$ 67,000	$ -	$ 87,000			$ 3,950	$ 7,900	$ 19,750	$ 7,900	$ 345,500
Perris Boulevard	Ramona Expressway	Morgan Street	Arterial	0.50	4	6	2				$ 658,000	$ -	$ 607,000	$ 554,000	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,876,000
Perris Boulevard	Morgan Street	Rider Street	Arterial	0.50	4	6	2				$ 658,000	$ -	$ 607,000	$ 554,000	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,876,000
Perris Boulevard	Rider Street	Placentia Ave (S. Boundary)	Arterial	0.50	4	6	2				$ 658,000	$ -	$ 607,000	$ 554,000	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,876,000
Redlands Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0.38	0	4	4				$ 1,000,000	$ -	$ 381,000	$ -	$ -	$ 488,000			$ 50,000	$ 100,000	$ 250,000	$ 100,000	$ 2,369,000
Redlands Avenue	Markham Street	Ramona Expressway	Secondary Arterial	0.50	0	4	4				$ 1,316,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 3,119,000
Redlands Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0.50	0	4	4				$ 1,316,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 3,119,000
Redlands Avenue	Morgan Street	Rider Street	Secondary Arterial	0.50	0	4	4				$ 1,316,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 3,119,000
Redlands Avenue	Rider Street	Placentia Ave (S. Boundary)	Secondary Arterial	0.50	0	4	4				$ 1,316,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 3,119,000
										N/S STREET SEGMENTS SUB-TOTAL	$ 14,266,000	$ -	$ 8,112,000	$ 2,771,000	$ 1,013,000	$ 10,143,000			$ 713,300	$ 1,426,600	$ 3,566,500	$ 1,527,900	$ 43,539,300
N/S BRIDGES																							
Indian Avenue	Harley Knox Boulevard	City Limits (N. Boundary)	Secondary Arterial		2	4	2		1	100								$ 484,000		$ 48,400	$ 121,000	$ 48,400	$ 701,800
										N/S BRIDGES SUB-TOTAL								$ 484,000		$ 48,400	$ 121,000	$ 48,400	$ 701,800
										N/S TOTAL	*$ 14,266,000*	*$ -*	*$ 8,112,000*	*$ 2,771,000*	*$ 1,013,000*	*$ 10,143,000*	*$ -*	*$ 484,000*	*$ 713,300*	*$ 1,475,000*	*$ 3,687,500*	*$ 1,576,300*	*$ 44,241,100*

Street Name	Segment - From	Segment - To	General Plan Classification	Length (miles)	Existing Lanes	Future Lanes	Lane Increase	Inter-change Type	Bridge	Bridge Length	New Lane Cost	Shoulder Cost	Lanscaped Parkway Cost	Landscaped Median Cost	Right-of-Way (Lanes) Cost	Right-of-Way (Pkwy) Cost	Interchange Cost	Bridge Cost	MSHCP	Planning	Engineering	Contingency	Total
E/W STREET SEGMENTS																							
Harley Knox Blvd	I-215 Int. (W. Boundary)	Patterson Avenue	Arterial	0.55	4	6	2	3			$ 724,000	$ -	$ 668,000	$ 610,000	$ -	$ 1,403,000			$ 36,200	$ 72,400	$ 181,000	$ 72,400	$ 3,767,000
Harley Knox Blvd	Patterson Avenue	Indian Avenue	Arterial	1.06	2	6	4				$ 2,790,000	$ -	$ 1,287,000	$ 1,175,000	$ 1,589,000	$ 2,703,000			$ 139,500	$ 279,000	$ 697,500	$ 437,900	$ 11,097,900
Harley Knox Blvd	Indian Avenue	Perris Boulevard	Arterial	0.51	2	6	4				$ 1,342,000	$ -	$ 619,000	$ 565,000	$ 902,000	$ 1,301,000			$ 67,100	$ 134,200	$ 335,500	$ 224,400	$ 5,490,200
Harley Knox Blvd	Perris Boulevard	Redlands Avenue	Arterial	0.53	0	6	6				$ 2,092,000	$ -	$ 644,000	$ 588,000	$ 1,876,064	$ 1,352,000			$ 104,600	$ 209,200	$ 523,000	$ 396,806	$ 7,785,671
Harley Knox Blvd	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.25	0	6	6		1	200	$ 987,000	$ -	$ 304,000	$ 277,000	$ 884,936	$ 638,000			$ 49,350	$ 98,700	$ 246,750	$ 187,194	$ 3,672,929
Markham Street	Indian Avenue	Perris Boulevard	Secondary Arterial	0.50	2	4	2				$ 658,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,132,000
Ramona Exwy	I-215 Interchange	Nevada Avenue	Expressway	0.11	4	6	2				$ 145,000	$ 93,000	$ 227,000	$ 122,000	$ 254,222	$ 236,000			$ 7,250	$ 14,500	$ 36,250	$ 39,922	$ 1,175,144
Ramona Exwy	Nevada Avenue	Webster Avenue	Expressway	0.25	4	6	2				$ 329,000	$ 211,000	$ 515,000	$ 277,000	$ 577,778	$ 535,000			$ 16,450	$ 32,900	$ 82,250	$ 90,678	$ 2,667,056
Ramona Exwy	Perris Boulevard	Redlands Avenue	Expressway	0.53	4	6	2				$ 697,000	$ 448,000	$ 1,091,000	$ -	$ 956,718	$ 1,135,000			$ 34,850	$ 69,700	$ 174,250	$ 165,372	$ 4,771,890
Ramona Exwy	Redlands Avenue	Storm Drain (E. Boundary)	Expressway	0.25	4	6	2		1	200	$ 329,000	$ 211,000	$ 515,000	$ -	$ 451,282	$ 535,000			$ 16,450	$ 32,900	$ 82,250	$ 78,028	$ 2,250,910
Morgan Street	Indian Avenue	600' E. of Indian Avenue	Secondary Arterial	0.11	2	4	2				$ 145,000	$ -	$ 110,000	$ -	$ -	$ 141,000			$ 7,250	$ 14,500	$ 36,250	$ 14,500	$ 468,500
Morgan Street	600' E. of Indian Avenue	Perris Boulevard	Secondary Arterial	0.39	0	4	4				$ 1,026,000	$ -	$ 391,000	$ -	$ -	$ 501,000			$ 51,300	$ 102,600	$ 256,500	$ 102,600	$ 2,431,000
Rider Street	Indian Avenue	Perris Boulevard	Secondary Arterial	0.50	2	4	2				$ 658,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,132,000
Rider Street	Perris Boulevard	Redlands Avenue	Secondary Arterial	0.51	3	4	1				$ 336,000	$ -	$ 512,000	$ -	$ -	$ 655,000			$ 16,800	$ 33,600	$ 84,000	$ 33,600	$ 1,671,000
Placentia Avenue	I-215 Int. (W. Boundary)	E. Frontage Road	Arterial	0.19	4	6	2	2			$ 250,000	$ -	$ 231,000	$ 211,000	$ -	$ 277,000			$ 12,500	$ 25,000	$ 62,500	$ 25,000	$ 1,094,000
Placentia Avenue	E. Frontage Road	Indian Avenue	Arterial	0.25	0	6	6				$ 987,000	$ -	$ 304,000	$ 277,000	$ 491,000	$ 364,000			$ 49,350	$ 98,700	$ 246,750	$ 147,800	$ 2,965,600
Placentia Avenue	Indian Avenue	Perris Boulevard	Arterial	0.50	2	6	4				$ 1,316,000	$ -	$ 607,000	$ 554,000	$ 511,656	$ 728,000			$ 65,800	$ 131,600	$ 329,000	$ 182,766	$ 4,425,822
Placentia Avenue	Perris Boulevard	Redlands Avenue	Arterial	0.51	4	6	2				$ 671,000	$ -	$ 619,000	$ 565,000	$ 521,890	$ 743,000			$ 33,550	$ 67,100	$ 167,750	$ 119,289	$ 3,507,579
Placentia Avenue	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.62	0	6	6		1	300	$ 2,448,000	$ -	$ 753,000	$ 687,000	$ 634,454	$ 903,000			$ 122,400	$ 244,800	$ 612,000	$ 308,245	$ 6,712,899
										E/W STREET SEGMENTS TOTAL	$ 17,930,000	$ 963,000	$ 10,401,000	$ 5,908,000	$ 9,651,000	$ 15,436,000			$ 896,500	$ 1,793,000	$ 4,482,500	$ 2,758,100	$ 70,219,100
E/W BRIDGES																							
Harley Knox Blvd	Redlands Avenue	Storm Drain (E. Boundary)	Arterial		0	6	6		1	200								$ 2,904,000		$ 290,000	$ 726,000	$ 290,000	$ 4,210,000
Ramona Exwy	Redlands Avenue	Storm Drain (E. Boundary)	Arterial		4	6	2		1	300								$ 1,452,000		$ 145,000	$ 363,000	$ 145,000	$ 2,105,000
Placentia Avenue	Redlands Avenue	Storm Drain (E. Boundary)	Arterial		0	6	6		1	300								$ 4,356,000		$ 436,000	$ 1,089,000	$ 436,000	$ 6,317,000
										E/W BRIDGES SUB-TOTAL								$ 8,712,000		$ 871,000	$ 2,178,000	$ 871,000	$ 12,632,000
E/W INTERCHANGES																							
Harley Knox Blvd	I-215 Int. (W. Boundary)	Patterson Avenue	Arterial		4	6	2	3									$ 11,980,000			$ 1,198,000	$ 2,995,000	$ 1,198,000	$ 17,371,000
Placentia Avenue	I-215 Int. (W. Boundary)	E. Frontage Road	Arterial		4	6	2	2									$ -			$ 2,397,000	$ 5,993,000	$ -	$ 8,390,000
										E/W INTERCHANGES SUB-TOTAL							$ 11,980,000			$ 3,595,000	$ 8,988,000	$ 1,198,000	$ 25,761,000
										E/W TOTAL	*$ 17,930,000*	*$ 963,000*	*$ 10,401,000*	*$ 5,908,000*	*$ 9,651,000*	*$ 15,436,000*	*$ 11,980,000*	*$ 8,712,000*	*$ 896,500*	*$ 6,259,000*	*$ 15,648,500*	*$ 4,827,100*	*$ 108,612,100*

SIGNALS																							
4-Lane Intersections										4	$ 600,000									$ 60,000	$ 150,000	$ 60,000	$ 870,000
6-Lane Intersections										11	$ 2,200,000									$ 220,000	$ 550,000	$ 220,000	$ 3,190,000
										SIGNALS TOTAL	*$ 2,800,000*									*$ 280,000*	*$ 700,000*	*$ 280,000*	*$ 4,060,000*

										GRAND TOTAL	**$ 34,996,000**	**$ 963,000**	**$ 18,513,000**	**$ 8,679,000**	**$ 10,664,000**	**$ 25,579,000**	**$ 11,980,000**	**$ 9,196,000**	**$ 1,609,800**	**$ 8,014,000**	**$ 20,036,000**	**$ 6,683,400**	***$ 156,913,200***

EXHIBIT N - TUMF FACILITIES ESTIMATED COSTS DETAIL

Area Plan District	City	Street Name	Segment From	Segment To	Network	Length (miles)	Ex. Lns.	Fut. Lns.	Add. Lns.	Topo	Land Use	Inter-change	Bridge	RR Xing	New Lane Cost	ROW Cost	Interchange Cost	Bridge Cost	RR Xing Cost	MSHCP	Planning	Engineering	Contingency	Total Cost	Maximum TUMF Share
Central	Perris	Perris	N. Boundary	300' N Ramona	Backbone	0.985	2	4	2	1	3				$ 1,296,000	$ 1,013,000	$ -	$ -	$ -	$ 65,000	$ 130,000	$ 324,000	$ 231,000	$ 3,059,000	$ 1,943,000
Central	Perris	Perris	300' N Ramona	Ramona	Backbone	0.057	4	4	0	1	3				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Central	Perris	Perris	Ramona	Placentia	Backbone	1.511	4	4	0	1	3				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Central	**Perris**	**Ramona**	**I-215**	**Webster**	**Backbone**	**0.462**	**4**	**6**	**2**	**1**	**2**				**$ 608,000**	**$ 832,000**	**$ -**	**$ -**	**$ -**	**$ 30,000**	**$ 61,000**	**$ 152,000**	**$ 144,000**	**$ 1,827,000**	**$ 1,827,000**
Central	**Perris**	**Ramona**	**Perris**	**E. Boundary**	**Backbone**	**0.782**	**4**	**6**	**2**	**1**	**2**		**300**		**$ 1,029,000**	**$ 1,408,000**	**$ -**	**$ 1,452,000**	**$ -**	**$ 51,000**	**$ 248,000**	**$ 620,000**	**$ 389,000**	**$ 5,197,000**	**$ 5,197,000**
Central	Mo. Val.	Indian	San Michelle	Harley Knox	Secondary		2	4	2	1	3		50		**$ -**	**$ -**	**$ -**	**$ 242,000**	**$ -**	**$ -**	**$ 24,000**	**$ 61,000**	**$ 24,000**	**$ 351,000**	**$ 351,000**
Central	Perris	Harley Knox	I-215	Patterson	Secondary	0.458	4	4	0	1	2	3			$ -	$ -	$ 11,980,000	$ -	$ -	$ -	$ 1,198,000	$ 2,995,000	$ 1,198,000	$ 17,371,000	$ 17,371,000
Central	Perris	Harley Knox	Patterson	Indian	Secondary	0.883	2	4	2	1	2				$ 1,162,000	$ 1,589,000	$ -	$ -	$ -	$ 58,000	$ 116,000	$ 291,000	$ 275,000	$ 3,491,000	$ 3,491,000
Central	Perris	Harley Knox	Indian	Perris	Secondary	0.501	2	4	2	1	2				$ 659,000	$ 902,000	$ -	$ -	$ -	$ 33,000	$ 66,000	$ 165,000	$ 156,000	$ 1,981,000	$ 1,981,000
Central	Perris	Harley Knox	Perris	E. Boundary	Secondary	0.767	0	4	4	1	2				$ 2,019,000	$ 2,761,000	$ -	$ -	$ -	$ 101,000	$ 202,000	$ 505,000	$ 478,000	$ 6,066,000	$ 6,066,000
														TOTAL	**$ 6,773,000**	**$ 8,505,000**	**$ 11,980,000**	**$ 1,694,000**	**$ -**	**$ 338,000**	**$ 2,045,000**	**$ 5,113,000**	**$ 2,895,000**	**$ 39,343,000**	**$ 38,227,000**

Bold items represent RCTC priority corridors

[1] Interchange Planning and Design Costs only.

EXHIBIT O - DIF FACILITIES ESTIMATED COSTS DETAIL

Street Name	Segment From	Segment To	General Plan Classification	Existing Lanes	Lanes in General Plan	Lanes included in TUMF	Lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	Roadway Cost	Landscaped Median Cost	Off-Setting Revenue	Net Cost to City	Cost Allocated to New Development
Indian Avenue	Harley Knox Boulevard	100' N. of Ramona Expressway	Secondary Arterial	0	4		4	1.01	4.03	$ 2,520,000	$ -	$ -	$ 2,520,000	$ 2,520,000
Indian Avenue	100' N. of Ramona Expressway	Ramona Expressway	Secondary Arterial	4	4		0	0.02	0.00	$ -	$ -	$ -	$ -	$ -
Indian Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	4	4		0	0.56	0.00	$ -	$ -	$ -	$ -	$ -
Indian Avenue	Morgan Street	1300' S. of Morgan Street	Secondary Arterial	4	4		0	0.25	0.00	$ -	$ -	$ -	$ -	$ -
Indian Avenue	1300' S. of Morgan Street	Rider Street	Secondary Arterial	2	4		2	0.25	0.50	$ 312,500	$ -	$ -	$ 312,500	$ 312,500
Indian Avenue	Rider Street	Placentia Avenue	Secondary Arterial	2	4		2	0.55	1.09	$ 682,500	$ -	$ -	$ 682,500	$ 682,500
Perris Boulevard	City Limits	Harley Knox Boulevard	Arterial	4	6	4	2	0.07	0.15	$ 91,875	$ 54,331	$ -	$ 146,206	$ 146,206
Perris Boulevard	Harley Knox Boulevard	Markham Street	Arterial	2	6	4	2	0.49	0.99	$ 616,875	$ 364,795	$ -	$ 981,670	$ 981,670
Perris Boulevard	Markham Street	300' N. of Ramona Expressway	Arterial	2	6	4	2	0.42	0.83	$ 519,375	$ 307,138	$ -	$ 826,513	$ 826,513
Perris Boulevard	300' N. of Ramona Expressway	Ramona Expressway	Arterial	4	6	4	2	0.06	0.11	$ 71,250	$ 42,134	$ -	$ 113,384	$ 113,384
Perris Boulevard	Ramona Expressway	Morgan Street	Arterial	4	6	4	2	0.55	1.09	$ 682,500	$ 403,603	$ -	$ 1,086,103	$ 1,086,103
Perris Boulevard	Morgan Street	Rider Street	Arterial	4	6	4	2	0.53	1.05	$ 656,250	$ 388,080	$ -	$ 1,044,330	$ 1,044,330
Perris Boulevard	Rider Street	Placentia Avenue	Arterial	4	6	4	2	0.55	1.09	$ 682,500	$ 403,603	$ -	$ 1,086,103	$ 1,086,103
Redlands Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0	4		4	0.49	1.97	$ 1,233,750	$ -	$ -	$ 1,233,750	$ 1,233,750
Redlands Avenue	Markham Street	Ramona Expressway	Secondary Arterial	0	4		4	0.47	1.89	$ 1,181,250	$ -	$ -	$ 1,181,250	$ 1,181,250
Redlands Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0	4		4	0.54	2.14	$ 1,338,750	$ -	$ -	$ 1,338,750	$ 1,338,750
Redlands Avenue	Morgan Street	Rider Street	Secondary Arterial	0	4		4	0.54	2.14	$ 1,338,750	$ -	$ -	$ 1,338,750	$ 1,338,750
Redlands Avenue	Rider Street	Placentia Avenue	Secondary Arterial	0	4		4	0.55	2.18	$ 1,365,000	$ -	$ -	$ 1,365,000	$ 1,365,000
Harley Knox Blvd	I-215 Interchange	Patterson Avenue	Arterial	4	6	4	2	0.46	0.92	$ 577,500	$ 341,510	$ -	$ 919,010	$ 919,010
Harley Knox Blvd	Patterson Avenue	Heacock Avenue	Arterial	2	6	4	2	0.53	1.05	$ 656,250	$ 388,080	$ -	$ 1,044,330	$ 1,044,330
Harley Knox Blvd	Heacock Avenue	Indian Avenue	Arterial	2	6	4	2	0.53	1.05	$ 656,250	$ 388,080	$ -	$ 1,044,330	$ 1,044,330
Harley Knox Blvd	Indian Avenue	Perris Boulevard	Arterial	2	6	4	2	0.49	0.99	$ 616,875	$ 364,795	$ -	$ 981,670	$ 981,670
Harley Knox Blvd	Perris Boulevard	Perris Valley Storm Drain	Arterial	0	6	4	2	0.84	1.68	$ 1,050,000	$ 620,928	$ -	$ 1,670,928	$ 1,670,928
Harley Knox Blvd	Indian Avenue	Perris Boulevard	Arterial	2	6	4	2	0.49	0.99	$ 616,875	$ 364,795	$ -	$ 981,670	$ 981,670
Harley Knox Blvd	Perris Boulevard	Perris Valley Storm Drain	Arterial	0	6	4	2	0.84	1.68	$ 1,050,000	$ 620,928	$ -	$ 1,670,928	$ 1,670,928
Markham Street	Indian Avenue	Perris Boulevard	Secondary Arterial	2	4		2	0.49	0.99	$ 616,875	$ -	$ -	$ 616,875	$ 616,875
Ramona Exwy	I-215 Interchange	Nevada Avenue	Expressway					0.15	0.00	$ -	$ 108,662	$ -	$ 108,662	$ 108,662
Ramona Exwy	Nevada Avenue	Webster Avenue	Expressway					0.26	0.00	$ -	$ 194,040	$ -	$ 194,040	$ 194,040
Morgan Street	Indian Avenue	500' E. of Indian Avenue	Secondary Arterial	2	4		2	0.09	0.18	$ 112,500	$ -	$ -	$ 112,500	$ 112,500
Morgan Street	500' E. of Indian Avenue	Perris Boulevard	Secondary Arterial	0	4		4	0.40	1.60	$ 997,500	$ -	$ -	$ 997,500	$ 997,500
Rider Street	Indian Avenue	Perris Boulevard	Secondary Arterial	2	4		2	0.49	0.99	$ 616,875	$ -	$ -	$ 616,875	$ 616,875
Rider Street	Perris Boulevard	Redlands Avenue	Secondary Arterial	3	4		1	0.52	0.52	$ 325,000	$ -	$ -	$ 325,000	$ 325,000
Placentia Avenue	I-215 Interchange	E. Frontage Road	Arterial	6	6	4	0	0.11	0.00	$ -	$ -	$ -	$ -	$ -
Placentia Avenue	E. Frontage Road	Indian Avenue	Arterial	0	6	4	2	0.26	0.53	$ 328,125	$ 194,040	$ -	$ 522,165	$ 522,165
Placentia Avenue	Indian Avenue	Perris Boulevard	Arterial	2	6	4	2	0.49	0.99	$ 616,875	$ 364,795	$ -	$ 981,670	$ 981,670
Placentia Avenue	Perris Boulevard	Redlands Avenue	Arterial	4	6	4	2	0.53	1.05	$ 656,250	$ 388,080	$ -	$ 1,044,330	$ 1,044,330
Placentia Avenue	Redlands Avenue	Wilson Avenue	Arterial	0	6	4	2	0.26	0.53	$ 328,125	$ 194,040	$ -	$ 522,165	$ 522,165
Placentia Avenue	Wilson Avenue	Murrieta Road	Arterial	0	6	4	2	0.26	0.53	$ 328,125	$ 194,040	$ -	$ 522,165	$ 522,165
Placentia Avenue	Murrieta Road	Perris Valley Storm Drain	Arterial	0	6	4	2	0.12	0.24	$ 150,000	$ 88,704	$ -	$ 238,704	$ 238,704
Signals														
4-Lane Intersections									4	$ 600,000	$ -	$ -	$ 600,000	$ 600,000
6-Lane Intersections									11	$ 2,200,000	$ -	$ -	$ 2,200,000	$ 2,200,000
										$ 24,726,250	**$ 5,793,480**	**$ -**	**$ 30,519,730**	**$ 30,519,730**

EXHIBIT P - OTHER FACILITIES ESTIMATED COSTS DETAIL

Street Name	Segment From	Segment To	General Plan Classification	Length (miles)	Existing Lanes	Future Lanes	Lane Increase	Inter-change Type	Bridge	Bridge Length	New Lane Cost	Shoulder Cost	Lanscaped Parkway Cost	Landscaped Median Cost	Right-of-Way (Lanes) Cost	Right-of-Way (Pkwy) Cost	Interchange Cost	Bridge Cost	MSHCP	Planning	Engineering	Contingency	Total Cost
N/S STREET SEGMENTS																							
Indian Avenue	City Limits (N. Boundary)	Harley Knox Boulevard	Secondary Arterial	0.13	2	4	2		1	100	$ 171,000	$ -	$ 130,000	$ -	$ -	$ 167,000			$ 8,550	$ 17,100	$ 42,750	$ 17,100	$ 553,500
Indian Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0.37	0	4	0				$ (7,474)	$ -	$ 371,000	$ -	$ -	$ 475,000			$ 48,700	$ 97,400	$ 243,500	$ 97,400	$ 1,325,526
Indian Avenue	Markham Street	100' N. of Ramona Exwy	Secondary Arterial	0.58	0	4	0				$ (11,526)	$ -	$ 582,000	$ -	$ -	$ 745,000			$ 76,350	$ 152,700	$ 381,750	$ 152,700	$ 2,078,974
Indian Avenue	100' N. of Ramona Exwy	Ramona Expressway	Secondary Arterial	0.02	4	4	0				$ -	$ -	$ 20,000	$ -	$ -	$ 26,000			$ -	$ -	$ -	$ -	$ 46,000
Indian Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0.60	4	4	0				$ -	$ -	$ 602,000	$ -	$ -	$ 771,000			$ -	$ -	$ -	$ -	$ 1,373,000
Indian Avenue	Morgan Street	1300' S of Morgan Street	Secondary Arterial	0.37	4	4	0				$ -	$ -	$ 371,000	$ -	$ -	$ 475,000			$ -	$ -	$ -	$ -	$ 846,000
Indian Avenue	1300' S of Morgan Street	Rider Street	Secondary Arterial	0.11	2	4	0				$ (167,500)	$ -	$ 110,000	$ -	$ -	$ 141,000			$ 7,250	$ 14,500	$ 36,250	$ 14,500	$ 156,000
Indian Avenue	Rider Street	Placentia Ave (S. Boundary)	Secondary Arterial	0.50	2	4	0				$ (24,500)	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,449,500
Perris Boulevard	City Limits (N. Boundary)	Markham Street	Arterial	0.50	2	6	0				$ 169,385	$ -	$ 607,000	$ 134,874	$ 196,542	$ 728,000			$ 43,839	$ 87,678	$ 219,534	$ 107,428	$ 2,294,279
Perris Boulevard	Markham Street	300' N. of Ramona Exwy	Arterial	0.44	2	6	0				$ 253,304	$ -	$ 534,000	$ 180,862	$ 173,026	$ 641,000			$ 38,574	$ 77,149	$ 193,170	$ 94,547	$ 2,185,632
Perris Boulevard	300' N. of Ramona Exwy	Ramona Expressway	Arterial	0.06	4	6	0				$ 7,750	$ -	$ 73,000	$ 24,866	$ -	$ 87,000			$ 3,950	$ 7,900	$ 19,750	$ 7,900	$ 232,116
Perris Boulevard	Ramona Expressway	Morgan Street	Arterial	0.50	4	6	0				$ (24,500)	$ -	$ 607,000	$ 150,397	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,789,897
Perris Boulevard	Morgan Street	Rider Street	Arterial	0.50	4	6	0				$ 1,750	$ -	$ 607,000	$ 165,920	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,831,670
Perris Boulevard	Rider Street	Placentia Ave (S. Boundary)	Arterial	0.50	4	6	0				$ (24,500)	$ -	$ 607,000	$ 150,397	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,789,897
Redlands Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0.38	0	4	0				$ (233,750)	$ -	$ 381,000	$ -	$ -	$ 488,000			$ 50,000	$ 100,000	$ 250,000	$ 100,000	$ 1,135,250
Redlands Avenue	Markham Street	Ramona Expressway	Secondary Arterial	0.50	0	4	0				$ 134,750	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 1,937,750
Redlands Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0.50	0	4	0				$ (22,750)	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 1,780,250
Redlands Avenue	Morgan Street	Rider Street	Secondary Arterial	0.50	0	4	0				$ (22,750)	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 1,780,250
Redlands Avenue	Rider Street	Placentia Ave (S. Boundary)	Secondary Arterial	0.50	0	4	0				$ (49,000)	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 1,754,000
										N/S STREET SEGMENTS SUB-TOTAL	$ 149,688	$ -	$ 8,112,000	$ 807,315	$ 369,568	$ 10,143,000			$ 672,014	$ 1,344,027	$ 3,360,703	$ 1,381,175	$ 26,339,490
N/S BRIDGES																							
Indian Avenue	Harley Knox Boulevard	City Limits (N. Boundary)	Secondary Arterial	0.00	2	4	2		1	100								$ 242,000		$ 24,400	$ 60,000	$ 24,400	$ 350,800
										N/S BRIDGES SUB-TOTAL								$ 242,000		$ 24,400	$ 60,000	$ 24,400	$ 350,800
										N/S TOTAL	*$ 149,688*	*$ -*	*$ 8,112,000*	*$ 807,315*	*$ 369,568*	*$ 10,143,000*	$ -	*$ 242,000*	*$ 672,014*	*$ 1,368,427*	*$ 3,420,703*	*$ 1,405,575*	*$ 26,690,290*

Street Name	Segment - From	Segment - To	General Plan Classification	Length (miles)	Existing Lanes	Future Lanes	Lane Increase	Inter-change Type	Bridge	Bridge Length	New Lane Cost	Shoulder Cost	Lanscaped Parkway Cost	Landscaped Median Cost	Right-of-Way (Lanes) Cost	Right-of-Way (Pkwy) Cost	Interchange Cost	Bridge Cost	MSHCP	Planning	Engineering	Contingency	Total
E/W STREET SEGMENTS																							
Harley Knox Blvd	I-215 Int. (W. Boundary)	Patterson Avenue	Arterial	0.55	4	6	0	3			$ 146,500	$ -	$ 668,000	$ 268,490	$ -	$ 1,403,000			$ 36,200	$ 72,400	$ 181,000	$ 72,400	$ 2,847,990
Harley Knox Blvd	Patterson Avenue	Indian Avenue	Arterial	1.06	2	6	0				$ 315,500	$ -	$ 1,287,000	$ 398,840	$ -	$ 2,703,000			$ 81,500	$ 163,000	$ 406,500	$ 162,900	$ 5,518,240
Harley Knox Blvd	Indian Avenue	Perris Boulevard	Arterial	0.51	2	6	0				$ 66,125	$ -	$ 619,000	$ 200,205	$ -	$ 1,301,000			$ 34,100	$ 68,200	$ 170,500	$ 68,400	$ 2,527,530
Harley Knox Blvd	Perris Boulevard	Redlands Avenue	Arterial	0.53	0	6	0				$ 6,654	$ -	$ 644,000	$ 166,087	$ -	$ 1,352,000			$ 35,972	$ 71,944	$ 179,859	$ 72,012	$ 2,528,527
Harley Knox Blvd	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.25	0	6	0		1	200	$ 3,346	$ -	$ 304,000	$ 77,985	$ -	$ 638,000			$ 16,978	$ 33,956	$ 84,891	$ 33,988	$ 1,193,145
Markham Street	Indian Avenue	Perris Boulevard	Secondary Arterial	0.50	2	4	0				$ 41,125	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,515,125
Ramona Exwy	I-215 Interchange	Nevada Avenue	Expressway	0.11	4	6	0				$ (40,778)	$ 93,000	$ 227,000	$ 13,338	$ -	$ 236,000			$ (1,917)	$ (4,139)	$ (10,194)	$ (4,078)	$ 508,232
Ramona Exwy	Nevada Avenue	Webster Avenue	Expressway	0.25	4	6	0				$ (93,222)	$ 211,000	$ 515,000	$ 82,960	$ -	$ 535,000			$ (4,383)	$ (9,461)	$ (23,306)	$ (9,322)	$ 1,204,266
Ramona Exwy	Perris Boulevard	Redlands Avenue	Expressway	0.53	4	6	0				$ (2,192)	$ 448,000	$ 1,091,000	$ -	$ -	$ 1,135,000			$ 196	$ (287)	$ (378)	$ (423)	$ 2,670,915
Ramona Exwy	Redlands Avenue	Storm Drain (E. Boundary)	Expressway	0.25	4	6	0				$ (808)	$ 211,000	$ 515,000	$ -	$ -	$ 535,000			$ 104	$ (113)	$ (122)	$ (177)	$ 1,259,885
Morgan Street	Indian Avenue	600' E. of Indian Avenue	Secondary Arterial	0.11	2	4	0				$ 32,500	$ -	$ 110,000	$ -	$ -	$ 141,000			$ 7,250	$ 14,500	$ 36,250	$ 14,500	$ 356,000
Morgan Street	600' E. of Indian Avenue	Perris Boulevard	Secondary Arterial	0.39	0	4	0				$ 28,500	$ -	$ 391,000	$ -	$ -	$ 501,000			$ 51,300	$ 102,600	$ 256,500	$ 102,600	$ 1,433,500
Rider Street	Indian Avenue	Perris Boulevard	Secondary Arterial	0.50	2	4	0				$ 41,125	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,515,125
Rider Street	Perris Boulevard	Redlands Avenue	Secondary Arterial	0.51	3	4	0				$ 11,000	$ -	$ 512,000	$ -	$ -	$ 655,000			$ 16,800	$ 33,600	$ 84,000	$ 33,600	$ 1,346,000
Placentia Avenue	I-215 Int. (W. Boundary)	E. Frontage Road	Arterial	0.19	4	6	2	2			$ 250,000	$ -	$ 231,000	$ 211,000	$ -	$ 277,000			$ 12,500	$ 25,000	$ 62,500	$ 25,000	$ 1,094,000
Placentia Avenue	E. Frontage Road	Indian Avenue	Arterial	0.25	0	6	0				$ 658,875	$ -	$ 304,000	$ 82,960	$ 491,000	$ 364,000			$ 49,350	$ 98,700	$ 246,750	$ 147,800	$ 2,443,435
Placentia Avenue	Indian Avenue	Perris Boulevard	Arterial	0.50	2	6	0				$ 699,125	$ -	$ 607,000	$ 189,205	$ 511,656	$ 728,000			$ 65,800	$ 131,600	$ 329,000	$ 182,766	$ 3,444,151
Placentia Avenue	Perris Boulevard	Redlands Avenue	Arterial	0.51	4	6	0				$ 14,750	$ -	$ 619,000	$ 176,920	$ 521,890	$ 743,000			$ 33,550	$ 67,100	$ 167,750	$ 119,289	$ 2,463,249
Placentia Avenue	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.62	0	6	0		1	300	$ 1,641,750	$ -	$ 753,000	$ 210,216	$ 634,454	$ 903,000			$ 122,400	$ 244,800	$ 612,000	$ 308,245	$ 5,429,865
										E/W STREET SEGMENTS TOTAL	$ 3,819,875	$ 963,000	$ 10,401,000	$ 2,078,205	$ 2,159,000	$ 15,436,000			$ 623,500	$ 1,245,000	$ 3,112,500	$ 1,461,100	$ 41,299,180
E/W BRIDGES																							
Harley Knox Blvd	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.00	0	6	6		1	200								$ 2,904,000		$ 290,000	$ 726,000	$ 290,000	$ 4,210,000
Ramona Exwy	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.00	4	6	2		1	300								$ -		$ -	$ -	$ -	$ -
Placentia Avenue	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.00	0	6	6		1	300								$ 4,356,000		$ 436,000	$ 1,089,000	$ 436,000	$ 6,317,000
										E/W BRIDGES SUB-TOTAL								$ 7,260,000		$ 726,000	$ 1,815,000	$ 726,000	$ 10,527,000
E/W INTERCHANGES																							
Harley Knox Blvd	I-215 Int. (W. Boundary)	Patterson Avenue	Arterial	0.00	4	6	2	3									$ -			$ -	$ -	$ -	$ -
Placentia Avenue	I-215 Int. (W. Boundary)	E. Frontage Road	Arterial	0.00	4	6	2	2									$ -			$ 2,397,000	$ 5,993,000	$ -	$ 8,390,000
										E/W INTERCHANGES SUB-TOTAL							$ -			$ 2,397,000	$ 5,993,000	$ -	$ 8,390,000
										E/W TOTAL	*$ 3,819,875*	*$ 963,000*	*$ 10,401,000*	*$ 2,078,205*	*$ 2,159,000*	*$ 15,436,000*	$ -	*$ 7,260,000*	*$ 623,500*	*$ 4,368,000*	*$ 10,920,500*	*$ 2,187,100*	*$ 60,216,180*

SIGNALS																							
4-Lane Intersections										0	$ -									$ 60,000	$ 150,000	$ 60,000	$ 270,000
6-Lane Intersections										0	$ -									$ 220,000	$ 550,000	$ 220,000	$ 990,000
										SIGNALS TOTAL	*$ -*									*$ 280,000*	*$ 700,000*	*$ 280,000*	*$ 1,260,000*

										GRAND TOTAL	**$ 3,969,563**	**$ 963,000**	**$ 18,513,000**	**$ 2,885,520**	**$ 2,528,568**	**$ 25,579,000**	**$ -**	**$ 7,502,000**	**$ 1,295,514**	**$ 6,016,427**	**$ 15,041,203**	**$ 3,872,675**	***$ 88,166,470***

EXHIBIT Q - DISTRICT REVENUE DETAIL

Approved Projects in Process

Project Name	NPRBBD Land Use Classification	Acres		Area Factor	TUMF High-Cube SF*	SF or DU	Project Completion (%)	June 30, 2009 Revenue	Project Completion (%)	June 30, 2010 Revenue	Project Completion (%)	June 30, 2011 Revenue
OMP Distribution Center	Industrial	22.4		47%	263,318	463,824	20%	$420,465	40%	$894,646	40%	$1,218,210
Perris Ridge Commerce Center	Industrial	104.7		42%	615,478	1,931,160	20%	1,573,673	40%	3,272,904	40%	4,620,081
Perris Logistics Center	Industrial	36.6		44%	319,419	697,578	20%	604,177	40%	1,273,514	40%	1,760,145
Intex	Industrial	82.2		49%	570,480	1,743,666	20%	1,426,318	40%	2,969,014	40%	4,185,395
Perris Distribution Center-SOW	Industrial	78.4		49%	556,822	1,686,760	20%	1,381,594	40%	2,876,781	40%	4,053,464
Rados Distribution Center	Industrial	54.4		52%	449,953	1,241,470	20%	1,031,632	40%	2,155,055	40%	3,021,104
Subtotal								**$6,437,859**		**$13,441,914**		**$18,858,399**

Projected Development

Land Use Plan	NPRBBD Land Use Classification	Acres	Build-Out Acre (85%)	Area Factor	SF or DU	Project Completion (%)	June 30, 2009 Revenue	Project Completion (%)	June 30, 2010 Revenue	Project Completion (%)	June 30, 2011 Revenue	Project Completion (%)	June 30, 2012 Revenue	Project Completion (%)	June 30, 2013 Revenue
R-20,000	Single Family Residential	0.0	0.0		0	100%	$0		$0		$0		$0		$0
R-6,000	Single Family Residential	0.3	0.3		2	100%	28,142		0		0		0		0
CC - Comm. (50%)	Retail	106.8	90.8	25%	989,000	10%	1,332,974	10%	1,624,729	20%	3,594,422	25%	4,493,027	35%	6,290,238
CC - Office (25%)	Class "A" Office	53.4	45.4	35%	692,000	10%	392,918	10%	392,918	20%	1,027,205	25%	1,284,006	35%	1,797,608
CC - Service (25%)	Service	53.4	45.4	35%	692,000	10%	636,502	10%	695,322	20%	1,632,013	25%	2,040,016	35%	2,856,022
BP - Office (40%)	Class "A" Office	156.3	132.9	35%	2,026,000	10%	1,150,363	10%	1,150,363	20%	3,007,394	25%	3,759,243	35%	5,262,940
BP - Service (20%)	Service	78.2	66.5	35%	1,013,000	10%	931,757	10%	1,017,862	20%	2,389,059	25%	2,986,324	35%	4,180,854
BP - Ind. (40%)	Industrial	156.3	132.9	45%	2,604,000	10%	1,387,411	10%	1,520,215	20%	3,948,706	25%	4,935,882	35%	6,910,235
LI - Hi-Cube (60%)*	Industrial	535.6	455.3	45%	8,924,000	10%	3,756,361	10%	3,934,770	20%	10,982,231	25%	13,727,789	35%	19,218,905
LI - Other (40%)	Industrial	357.1	303.5	45%	5,950,000	10%	3,170,160	10%	3,473,610	20%	9,022,580	25%	11,278,225	35%	15,789,515
GI	Industrial	308.5	262.2	45%	5,140,000	10%	2,738,592	10%	3,000,732	20%	7,794,296	25%	9,742,870	35%	13,640,018
CC- Professional Office	Class "A" Office	114.8	97.6	35%	1,488,000	10%	844,886	10%	844,886	20%	2,208,787	25%	2,760,984	35%	3,865,378
Subtotal							**$16,370,067**		**$17,655,407**		**$45,606,693**		**$57,008,366**		**$79,811,713**

* High-Cube Warehouse discount per Section 5.8 of TUMF Fee Calculation Handbook. Assumes average size of 1,000,000 SF per high-cube warehouse or distribution center.

Total Revenue **$255,190,418**

EXHIBIT R – LEGAL DESCRIPTION

NORTH PERRIS ROAD & BRIDGE BENEFIT DISTRICT
LEGAL DESCRIPTION

All of that certain real property in the City of Perris, County of Riverside, State of California described as follows:

COMMENCING at the northwest corner of Section 36, Township 3 South, Range 4 West, San Bernardino Meridian;

Thence southerly along the westerly line of said Section 36 to the **TRUE POINT OF BEGINNING**, said point being on a line parallel with and distant northerly 108.00 feet, measured at right angle, from the southerly line of the north half of the northwest quarter of said Section 36**,** said point also being the northwesterly corner of that certain parcel of land granted to The Randy and Norma Zimmer Trust, U/D/T 5/21/02 by Individual Grant Deed recorded November 25, 2002 as Document No. 2002-698124, Official Records of Riverside County, California;

Thence easterly along said parallel line and along the northerly line of said parcel of land to the northeasterly corner thereof;

Thence southeasterly along the easterly line of said parcel of land to said southerly line of the north half of the northwest quarter of Section 36, said line also being the northerly line of Parcel Map No. 8698 as shown by map on file in Book 37 of Parcel Maps at Page 90 thereof, Records of Riverside County, California;

Thence easterly along said southerly line and along said northerly line to the northeasterly corner of said Parcel Map No. 8698;

Thence southeasterly along the northeasterly line of said parcel map to the easterly line of said northwest quarter of Section 36;

Thence southerly along said easterly line to the northwest corner of the southeast quarter of said Section 36;

Thence easterly along the northerly line of said southeast quarter to a point on the northerly prolongation of the easterly line of that certain parcel of land granted to Philip H. Arnoff and Debra E. Arnoff by Grant Deed recorded December 31, 2003 as Document No. 2003-1019151, Official Records of Riverside County, California;

Thence southerly and easterly along the boundary line of said parcel of land to a point on the northwesterly prolongation of the easterly line of Parcel 2 of Record of Survey on file in Book 54 at Page 21 of Records of Survey, Records of Riverside County, California;

Thence southeasterly along said prolongation and along the easterly lines of Parcels 2 and 4 of said Record of Survey and along the southeasterly prolongation thereof to the easterly line of the southwest quarter of the southeast quarter of said Section 36;

EXHIBIT R – LEGAL DESCRIPTION (Continued)

Thence southerly along said easterly line to the southerly line of said Section 36;

Thence easterly along said southerly line and along the southerly line of Section 31, Township 3 South, Range 3 West, San Bernardino Meridian to the northwest corner of the northeast quarter of Section 6, Township 4 South, Range 3 West, San Bernardino Meridian;

Thence southerly along the westerly line of said northeast quarter to the southerly line of the Perris Valley Storm Drain as conveyed to Riverside County Flood Control and Water Conservation District by deeds recorded December 19, 1952 as Instrument No.54378 and 54364, Official Records of Riverside County, California;

Thence easterly along said southerly line to the westerly line of Section 5, Township 4 South, Range 3 West, San Bernardino Meridian;

Thence southerly along said westerly line to a line parallel with and distant southerly 140.00 feet, measured at a right angle, from the northerly line of said Section 5;

Thence easterly along said parallel line to the westerly line of the Perris Valley Storm Drain as conveyed to Riverside County Flood Control and Water Conservation District;

Thence southerly and southeasterly along said westerly line to the easterly prolongation of the southerly right-of-way of Placentia Avenue;

Thence westerly along said prolongation and along said southerly right-of-way to the easterly right-of-way of Interstate 215;

Thence northwesterly along said easterly right-of-way to a point on said southerly line of the north half of the northwest quarter of Section 36, Township 3 South, Range 4 West, San Bernardino Meridian, also being the southwesterly corner of that certain parcel of land, described as Parcel 3, granted to Shannon Salazar, as Co-Trustee of the Armstrong Family Trust dated May 10, 1994 and the first Amendment dated August 1, 1994 by Grant Deed recorded November 13, 1996 as Instrument No. 435127, Official Records of Riverside County, California;

Thence easterly along the southerly line of said Parcel 3 to the southwesterly corner thereof;

Thence northwesterly along the easterly line of said Parcel 3 to said line parallel with and distant northerly 108.00 feet, measured at a right angle, from the southerly line of the north half of the northwest quarter of Section 36;

Thence easterly along said parallel line to said westerly line of Section 36 and the **TRUE POINT OF BEGINNING.**

CITY OF PERRIS

CALIFORNIA

CAPITAL IMPROVEMENT PROGRAM



FISCAL YEAR 2023-2024

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CAPITAL PROJECTS
FINANCIAL SUMMARY

CAPITAL PROJECTS
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STORM DRAIN

FACILITIES

SINGLE FAMILY HOMES/
COMMUNITY SERVICES

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City of Perris
Capital Project Listing

Prepared on June 30, 2024

		Prior Year Carryover July 1, 2024	Approved Mid-Year Amend 2024-2025	Proposed Mid-Year Amend 2024-2025	Total 2024-2025 Budget
Streets (Includes Sidewalks, Medians, Bridges)					
S002	Annual Slurry Seal Program	4,163,094		900,000	5,063,094
S004	Annual Street Striping & Signage Program	245,765		200,000	445,765
S005	Case Road Bridges	1,426,424			1,426,424
S007	D Street Renovation	3,541,860		650,000	4,191,860
S014	Goetz Road Intersection	4,711,635			4,711,635
S022	Placentia Interchange	22,870		(22,870)	(0)
S023	Placentia/I-215 Extension	207,139		(207,139)	-
S034	Ethanac Road	1,755,549			1,755,549
S036	Annual Pothole Repair Program	2,083,277		1,925,000	4,008,277
S056	Signal/Street Improvements at Wilson & Orange	686,761			686,761
S057	Mountain Ave Resurfacing & Sewer Project	399,101			399,101
S060	4th Street Improvements	376,657			376,657
S075	Flood Control Slurry Seal / Grind & Overlay	3,504,230			3,504,230
S076	Nuevo Bridge Widening & Road Improvements	303,497		(303,497)	-
S089	Redlands Blvd Widening - Ramona to Rider	2,433,066			2,433,066
S092	Miscellaneous Bridge Repair	435,767			435,767
S093	Ramona Expressway Webster to I-215	296,301		(296,301)	-
S094	Unpaved Streets & Alleys	1,130,286			1,130,286
S095	Harley Knox Interchange	55,006,766			55,006,766
S097	Ramona Expressway Miscellaneous Widening	965,302			965,302
S098	Skylark Pavement Rehab (Tr. 32428)	146,095			146,095
S099	Ramona Expressway Pavement Rehabilitation	7,540,052		5,000,000	12,540,052
S100	Annual I-215 Maintenance	50,000			50,000
S102	Citywide Pavement Rehab	(281)		281	-
S105	A Street Widening Project	1,745,161			1,745,161
S114	Perris Blvd Landscaping between 4th & I-215	993,296			993,296
S116	Perris Blvd Corridor Safety Improvements	168,080		(168,080)	-
S117	Citywide Safety Improvements	1,367,508			1,367,508
S118	Harley Knox Blvd Landscaping between Perris Blvd & Redlands	350,000			350,000
S119	Ethanac Road Lighting - Murrieta to I-215	1,500,000			1,500,000
S120	Perris Blvd Widening Phase II - 4th to 11th	2,699,877			2,699,877
S122	Citywide Sidewalk Improvements	203,417		250,000	453,417
S123	City Sidewalk Improvements	580,296		(580,296)	-
S124	Ramona Expressway Median Mitigation	140,868		(140,868)	-
S125	A Street Nuevo	69,409		(69,409)	-
S126	Western Way	3,519,746			3,519,746
S127	D Street Landscaping & Improvements	163,003			163,003
S128	San Jacinto Ave Connection	315,899		500,000	815,899
S129	Citywide Pedestrian Improvements 20/21	401,809		(401,809)	-
S130	Morgan Park Phase 2.1 Connector	898,406		-	898,406
S131	G.E.A.R.	24,384			24,384
S132	Old Nuevo Road Sidewalk & Streetlights	236,402		(236,402)	-
S133	Senior Center Parking Lot	81,408		(81,408)	-
S134	Ramona Expressway Landscaping (Center to Rider)	102,249		650,000	752,249
S135	Frontage Rd (Near Plaza De Perris)	(36)		36	-
S136	Nuevo Road Landscape	2,071,862		500,000	2,571,862
S137	Redlands ATP	2,141,620		500,000	2,641,620
S138	Harley Knox / Indian	500,000			500,000
S139	Ethanac Road Bridge (Over San Jacinto Channel)	1,497,237			1,497,237
S140	Ramona Expressway Crosswalk Improvements	533,845			533,845
S141	Ellis/Evans Interchange Improvements	1,337,163			1,337,163
S142	Perris Blvd Screening Project	55,019		(55,019)	-
S143	Various Right-of-Way Irrigation & Landscaping	50,885		100,000	150,885
S144	Downtown Streetlights	800,000			800,000
S145	2022 Landscape Project	(474)			(474)
S146	A Street Corridor Safety Improvement	427,720		2,474,270	2,901,990
S147	G.E.A.R. III	204,841			204,841
S148	Perris Railway Museum Track Extension & Rehab	9,000,000			9,000,000
S149	Ongoing Landscape Maintenance	661,000		426,000	1,087,000
S150	LMD Maintenance	-		276,138	276,138
S151	San Jacinto Ave/D St. Intersection Rehabilitation	-			-
S152	Patriot Park Off-site Improvements	-			-
	Streets - Total	**126,273,113**	**-**	**11,788,627**	**138,061,739**
Traffic Signals					
T009	Traffic Studies & Reports	1,102		250,000	251,102
T010	Citywide Traffic Signal Battery Backup	102,548			102,548
T012	Traffic Signal - Rider / Avalon	387,419			387,419
T017	Traffic Signal at Mapes / Trumble	288,249			288,249

T027	Ethanac Road/Case Rd Signal Modification	223,011			223,011
T028	Ramona Expressway/Evans Road Signal Modification	225,123			225,123
T029	Redlands Ave/Jarvis St Signal	453,919			453,919
T030	Redlands Ave/Citrus Ave Signal	454,370			454,370
T031	Orange Ave/Perris Blvd Signal Modification	500,000			500,000
T032	Traffic Signal & Road Safety Improvements	5,141,102			5,141,102
T033	Traffic Signal - Perris Highschool Mid-Block Crossings	344,580		1,000,000	1,344,580
T034	Speed Limit Signage	20,000			20,000
T035	D Street Traffic Signal/Intersection	1,600,000			1,600,000
T036	Traffic Singal - Evans Rd/Whispering Wood Ln	-		600,000	600,000
T037	Traffic Signal - Fire Station # 90	-		600,000	600,000
	Traffic Signals - Total	**9,741,423**	**-**	**2,450,000**	**12,191,423**
	Facilities				
F015	City Building Improvements	675,959			675,959
F022	Perris Theater Restoration	1,203,688			1,203,688
F025	Ceasar Chavez Library	100,134		1,650,000	1,750,134
F034	Triple Crown Wall	50			50
F035	City ADA Improvements	165,980		250,000	415,980
F036	Senior Center Renovation PH III	58,671		(58,671)	-
F038	Library Property Expansion	364			364
F049	Skills Training Center	4,417,980			4,417,980
F050	Frontier Downtown Parking Lot	983			983
F052	City Hall EV Charging Stations	160,000		150,000	310,000
F055	Civic Center Circulation & Parking Improvements	237,548			237,548
F057	Annual City Building Maintenance	133,672		450,000	583,672
F059	Campus Signs	45,550			45,550
F060	Senior Center Tenant Improvements	575,000			
F061	International Language Monument Sign	20,042		(20,042)	-
F062	Early Childhood Classroom	1,108,585			1,108,585
F063	Ramona Expressway Wall/Camper Resort of America	99,365		(99,365)	-
F064	101 N D Street New Economic Office Renovation	213			213
F065	Fire Station #90 & # 101 Building Improvements	97,812			97,812
F066	135 N D Street Building Improvements	63,612			63,612
F067	227 N. D Street Renovation	124,723			124,723
F068	11 S. D Street I.T. Relocation	39,650			39,650
F069	Indian School Monument Sign	93		(93)	-
F070	11 S D Street Renovation	1,833,785			1,833,785
F071	Bank of Perris	-		200,000	200,000
F072	Bob Glass Gym Renovation	2,350,000			2,350,000
F073	Cesar Chavez Sculpture Project	166,738			166,738
F074	Senior Center Renovation 2024	2,000,000			2,000,000
F075	Downtown Parking Lot Improvement	-		1,500,000	1,500,000
F076	Public Works Parking Lot Improvement	-		1,000,000	1,000,000
F077	Design for New Fire Station 111	-		1,000,000	1,000,000
F078	Infrastructure Fiber from EOC to Public Works	-		400,000	400,000
F079	Trash Enclosures	-		200,000	200,000
	Facilities - Total	**15,680,197**	**-**	**6,621,829**	**21,727,026**
	Housing Projects				
	Housing Projects - Total	**-**	**-**	**-**	**-**
	Parks & Recreation				
P029	San Jacinto River Trail	377,359			377,359
P034	Enchanted Heights Park	76,091			76,091
P036	Morgan Street Park	(1,339)			(1,339)
P039	Patriot Park Field Upgrade	5,000			5,000
P040	Perris Valley Storm Channel Trail Phs II	5,421,359			5,421,359
P041	Metz Park Improvements	100,000			100,000
P043	Copper Creek Park - Park Improvements	206,826			206,826
P044	Parks & Recreation Master Plan	64,001			64,001
P045	Banta Beatty Park	1,314,568			1,314,568
P046	Annual Park Maintenance	100,000			100,000
P048	Mercado Park Improvements	257,571			257,571
P049	GEAR Bike Expansion II	7,902			7,902
P050	Rotary Park	78,525			78,525
P051	Foss Field Park Improvements	119,635			119,635
P053	Paragon Park	1,051,103			1,051,103
P054	Perris Green City Farm Enhancement (Urabn Greening)	59,230			59,230
P055	Green Valley Park	690,239			690,239
P056	Morgan Park Phase 2.1	2,832,401		500,000	3,332,401
P057	Copper Creek Park Renovation Phase 2	5,106,474			5,106,474
P058	Foss Field Park Expansion & Renovation	8,024,670			8,024,670
P059	Citywide Park ADA Improvements	50,000			50,000
P060	Rotary Park Lighting	650,000			650,000
P061	Linear Trail East	120,000			120,000
P062	Liberty Park Improvements	200,000		(200,000)	-

P063	Enchanted Hills Park Wall/Fencing	-		125,000	125,000
P064	Paragon Park DG Walk/Landscape Trail	-		550,000	550,000
P065	Citywide Park Lighting Upgrades	-		350,000	350,000
	Parks & Recreation - Total	**26,911,615**	**-**	**1,325,000**	**28,236,615**
Storm Drain					
D006	Northern Perris Infra Flood Control Facilities	-			-
D011	san Jacinto Avenue / PVSD Crossing	1,448,841			1,448,841
D012	Line K	798,944		700,000	1,498,944
D015	Miscellaneous Flood Control Improvements	139,603		400,000	539,603
D016	Line E	7,203,389			7,203,389
D017	Perris Blvd/Nuevo Rd Drainage Improvements	460,579		1,200,000	1,660,579
	Storm Drain - Total	**10,051,356**	**-**	**2,300,000**	**12,351,356**
Sewer Projects					
W012	City Sewer Project	75,617			75,617
W013	EMWD Water & Sewer Transition	247,300			247,300
	Water Services - Total	**322,917**	**-**	**-**	**322,917**
	CAPITAL IMPROVEMENT PROJECTS TOTAL	**188,980,621**	**-**	**24,485,456**	**212,891,076**

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City of Perris
Capital Improvement Projects
Summary

Code	Fund #	Name of Project	Page
"Storm Drain" Projects			
D006	160	NORTH PERRIS INFRASTRUCTURE FLOOD FACILITIES	D-6
D011	157/160	SAN JACINTO AVENUE / PVSD CROSSING	D-11
D012	160	LINE K	D-12
D015	130/163	MISCELLANEOUS FLOOD CONTROL IMPROVEMENTS	D-15
D016	157/160	LINE E	D-16
D017	160/163	PERRIS BLVD/NUEVO RD DRAINAGE IMPROVEMENTS	D-17
"Facilities" Projects			
F015	154/163	CITY BULIDING IMPROVEMENTS	F-15
F022	700/750/165	PERRIS THEATER RESTORATION	F-22
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City of Perris
Capital Improvement Projects
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City of Perris
Capital Improvement Projects
Summary

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STORM DRAIN



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CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **D006**
Project Title: **Northern Perris Infrastructure Flood Control Facilities**
Managing Department: **RDA - City Engineer**

Project Description and/or Justification: Flood Control improvements located in the general area of Nandina, Western Way, Patterson and Oleander. Nandina Business Park agreed to pay the balance of Flood Control Facility costs in excess of the $600,000 in Area Drainage Plan fees to be allocated to this project by the City, which is estimated to be a contribution on their part of $400,000 to $500,000.



Original Budget:	1,500,000
Budget Amendments:	(1,416,065)
Total Project Costs:	83,935
Available Funds:	-

Project Dates:
Begin: FY 08/09
Completion:

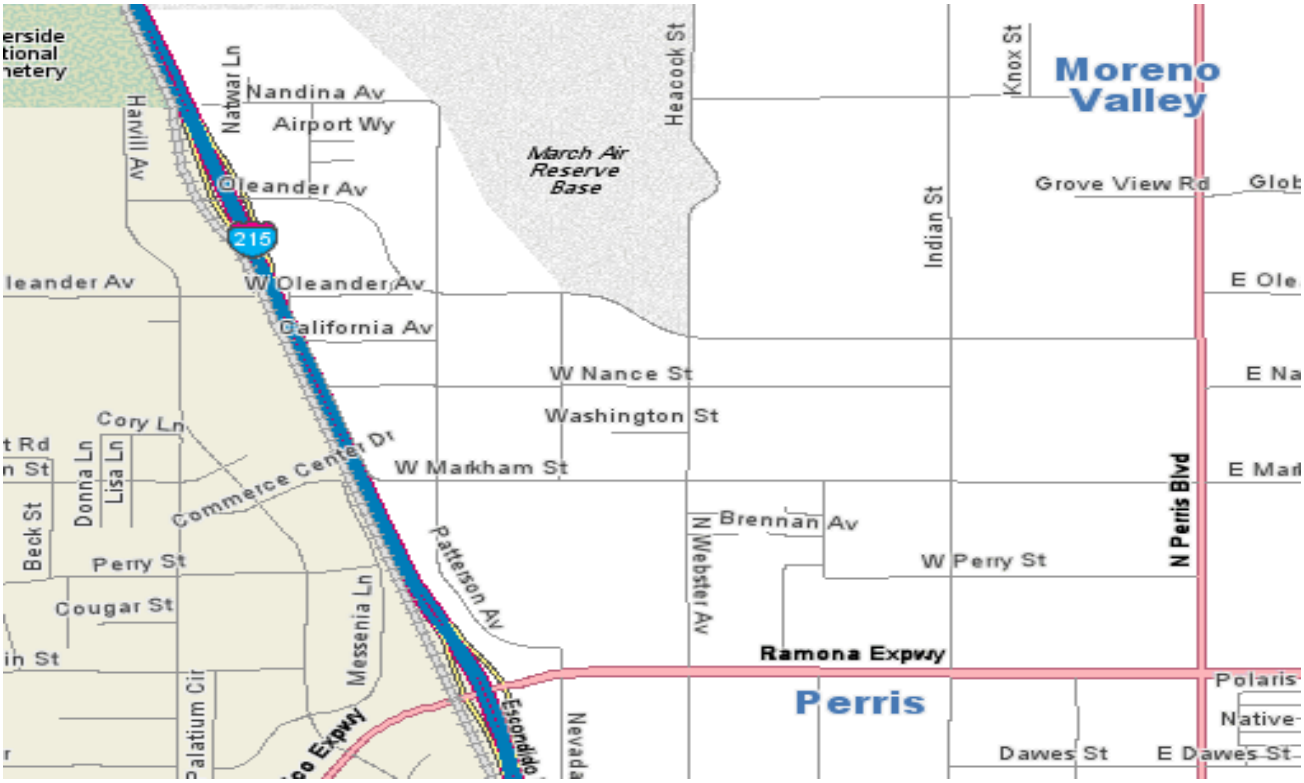
Total Budget Additions (Deletions):

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Master Drainage Storm	160	-					$ -
							$ -
Total:		-	-	-	-	-	$ -

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2008/09	Council approved to appropriate	1,500,000		1,500,000
	funds			1,500,000
2021/22	Budget Amendment		(1,423,622)	76,378
2022/23	Budget Amendment - PVC		7,557	83,935
				83,935
	Could not start the Flood Control			83,935
	portion the base would not allow			83,935
	access			83,935
				83,935
Total:		$ 1,500,000	$ (1,416,065)	$ 83,935

As of 06/30/2024



D006 Northern Perris Infrastructure Flood Control Facilities

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **D011**
Project Title: **San Jacinto Avenue / PVSD Crossing**
Managing Department: **City Engineer**

Project Description and/or Justification: Preliminary engineering and environmental reports.



Original Budget:	1,500,000
Budget Amendments:	448,841
Total Project Costs:	-
Available Funds:	1,948,841

Project Dates:
Begin: FY 09/10
Completion:

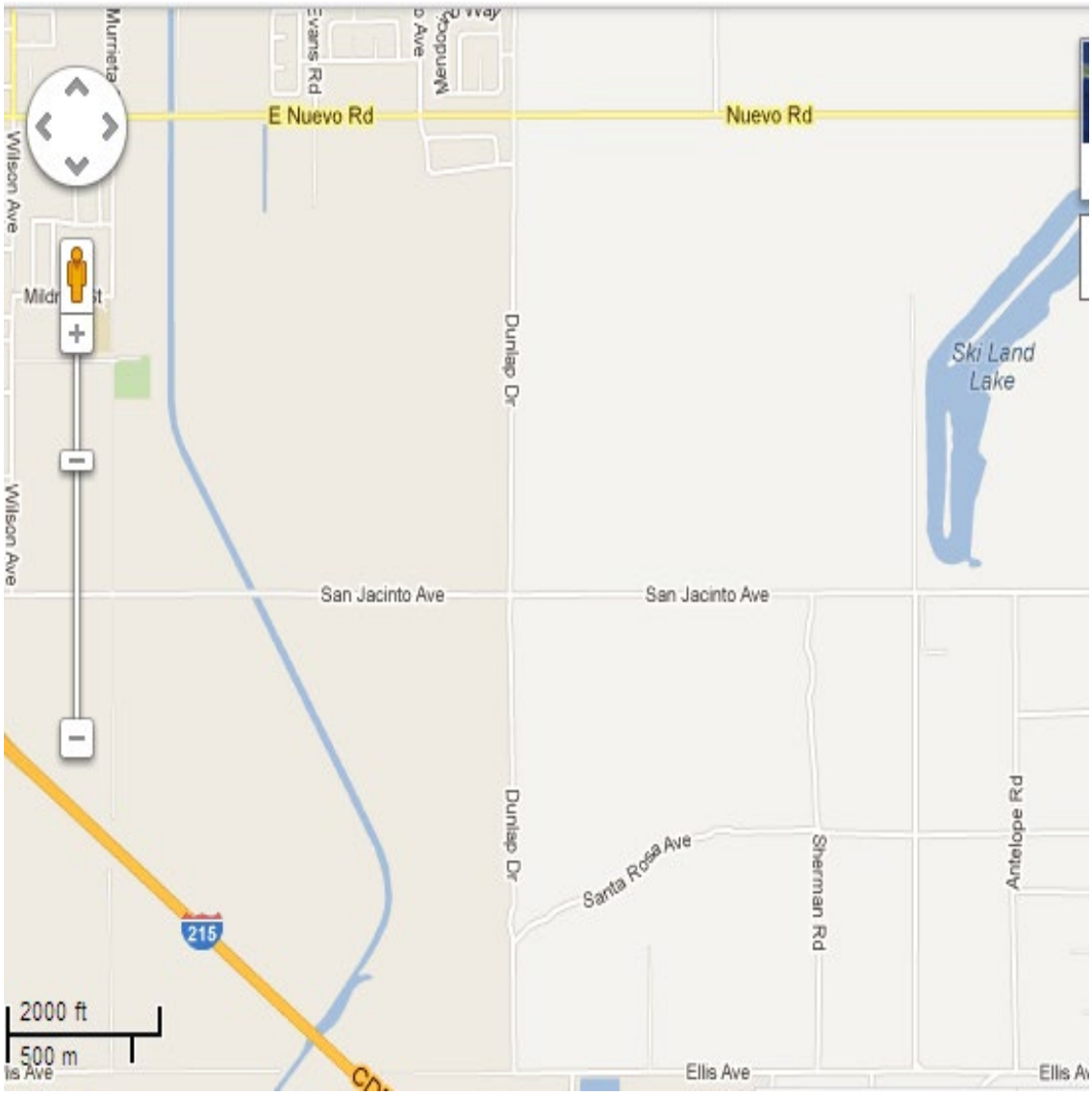
Total Budget Additions (Deletions):

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
External Contributions	157	1,448,841					$ 1,448,841
Master Drainage	160	500,000					$ 500,000
							$ -
Total:		1,948,841	-	-	-	-	$ 1,948,841

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2009/10	Ext Cont Centex Xfr from D005	1,000,000		1,000,000
2010/11	Master Drainage	500,000		1,500,000
2011/12	Xfr from D005		448,841	1,948,841
				1,948,841
				1,948,841
				1,948,841
				1,948,841
				1,948,841
				1,948,841
				1,948,841
				1,948,841
				1,948,841
				1,948,841
Total:		$ 1,500,000	$ 448,841	$ 1,948,841

As of 06/30/2024



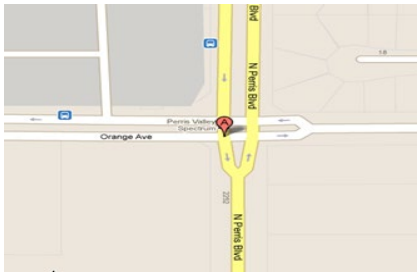
D011 San Jacinto Avenue Crossing

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **D012**
Project Title: **Line K**
Managing Department: **City Engineer**

Project Description and/or Justification: Installation of new storm drain adjacent to Perris Blvd. south of Orange Ave. and concrete upgrade to existing dirt channel north of Avocado Ave.



Original Budget:	700,000
Budget Amendments:	148,112
Total Project Costs:	49,168
Available Funds:	798,944

Project Dates:
Begin: FY 09/10
Completion:

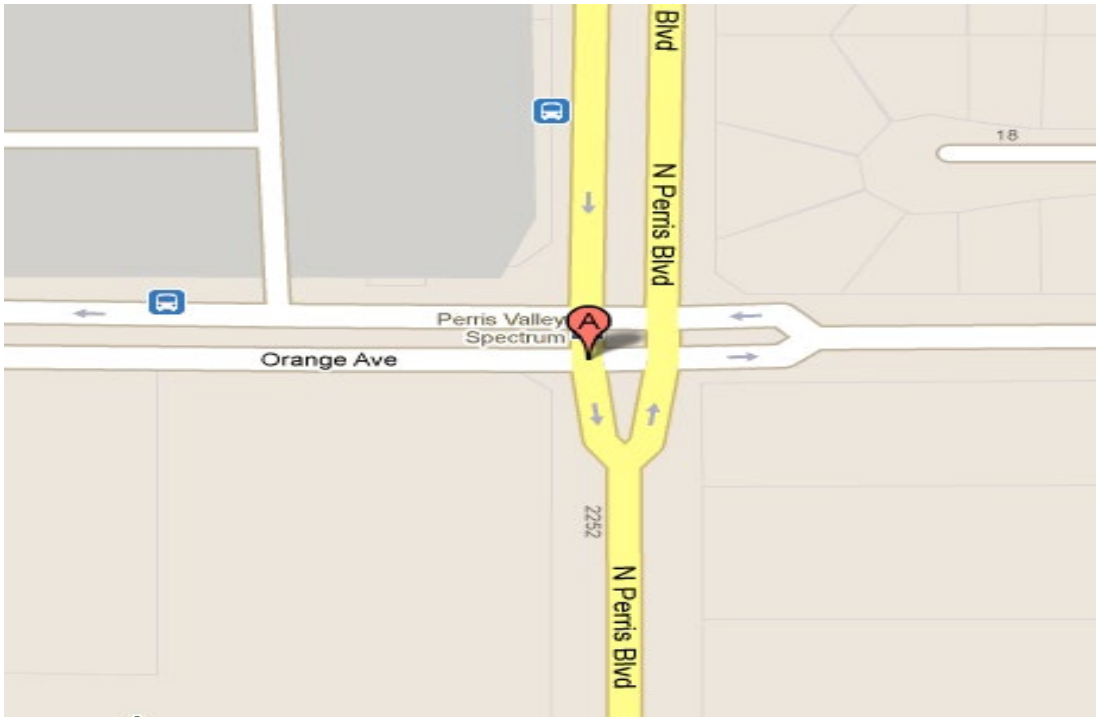
Total Budget Additions (Deletions): **700,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Master Drainage	160	798,944	700,000				$ 1,498,944
							$ -
							$ -
Total:		798,944	700,000	-	-	-	$ 1,498,944

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2010/11	Budget Master Drainage	700,000		700,000
2016/17	Xfr from D008 Fund 160		48,112	748,112
2022/23	Budget Amendment - PVC		100,000	848,112
2024/25	Budget Amendment - PVC		700,000	1,548,112
				1,548,112
				1,548,112
				1,548,112
				1,548,112
				1,548,112
				1,548,112
				1,548,112
				1,548,112
Total:		$ 700,000	$ 848,112	$ 1,548,112

As of 06/30/2024


Blvd
N Perris Blvd
18
Perris Valley
Spectrum
Orange Ave
2252
N Perris Blvd

D012 Line K

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **D015**
Project Title: **Miscellaneous Flood Control Improvements**
Managing Department: **City Engineer**

Project Description and/or Justification: This project is intended to upgrade, repair, replace, or modify storm drain facilities; which have either fallen into disrepair, no longer operate at their intended capacities, or require a high degree of maintenance to remain functional. These facilities are located in both general fund and district locations throughout the City.
on:



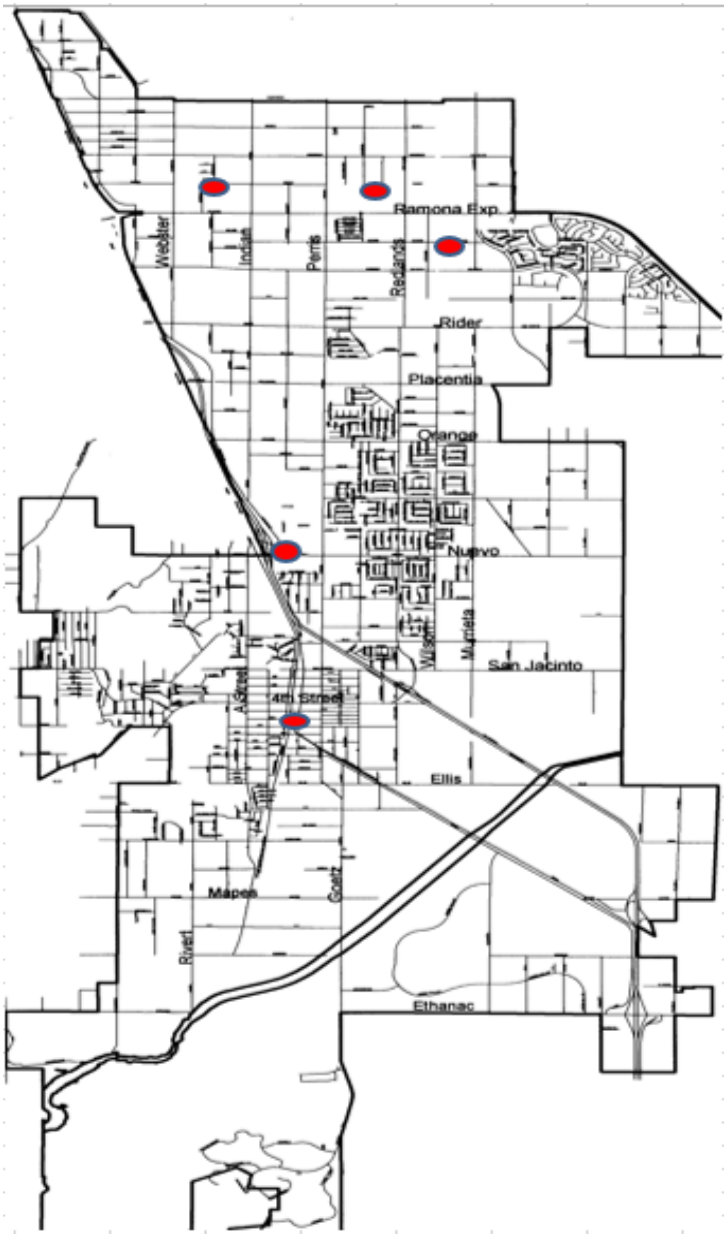
Original Budget:	141,000	**Project Dates:**	
Budget Amendments:	-	Begin:	FY 15/16
Total Project Costs:	1,397	Completion:	
Available Funds:	139,603	**Total Budget Additions (Deletions):**	**400,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
							-
Flood Control Maintenance	130	55,000					$ 55,000
DIF - Transportation	163	84,603	400,000				$ 484,603
							$ -
							$ -
Total:		139,603	400,000	-	-	-	$ 539,603

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2015/16	Flood Control Budget	55,000		55,000
2015/16	DIF - Transportation Budget	86,000		141,000
2024/25	Budget Amnd.- Transportatiom DIF		400,000	541,000
				541,000
				541,000
				541,000
				541,000
				541,000
				541,000
Total:		$ 141,000	$ 400,000	$ 541,000

As of 06/30/2024



D015 Miscellaneous Flood Control Improvements

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **D016**
Project Title: **Line E**
Managing Department: **City Engineer**

Project Description and/or Justification: Construct an open channel on the North side of Ramona Expressway to alliviate flooding at the intersection of Ramona.



Original Budget:	7,276,350
Budget Amendments:	-
Total Project Costs:	72,961
Available Funds:	7,203,389

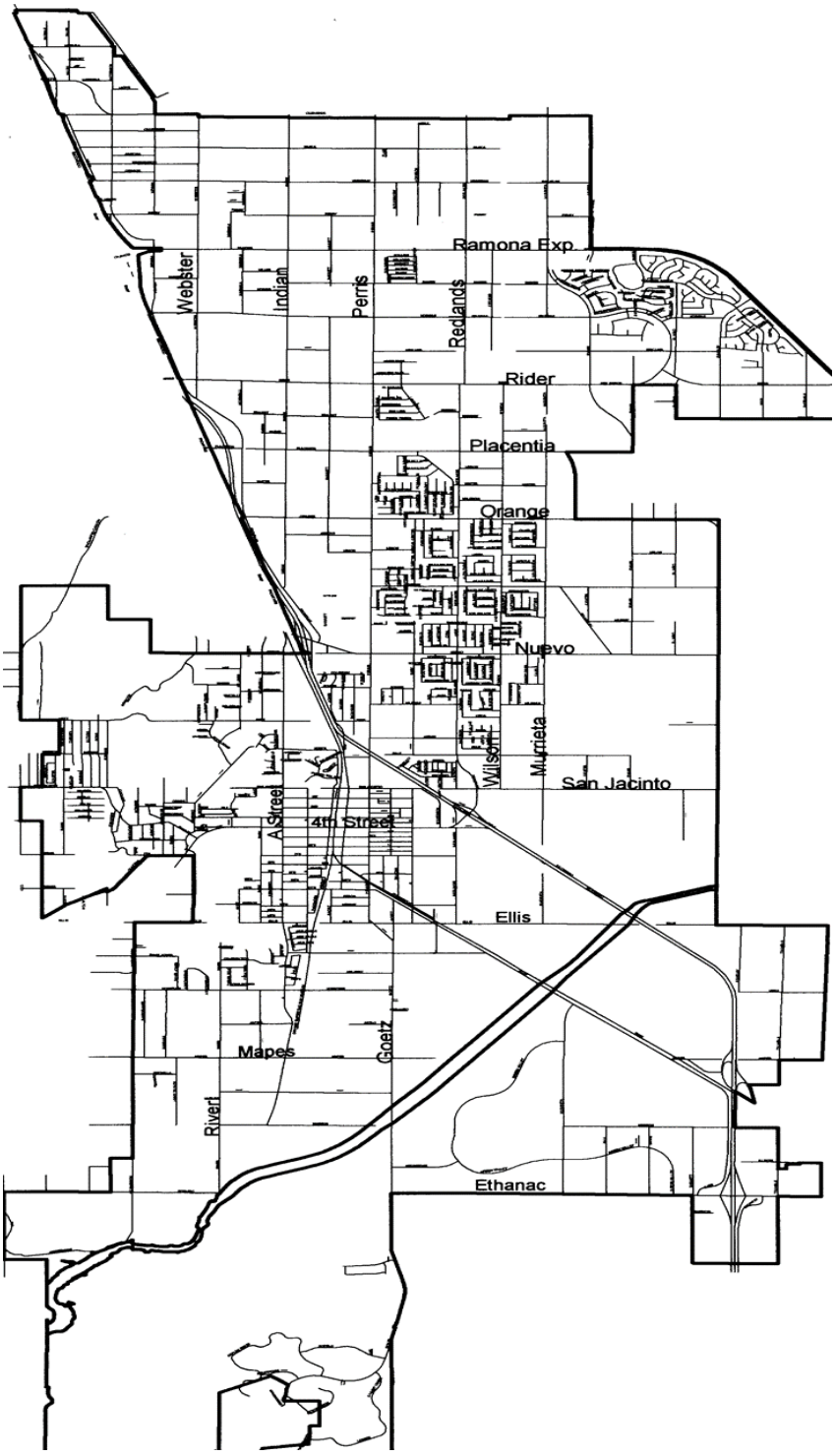
Project Dates:
Begin: FY 18/19
Completion:
Total Budget Additions (Deletions):

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
							-
External Contributions	157	3,625,820					$ 3,625,820
Master Drainage - PVC	160	3,577,569					$ 3,577,569
							$ -
							$ -
Total:		7,203,389	-	-	-	-	$ 7,203,389

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2018/19	Adopted Budget Ext. Cont. Flood	3,638,175		3,638,175
	Control			3,638,175
2018/19	Adopted Budget Master Drainage	3,638,175		3,638,175
	Perris Valley Channel			3,638,175
				3,638,175
				3,638,175
	City to match Flood Control amount.			3,638,175
				3,638,175
				3,638,175
				3,638,175
	Total:	$ 7,276,350	$ -	$ 7,276,350

As of 06/30/2024


Ramona Exp
Webster
Indian
Perris
Redlands
Rider
Placentia
Orange
Nuevo
Wilson
Murrieta
San Jacinto
A Street
4th Street
Ellis
Mapes
Goetz
River
Ethanac

D016 Line E

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **D017**
Project Title: **Perris Blvd/Nuevo Rd Drainage Improvements**
Managing Department: **City Engineer**

Project Description and/or Justification: Improve existing storm drain facilities at the intersection of Perris Boulevard and Nuevo Road.



Original Budget:	200,000
Budget Amendments:	300,000
Total Project Costs:	39,421
Available Funds:	460,579

Project Dates:
Begin: FY 18/19
Completion:

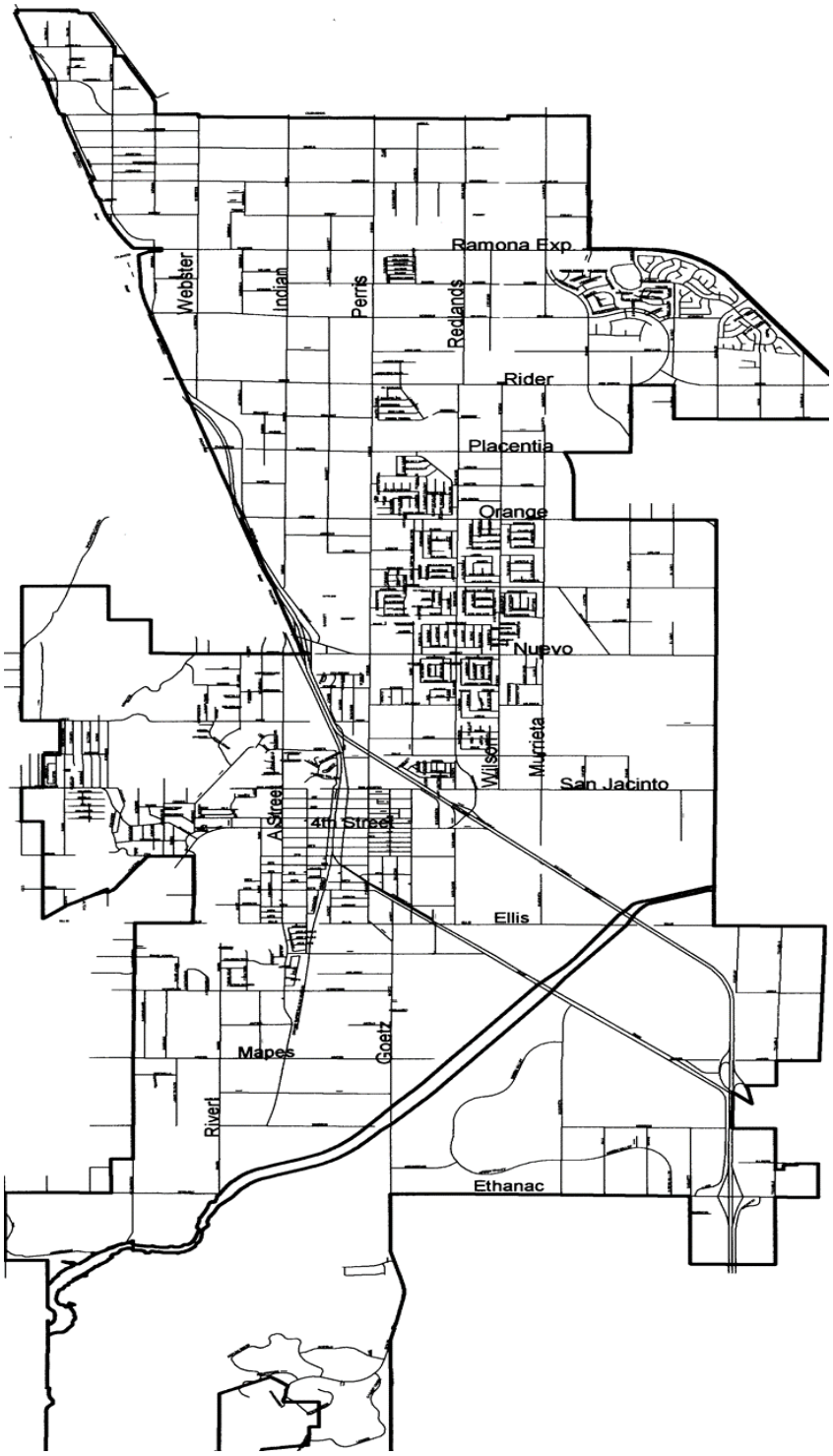
Total Budget Additions (Deletions): 1,200,000

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Master Drainage Fees (PVC)	160	292,040	1,200,000				$ 1,492,040
DIF - Transportation	163	168,539					$ 168,539
		-					$ -
							$ -
							$ -
Total:		460,579	1,200,000	-	-	-	$ 1,660,579

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2018/19	Adopted Budget - DIF Trans.	200,000		200,000
2021/22	Xsfr from D002 (PVC)		300,000	500,000
2024/25	Budget Amend.-PVC		1,200,000	1,700,000
				1,700,000
				1,700,000
				1,700,000
				1,700,000
				1,700,000
				1,700,000
				1,700,000
Total:		$ 200,000	$ 1,500,000	$ 1,700,000

As of 06/30/2024



D017 Perris Blvd/Nuevo Rd Drainage Improvements

FACILITIES



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CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F015**
Project Title: **City Building Improvements**
Managing Department: **Public Works**

Project Description and/or Justification:
Improvement and remodel of city building and offices.



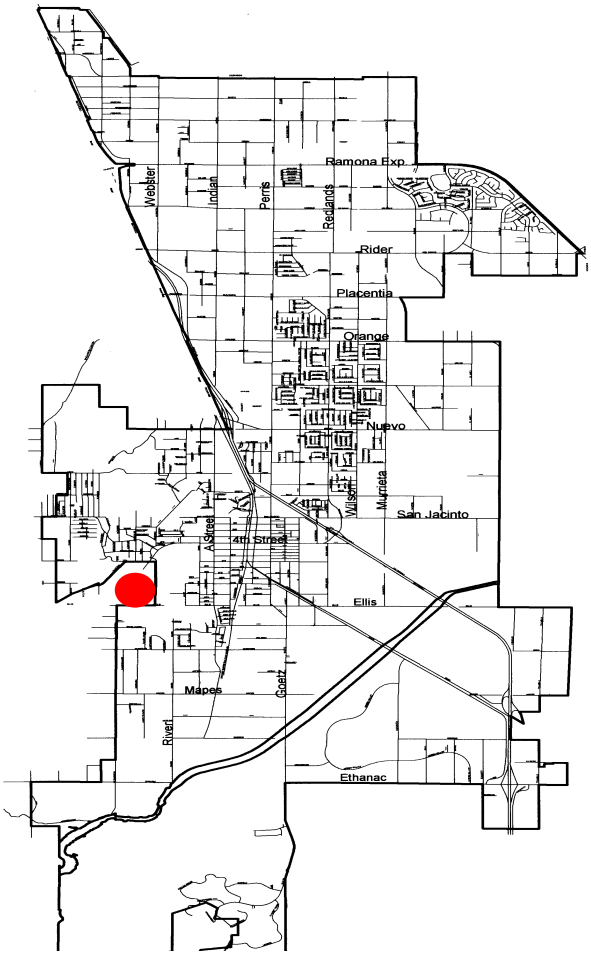
Original Budget:	200,000	**Project Dates:**	
Budget Amendments:	1,768,942	Begin:	FY 15/16
Total Project Costs:	1,292,983	Completion:	
Available Funds:	675,959	**Total Budget Additions (Deletions):**	-

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	65,497					$ 65,497
DIF - Facility Fee	163	122,482					$ 122,482
DIF - Public Improvement Fee	163	-					$ -
DIF - Government Services	163	302,224					$ 302,224
DIF - Community Amenities	163	185,756					$ 185,756
							$ -
Total:		675,959	-	-	-	-	$ 675,959

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2006/07	Construction Fund Budget	200,000		200,000
2008/09	Construction Fund Amendment		40,000	40,000
2008/09	Construction Fund Amendment		20,000	20,000
2013/14	Xfr out Construction Budget		(96,284)	(96,284)
2015/16	DIF Facility Fee Budget		60,311	60,311
2016/17	DIF Facility Fee Budget Amendment		150,000	150,000
2018/19	DIF Public Improvments		35,000	35,000
2019/20	Adopted Const. Fnd-Xsfr frm F039		207,000	207,000
2019/20	Adopted Gov. Srv DIF -Xsfr frm F039		6,993	6,993
2019/20	Adopted Comm. Amen. DIF-Xsfr frm F056		8,000	8,000
2019/20	Adopted Gov. Srvcs DIF-Xsfr frm F056		157,000	157,000
2019/20	Adopted Gov. Srvcs DIF Amend.		55,000	55,000
2019/20	Adopted Comm. Amen. DIF Amend.		150,000	150,000
2019/20	Adopted Bdgt Amend- Const. Fnd		406,000	406,000
2020/21	Adopted Comm. Amen. DIF Amend.		175,000	175,000
2021/22	Facility Fee DIF		141,503	141,503
2021/22	Gov. Srvcs DIF		336,419	336,419
2021/22	Comm. Amen. DIF		30,000	30,000
2021/22	Adopted Bdgt Amend- Const. Fnd		450,000	450,000
2021/22	Adopted Bdgt Amend- Const. Fnd		(113,000)	(113,000)
2022/23	Xsf to F066 - Construction Fund		(450,000)	(450,000)
	Total:	200,000	1,768,942	1,968,942

As of 6/30/2024





F015 City Building Improvements

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F022**
Project Title: **Perris Theater Restoration**
Managing Department: **CEDC**

Project Description and/or Justification:
Multi use entertainment venue.



Original Budget:	400,000
Budget Amendments:	2,488,313
Total Project Costs:	1,684,625
Available Funds:	1,203,688

Project Dates:
Begin: FY 09/10
Completion:

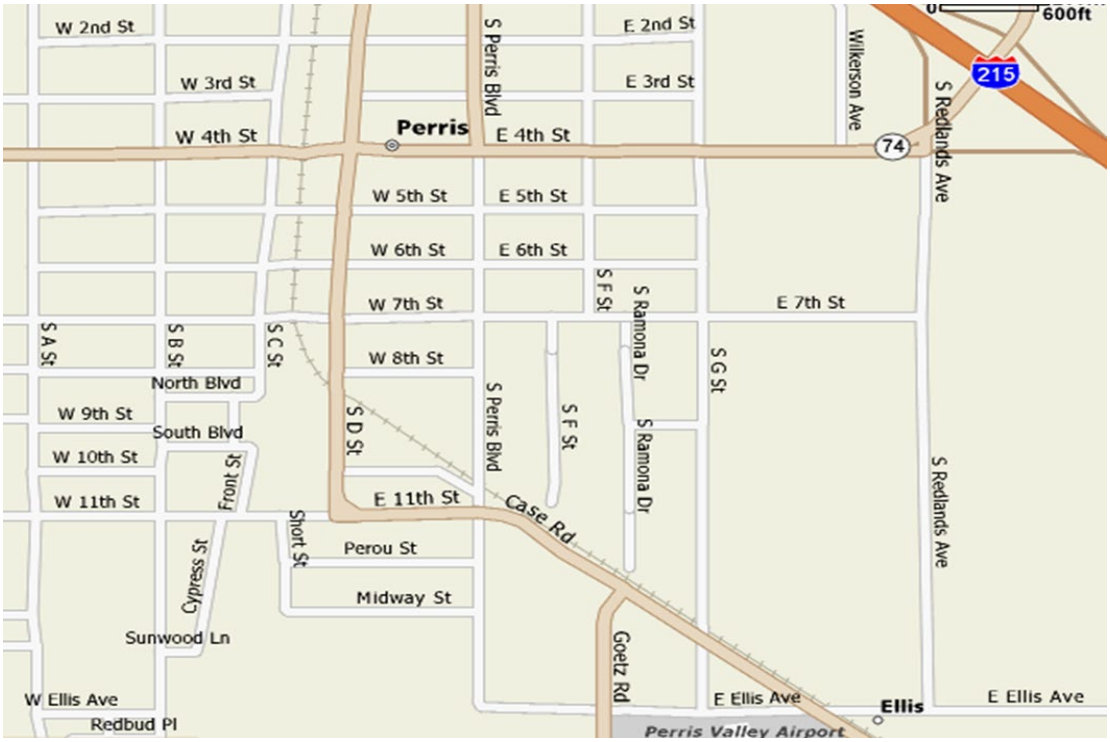
Total Budget Additions (Deletions):

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
RDA Sucessor	750	-					$ -
RDA Sucessor	700	-					$ -
CEDC	165	1,203,688					$ 1,203,688
							$ -
Total:		1,203,688	-	-	-	-	$ 1,203,688

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2009/10	RDA Budget	400,000		400,000
2010/11	RDA Amendment		1,443,000	1,843,000
2011/12	RDA Amendment		(1,150,302)	692,698
2011/12	RDA Amendment		85,468	778,166
2011/12	RDA Successor Amendment		710,000	1,488,166
2014/15	CEDC Amendment		1,150,000	2,638,166
2014/15	RDA Successor Amendment		(161,561)	2,476,605
2014/15	CEDC Amendment		161,561	2,638,166
2017/18	CEDC Amendment		250,147	2,888,313
	Total:	$ 400,000	$ 2,488,313	$ 2,888,313

As of 6/30/2024



F022 Perris Theater Restoration

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F025**
Project Title: **Cesar Chavez Library**
Managing Department: **Public Works**

Project Description and/or Justification: Replacement of clay roof due to deterioration and ongoing roof leaks. Painting of the exterior of the building for maintenance purposes. Interior repairs and maintenance, such as replacement of flooring, paint, restroom fixtures, and lighting throughout the facility. Installation of new Distech non-proprietary control system to help regulate temperature throughout the facility and control remotely to avoid HVAC failure and identify needed repairs.



Original Budget:	170,000
Budget Amendments:	436,000
Total Project Costs:	505,866
Available Funds:	100,134

Project Dates:
Begin: FY 10/11
Completion:

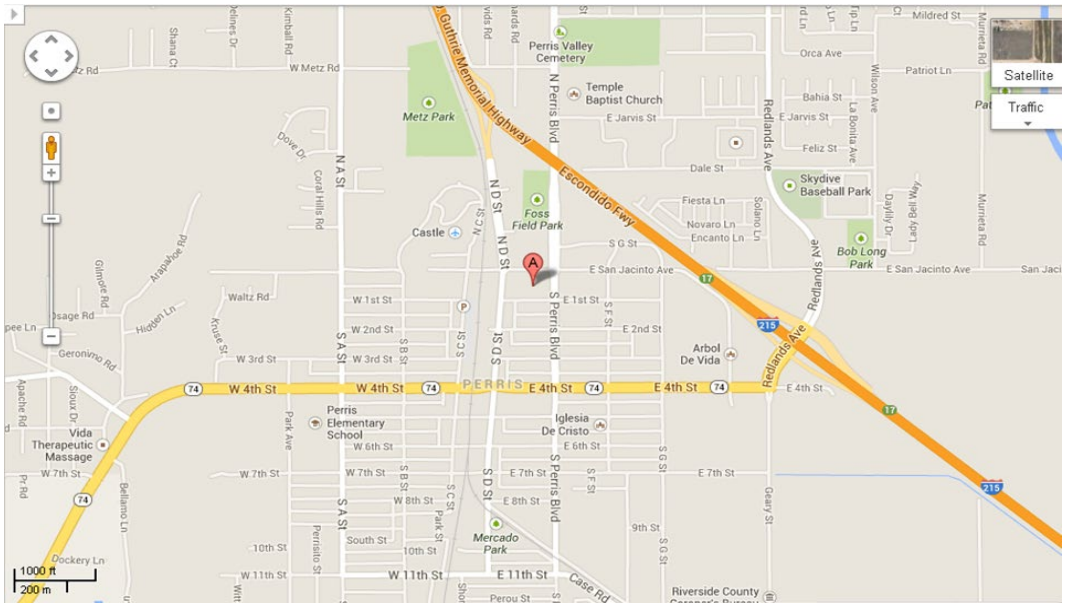
Total Budget Additions (Deletions): **1,650,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	-	1,150,000				$ 1,150,000
DIF -Library	163	-	-				$ -
DIF - Commuity Amenities	163	100,134	100,000				$ 200,134
DIF - Community Facilities	163		400,000				
Total:		100,134	1,650,000	-	-	-	$ 1,350,134

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2010/11	Adopted Budget DIF-Library	170,000		170,000
2017/18	Budget Amendment DIF-Library		50,000	220,000
2022/23	Library DIF		183,000	403,000
2022/23	Community Amenities DIF		117,000	520,000
2023/24	Community Amenities DIF		86,000	606,000
2024/25	Adopted Bdgt-Construction Fund	1,150,000		606,000
2024/25	Adopted Bdgt DIF-Comm. Facilities	400,000		606,000
2024/25	Budget Amend.-Comm. Amenities		100,000	706,000
				706,000
				706,000
Total:		$ 1,720,000	$ 536,000	$ 2,256,000

As of 6/30/2024



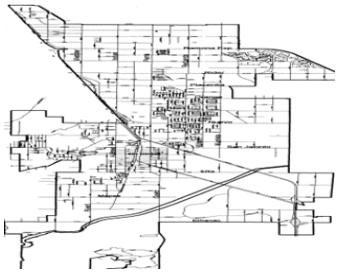
F025 Cesar Chavez Library

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F034**
Project Title: **Triple Crown Community Wall**
Managing Department: **Public Works**

Project Description and/or Justification: Phase I of the project will include making targeted repairs to the most delapidated sections of the wall, including incidental repairs to the public and private improvments. Phase II will involve design and construction of a permanent wall.



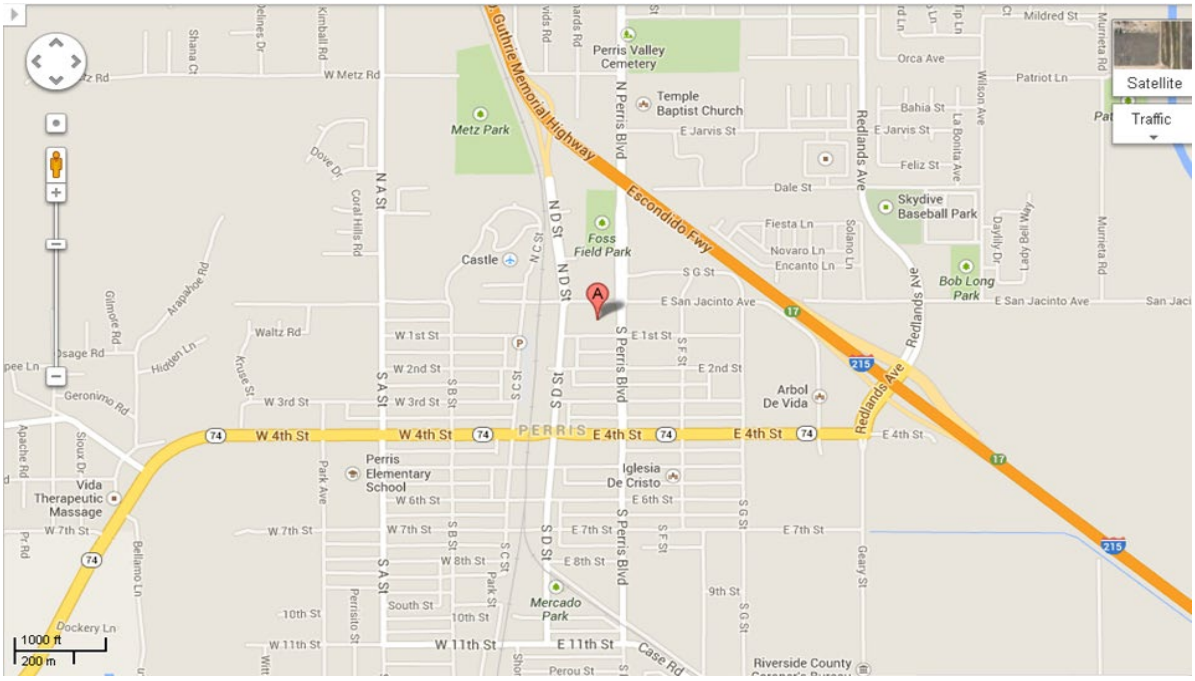
Original Budget:	1,300,000		**Project Dates:**	
Budget Amendments:	231,082	(674,220)	Begin:	FY 14/15
Total Project Costs:	1,531,032		Completion:	
Available Funds:	50	**Total Budget Additions (Deletions):**		-

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	-					$ -
CEDC	165	50					$ 50
							$ -
							$ -
Total:		50	-	-	-	-	$ 50

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2015/16	RDA Budget	650,000		650,000
2015/16	RDA Amendment	650,000		650,000
2016/17	Construction Fund Amendment		125,000	775,000
2016/17	CEDC Amendment		125,000	900,000
2017/18	Construction Fund xfr to S113		(18,918)	881,082
				881,082
				881,082
				881,082
				881,082
Total:		$ 1,300,000	$ 231,082	$ 1,531,082

As of 6/30/2024



F034 Triple Crown Community Wall

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F035**
Project Title: **City ADA Improvements**
Managing Department: **Public Works**

Project Description and/or Justification: The City is making access improvements on the campus location that will meet regulatory standards in compliance set forth by the ADA. Upgrades will include improved access and egress for those with disabilities from City Hall campus buildings.



Original Budget:	100,000
Budget Amendments:	175,000
Total Project Costs:	109,020
Available Funds:	165,980

Project Dates:
Begin: FY 14/15
Completion:

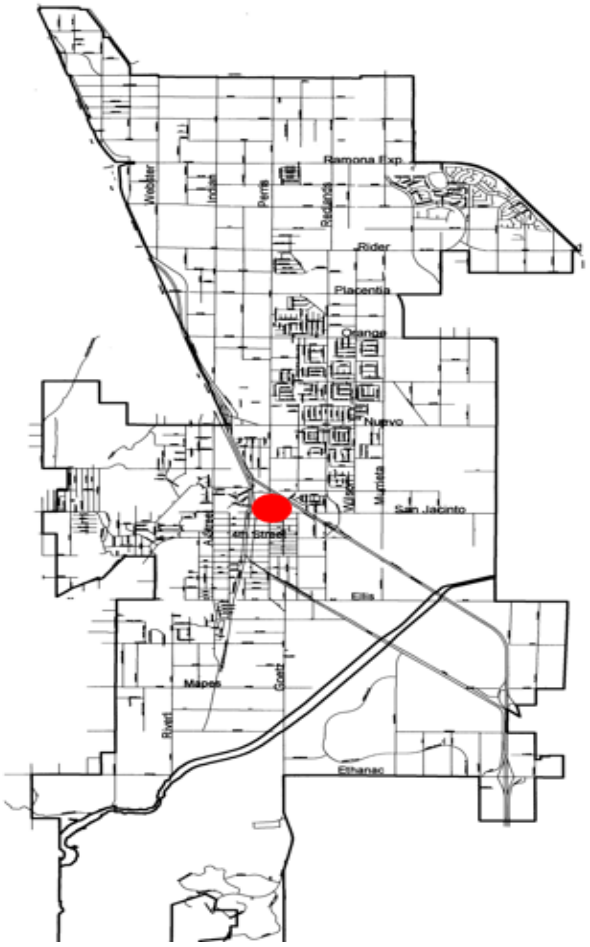
Total Budget Additions (Deletions): 250,000

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154		100,000				$ 100,000
DIF - Public improve Fee	163	165,980					$ 165,980
DIF - Government Services	163		100,000				$ 100,000
DIF - Comm. Amenities	163		50,000				$ 50,000
Total:		165,980	250,000	-	-	-	$ 415,980

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2014/2015	DIF-Pub improv Budget	100,000		100,000
2017/18	DIF-Pub improv Budget Amend.		75,000	175,000
2023/24	Government Services DIF		100,000	275,000
2024/25	Construction Fund	100,000		275,000
2024/25	Government Services DIF		100,000	375,000
2024/25	Communities Amenities DIF	50,000		375,000
				375,000
				375,000
				375,000
Total:		$ 250,000	$ 275,000	$ 525,000

As of 6/30/2024


Ramona Exp
Rider
Placentia
Orange
Nuevo
San Jacinto
Ellis
Mapes
Ethanac


N D St
N Perris Blvd
Trabuco Ct
Fiesta Ln
Novaro Ln
Encanto Ln
215
N C St
S C St
W San Jacinto Ave
E San Jacinto Ave
S D St
S Perris Blvd
S F St
S G St
W 1st St
E 1st St
Atchison, Topeka & Santa Fe
W 2nd St
E 2nd St

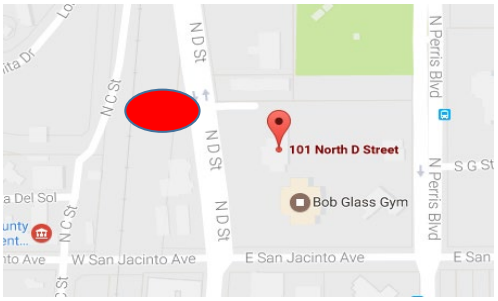
CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F036**
Project Title: **Senior Centor Renovation PH III**
Managing Department: **Community Services**

Project Description and/or Justification: The Senior Center Renovation Phase III project objective is to renovate and expand the floor area of the Senior Center to provide enhanced services to seniors using the facility. The primary objectives are to:

Retain the services of a qualified firm provide architectural master planning services for a proposed addition to the existing Senior Center; and to prepare construction drawings for construction.
The initial construction project will include the expansion and modification of the existing senior recreation area (pool room), to improve the accessibility for seniors and persons with disabilities.
Additional construction of a phased building addition to include a banquet room, relocation of a small computer room, and the modification of the kitchen, small toilet rooms, janitor room, and office. This work is needed to safely accommodate seniors who are participating in activities in greater numbers.



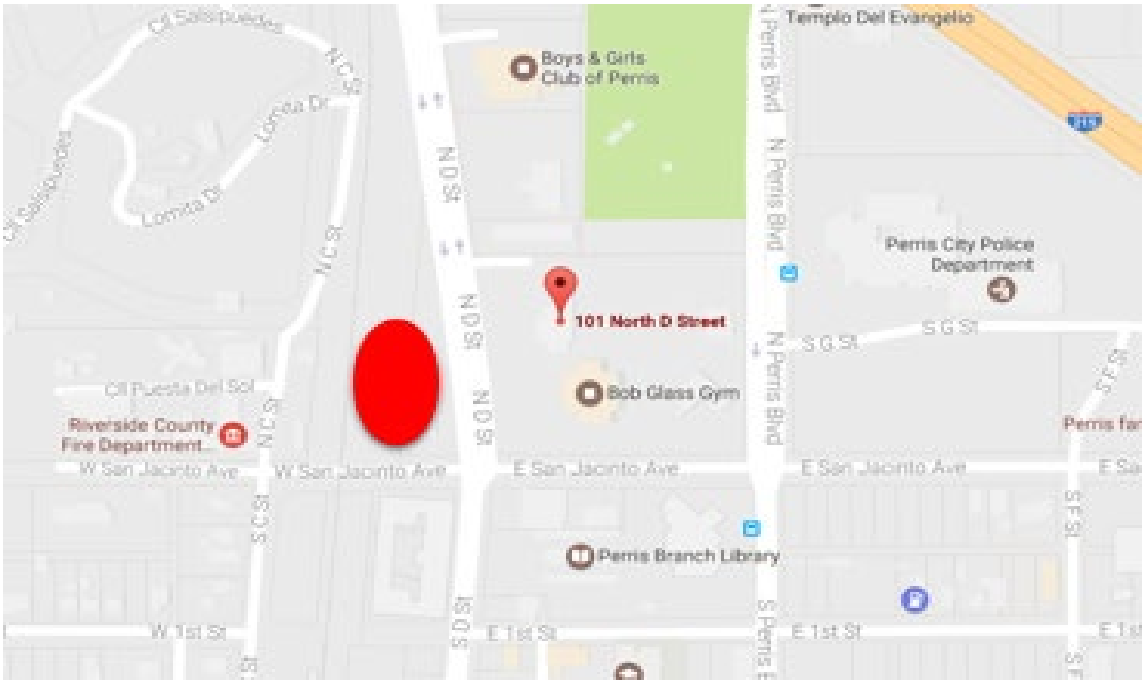
Original Budget:	54,005	**Project Dates:**	
Budget Amendments:	775,567	Begin:	FY 16/17
Total Project Costs:	770,901	Completion:	
Available Funds:	58,671	**Total Budget Additions (Deletions):**	(58,671)

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
CDBG Grant	152	-					$ -
DIF - Industrial Park	163	-					$ -
DIF - Public Improv.	163	10	(10)				$ -
DIF - Comm. Amen. DIF	163	41,061	(41,061)				$ -
DIF - Gov. Srvcs DIF	163	17,600	(17,600)				$ -
Total:		58,671	(58,671)	-	-	-	$ -

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2016/2017	CDB Grant Budget	54,005		54,005
2016/2017	CDB Grant Amendment		43,688	97,693
2017/18	CDB Grant Amendment		19,195	116,888
2018/19	DIF - Industrial Park		150,000	266,888
2018/19	Bgt Amendment - CDBG		371,684	638,572
2018/19	Bgt Amendment - Pub. Imp. DIF		57,568	696,140
2018/19	Bgt Amndmnt - Comm. Amen. DIF		62,432	758,572
2018/19	Bgt Amendment - Gov Srvcs DIF		10,000	768,572
2019/20	Bgt Amendment - Gov Srvcs DIF		7,600	776,172
2019/20	Bgt Amndmnt - Comm. Amen. DIF		53,400	829,572
2024/25	Bgt Amendment - Gov Srvcs DIF		(17,600)	811,972
2024/25	Bgt Amndmnt - Comm. Amen. DIF		(41,061)	770,911
2024/25	Bgt Amendment - Pub. Imp. DIF		(10)	770,901
				770,901
Total:		$ 54,005	$ 716,896	$ 770,901

As of 6/30/2024



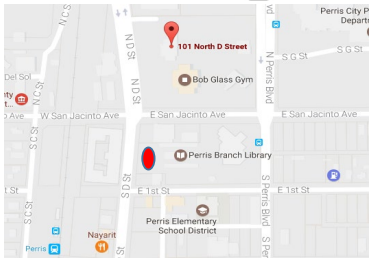
F036 Senior Center Renovation Phase III

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F038**
Project Title: **Library Property Expansion**
Managing Department: **CEDC**

Project Description and/or Justification: Completed demolition of building (and cleanup of site) at 195 S D Street, for expansion of library property parking area.



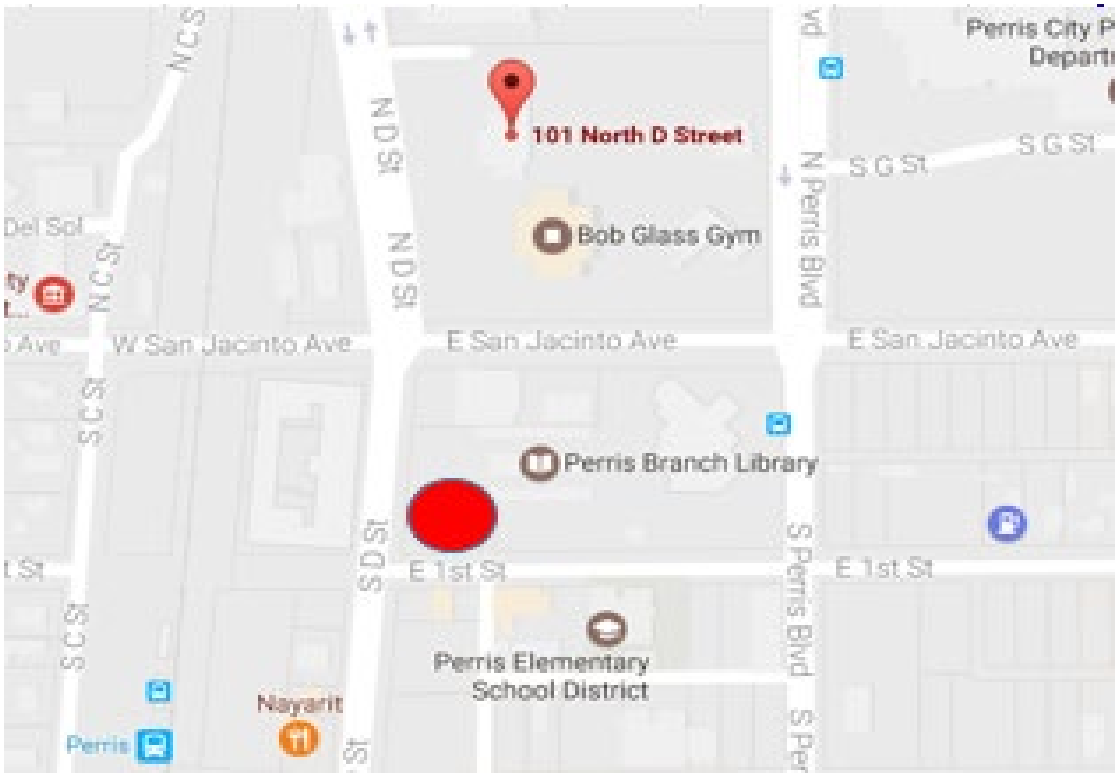
Original Budget:	250,877	**Project Dates:**	
Budget Amendments:	24,567	Begin:	FY 16/17
Total Project Costs:	275,080	Completion:	
Available Funds:	364	**Total Budget Additions (Deletions):**	-

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Library	163	364					$ 364
							$ -
							$ -
Total:		364	-	-	-	-	$ 364

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2016/17	DIF - Library	250,877		250,877
2016/17	DIF - Library Amendment		21,877	272,754
2016/17	DIF - Library Amendment		2,690	275,444
				275,444
				275,444
				275,444
				275,444
				275,444
				275,444
Total:		$ 250,877	$ 24,567	$ 275,444

As of 6/30/2024



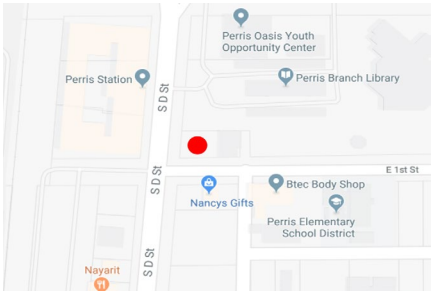
F038 Perris Library Property Expansion

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F049**
Project Title: **Skills Training Center**
Managing Department: **CEDC**

Project Description and/or Justification: The City of Perris proposes to redevelop approximately 3.5 – acres, APN 313-091-004, of City-owned properties at the northeast corner of 1st Street and D Street. The proposal will develop an approximate 20,000 square foot, two-story, Perris Downtown Skills Training and Job Placement Center. The Project will provide a parking facility to the rear of the building, and within an existing landscaped area associated with the Cesar E. Chavez Library along 1st Street. The Skills Center will be supported by existing infrastructure and would provide equipment and classrooms for the certification of workforce skills that are needed by local businesses, public agencies, schools and non-profits.



Original Budget:	4,000,000
Budget Amendments:	8,277,865
Total Project Costs:	7,859,885
Available Funds:	4,417,980

Project Dates:
Begin: FY 17/18
Completion:

Total Budget Additions (Deletions): -

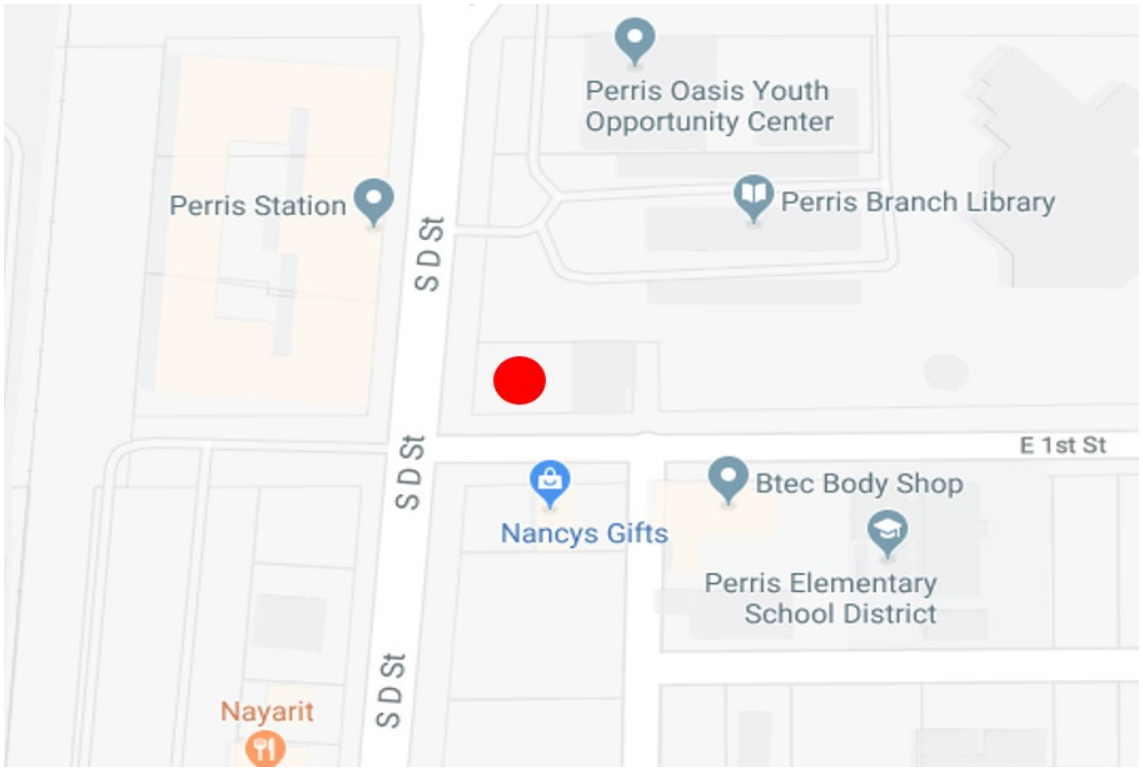
Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Federal Grant	120	1,271,641					$ 1,271,641
ARPA Grant	120287	1,360,582					$ 1,360,582
Construction Fund	154	884,568					$ 884,568
External Contributions	157	776,634					$ 776,634
CEDC	165	124,555					$ 124,555
Total:		4,417,980	-	-	-	-	$ 4,417,980

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2017/18	Adopted Budget-Federal Grant	3,000,000		3,000,000
2017/18	Adopted Budget-CEDC	1,000,000		3,000,000
2018/19	Budget Amnd.- Grant Award Incrs		2,510,964	5,510,964
2018/19	Budget Amnd.- Construction Fund		377,741	5,888,705
2021/22	Budget Amend.- ARPA Grant		1,789,984	7,678,689
2022/23	Budget Amend.- ARPA Grant		1,157,795	8,836,484
2022/23	Budget Amend. - Construction Fund		2,441,381	11,277,865
				11,277,865
				11,277,865
				11,277,865
				11,277,865
				11,277,865
				11,277,865
Total:		$ 4,000,000	$ 8,277,865	$ 12,277,865

The grant for this project requires a % match. $1M has been appropriated in the CEDC fund and the remaining match amount to be appropriated will come from the construction fund.

As of 6/30/2024



F049 Skills Training Center

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F050**
Project Title: **Frontier Downtown Parking Lot**
Managing Department: **Public Works**

Project Description and/or Justification: Acquisition of vacant parking lot next to Perris Theater.



Original Budget: 165,000
Budget Amendments: (7,441)
Total Project Costs: 156,576
Available Funds: 983

Project Dates:
Begin: FY 17/18
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Government	163	983					$ 983
							$ -
							$ -
							$ -
Total:		983	-	-	-	-	$ 983

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2018/19	Adopted Budget - DIF Govern.	165,000		165,000
2018/19	Budget Amendment		(7,441)	157,559
				157,559
				157,559
				157,559
				157,559
				157,559
				157,559
				157,559
				157,559
Total:		$ 165,000	$ (7,441)	$ 157,559

As of 6/30/2024



F050 Frontier Downtown Parking Lot

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F052**
Project Title: **City Hall EV Charging Stations**
Managing Department: **Public Works**

Project Description and/or Justification: Engineering and design for potential EV Charging Station infrastructure to help secure grant funding for construction and implementation



Original Budget:	160,000
Budget Amendments:	-
Total Project Costs:	-
Available Funds:	160,000

Project Dates:
Begin: FY 23/24
Completion:

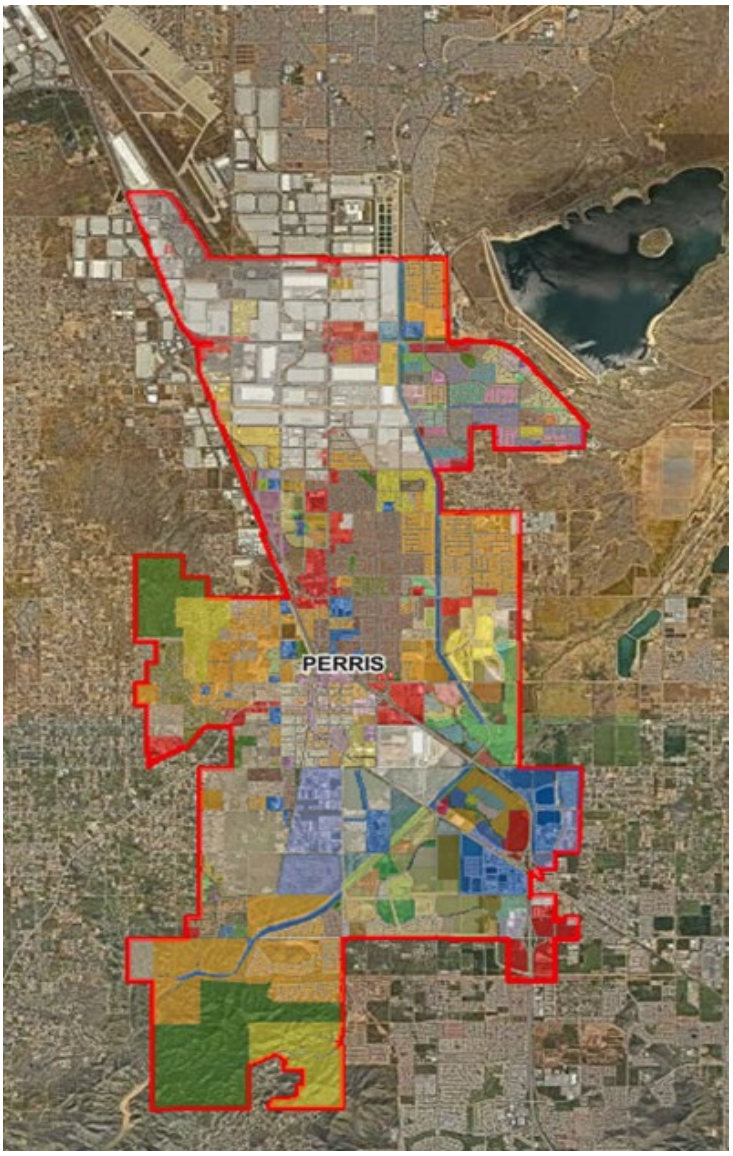
Total Budget Additions (Deletions): **150,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
ARPA Grant	127287	160,000					$ 160,000
Construction Fund	154		100,000				$ 100,000
External Contri.-Infrastructure	157		50,000				$ 50,000
							$ -
Total:		160,000	150,000	-	-	-	$ 310,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2023/24	Adopted Budget - ARPA	160,000		160,000
2024/25	Construction Fund	100,000		160,000
2024/25	External Contributions - Infrastructure	50,000		160,000
				160,000
				160,000
				160,000
				160,000
				160,000
				160,000
Total:		$ 310,000	$ -	$ 310,000

As of 6/30/2024



F052 - City Hall EV Charging Stations

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F055**
Project Title: **Civic Center Circulation & Parking Improvements**
Managing Department: **City Engineer**

Project Description and/or Justification: Connectivity improvements between Civic Center and Code Enforcement Department, along with parking lot resurfacing, landscaping, and lighting.



Original Budget:	500,000	**Project Dates:**	
Budget Amendments:	2,438,105	Begin:	FY 18/19
Total Project Costs:	2,700,557	Completion:	
Available Funds:	237,548	**Total Budget Additions (Deletions):**	-

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	237,612					$ 237,612
Developer Cont. - Infrastructure	157	1,732					$ 1,732
DIF - Community Amenity	163	(1,796)					$ (1,796)
							$ -
Total:		237,548	-	-	-	-	$ 237,548

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2018/19	Adopted Budget Infrastructure -	500,000		500,000
2019/20	Infrastructure		1,200,000	1,700,000
2021/22	Infrastructure		700,000	2,400,000
2022/23	Infrastructure		(1,261,895)	1,138,105
2022/23	Construction Fund - Park West Contr.		1,500,000	2,638,105
2022/23	Budget Amend.-Comm. Amen. DIF		300,000	2,938,105
				2,938,105
				2,938,105
				2,938,105
Total:		$ 500,000	$ 2,438,105	$ 2,938,105

As of 6/30/2024


Foss Field Park
N D St
Alangon
N Perris Blvd
Riverside Coun
Health Services
Perris City Hall
Foss Field
N D St
N Perris Blvd

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F057**
Project Title: **Annual City Building Maintenance**
Managing Department: **Public Works**

Project Description and/or Justification: This project has been setup to ensure there is enough funding for the everyday or on-going need of maintenance to the various buildings owned and operated by the city. This account will provide funding for various needs such as roof repairs, painting, carpet, etc. This revolving account will be in place year-after-year in the city's Capital Improvement Plan.



Original Budget:	275,000
Budget Amendments:	457,000
Total Project Costs:	598,328
Available Funds:	133,672

Project Dates:
Begin: FY 19/20
Completion:

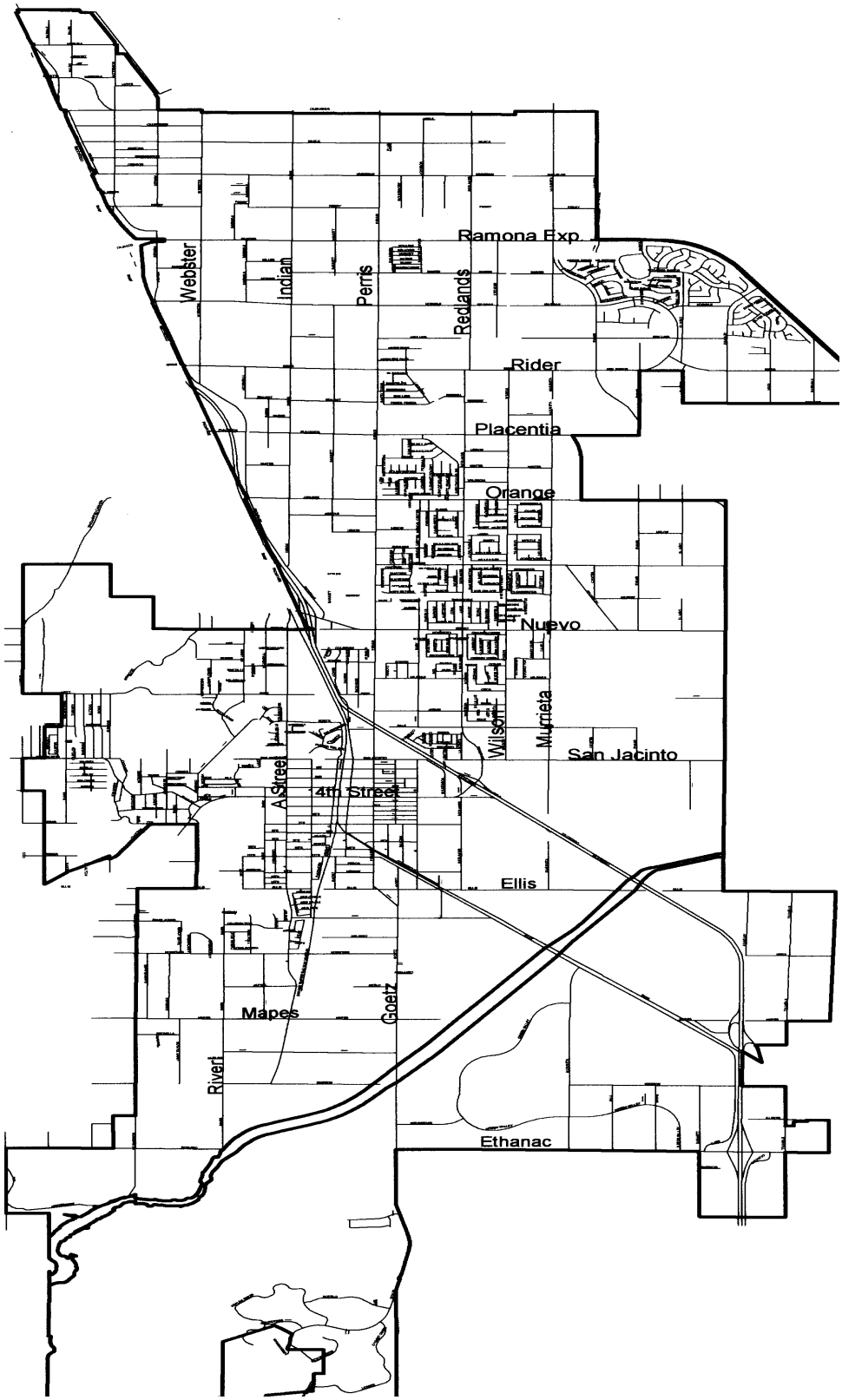
Total Budget Additions (Deletions): **450,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	133,672	450,000				$ 583,672
							$ -
							$ -
							$ -
Total:		133,672	450,000	-	-	-	$ 583,672

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2019/20	Adopted Budget Construction Fund	275,000		275,000
2019/20	Adopted Budget Construction Fund		(38,000)	(38,000)
2021/22	Construction Fund		50,000	50,000
2022/23	Construction Fund		50,000	50,000
2023/24	Construction Fund		300,000	300,000
2023/24	Transfer from F064 - Const. Fund		95,000	95,000
2024/25	Construction Fund		450,000	450,000
				-
				-
				-
	Total:	$ 275,000	$ 907,000	$ 1,182,000

As of 6/30/2024



F057 Annual City Building Maintenance

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F059**
Project Title: **Campus Signs**
Managing Department: **Public Works**

Project Description and/or Justification: The placement of six campus signs at various locations throught City Hall Campus and the addition of a marquee sign.



Original Budget:	150,000
Budget Amendments:	203,424
Total Project Costs:	307,874
Available Funds:	45,550

Project Dates:
Begin: FY 21/22
Completion:
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	20,000					$ 20,000
DIF - Community Amenities	163						$ -
DIF - Community Amenities	163						$ -
DIF - Government Services	163	25,550					$ 25,550
Total:		45,550	-	-	-	-	$ 45,550

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	DIF - Community Amenities	150,000		150,000
2022/23	Community Amenities DIF		30,000	180,000
2022/23	DA Fee		45,000	225,000
2022/23	Community Amenities DIF		80,424	305,424
2023/24	Construction Fund Trsfr from F064		20,000	325,424
2023/24	Government Services DIF		28,000	353,424
				353,424
				353,424
				353,424
Total:		$ 150,000	$ 203,424	$ 353,424

As of 6/30/2024



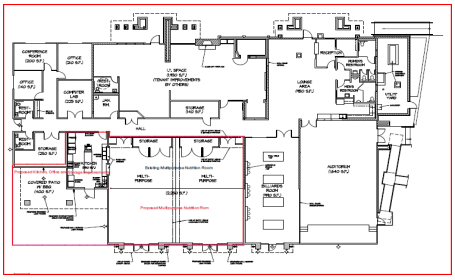
F059 Campus Signs

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F060**
Project Title: **Senior Center Tenant Improvement**
Managing Department: **Community Services**

Project Description and/or Justification: The project is proposed to expand the multipurpose room to approximately 2,250 square feet, in addition to storage, administrative offices, and kitchen renovation.



Original Budget:	575,000
Budget Amendments:	-
Total Project Costs:	-
Available Funds:	575,000

Project Dates:
Begin: FY 22/23
Completion:

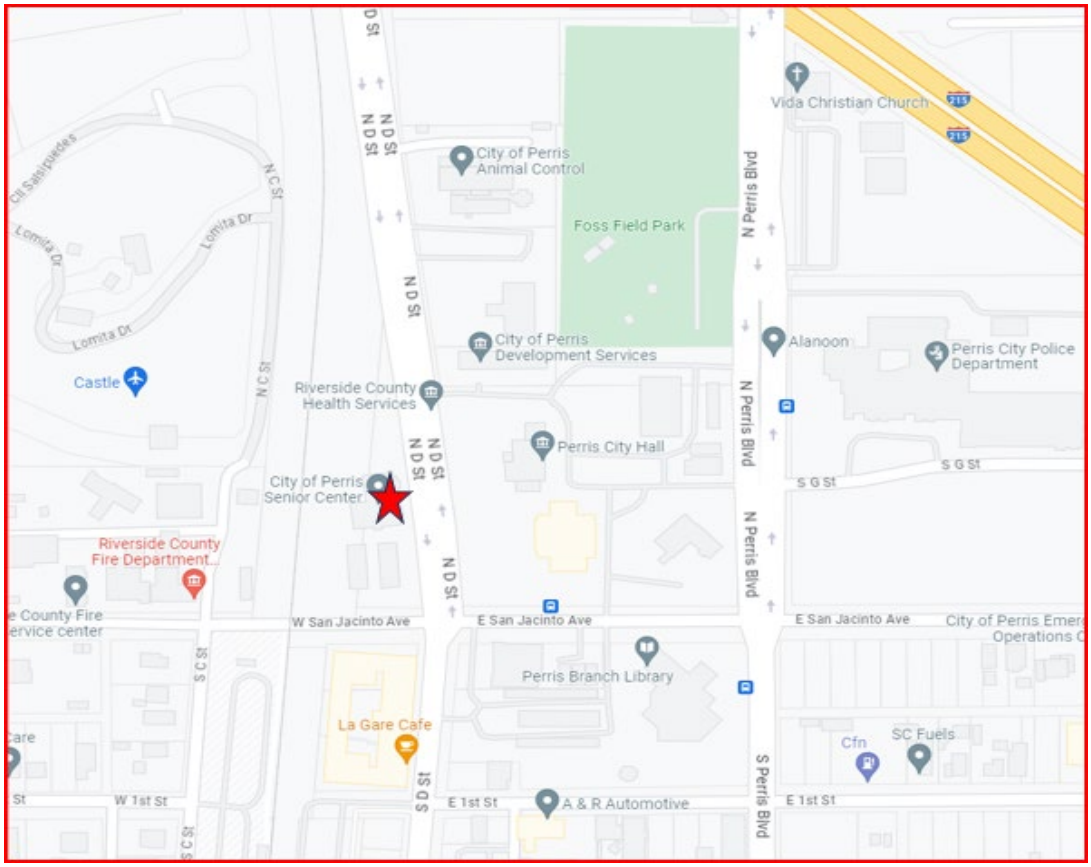
Total Budget Additions (Deletions):

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Federal - ARPA	120287	575,000					$ 575,000
							$ -
							$ -
							$ -
Total:		575,000	-	-	-	-	$ 575,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Adopted Budget ARPA	575,000		575,000
				575,000
				575,000
				575,000
				575,000
				575,000
				575,000
				575,000
				575,000
Total:		$ 575,000	$ -	$ 575,000

As of 6/30/2024


Vida Christian Church
City of Perris
Animal Control
Foss Field Park
N Perris Blvd
Lomita Dr
N C St
N D St
City of Perris
Development Services
Alanoon
Perris City Police
Department
Castle
Riverside County
Health Services
Perris City Hall
N Perris Blvd
S G St
City of Perris
Senior Center
Riverside County
Fire Department
W San Jacinto Ave
E San Jacinto Ave
Perris Branch Library
La Gare Cafe
S C St
S D St
W 1st St
E 1st St
A & R Automotive
S Perris Blvd
SC Fuels
Cfn

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F061**
Project Title: **International Language Monument Sign**
Managing Department: **Community Services**

Project Description and/or Justification: Fabricate, furnish and install one 4'x8' exterior granite monument sign at 163 E San Jacinto Avenue, Perris, CA 92570.



Original Budget:	245,042
Budget Amendments:	-
Total Project Costs:	204,958
Available Funds:	40,084

Project Dates:
Begin: FY 22/23
Completion:

Total Budget Additions (Deletions): **(20,042)**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Public Art	163	20,042	(20,042)				$ -
							$ -
							$ -
							$ -
Total:		20,042	(20,042)	-	-	-	$ -

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Adopted Budget - Public Art DIF	225,000		225,000
2024/25	Budget Amend.-Public Art DIF		(20,042)	204,958
				204,958
				204,958
				204,958
				204,958
				204,958
				204,958
				204,958
Total:		$ 225,000	$ (20,042)	$ 204,958

As of 6/30/2024

PERRIS BLVD
SAN JACINTO AVE
FIRST STREET
D ST.
D STREET
(E) LIBRARY
(E) PARKING LOT
(E) BUILDING
(E) BUILDING
(E) LIGHT POLE NEARBY. LIGHTING FOR MEMORIAL WILL TIE INTO THIS LIGHT
(E) TRASH CAN TO BE DEMO'D
EXISTING LIFTED SLABS TO BE REMOVED AND REPLACED. (N) SLAB WILL TIE INTO EXISTING
ENTRY & EXIT
EXIT
ENTRY
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F062**
Project Title: **Early Chlldhood Classroom**
Managing Department: **Community Services**

Project Description and/or Justification: Building project located at 227 North D Street, Perris, CA 92570. The proposed project entails the construction of a children's restroom and improvements to 3 existing staff offices. Tenant improvements include demolition, relocation and or new construction of wall assemblies, ceilings, lighting, mechanical, plumbing, flooring, painting, hardware, data lines, approved finishes and furnishings to improve 1500 sq ft gross office, which includes 700 sq ft of existing classroom space, proposed 200 sq ft new construction for children's restroom and approx. 600 sq. ft. of interior hallway and existing office space improvements. The new classroom improvements shall serve a minimum 15 students and 2 staff members to include an improved entry lobby with intake admissions counter and new children's restroom facility with minimum 2 partitioned toilets, 2 lavatories and baby changing tables. Classroom area shall include flexible seating areas, ceiling mounted projector system, a computer learning lab area, an arts & craft station to include toddler sink with affixed children's storage compartments.



Original Budget:	500,000
Budget Amendments:	650,000
Total Project Costs:	41,415
Available Funds:	1,108,585

Project Dates:
Begin: FY 21/22
Completion:

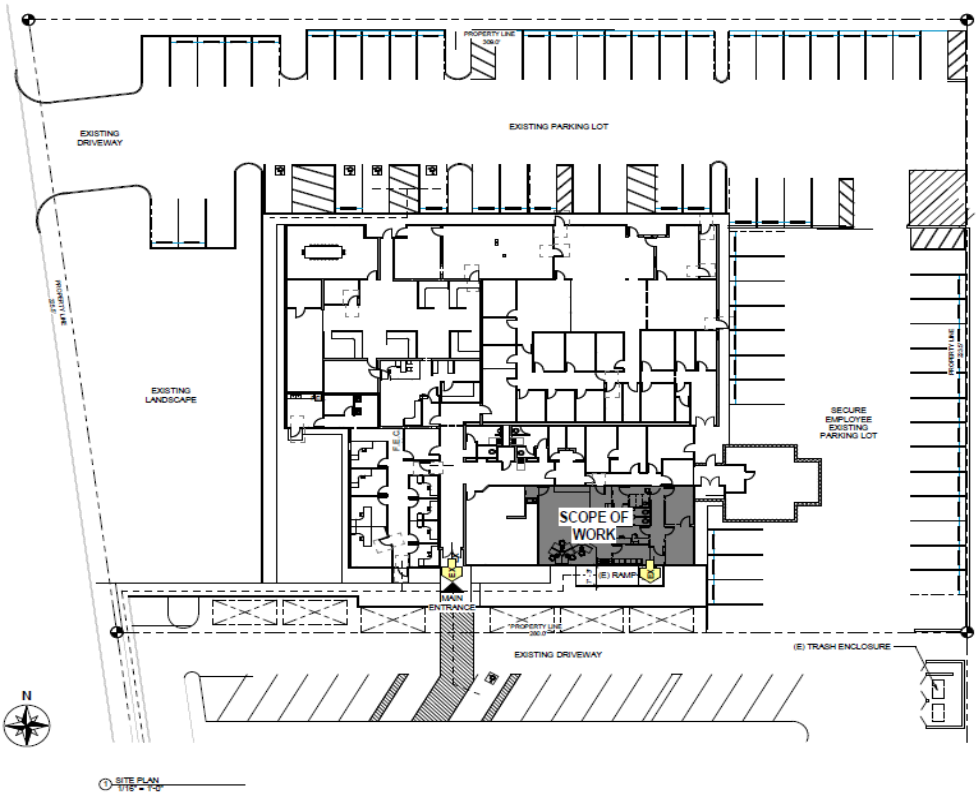
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant	119	649,812					$ 649,812
ARPA Grant	120287	458,773					$ 458,773
							$ -
							$ -
Total:		1,108,585	-	-	-	-	$ 1,108,585

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	Adopted Budget - ARPA Grant	500,000		500,000
2023/24	State Grant - Mark Takano		650,000	1,150,000
				1,150,000
				1,150,000
				1,150,000
				1,150,000
				1,150,000
				1,150,000
				1,150,000
				1,150,000
Total:		$ 500,000	$ 650,000	$ 1,150,000

As of 6/30/2024



F062 Early Childhood Classroom

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F063**
Project Title: **Ramona Expressway Wall / Camper Resort of America**
Managing Department: **Community Services**

Project Description and/or Justification: Furnish and install a CMU wall on the south west corner of Ramona Expressway and Redlands Avenue.



Original Budget:	30,000
Budget Amendments:	680,291
Total Project Costs:	610,926
Available Funds:	99,365

Project Dates:
Begin: FY 22/23
Completion:

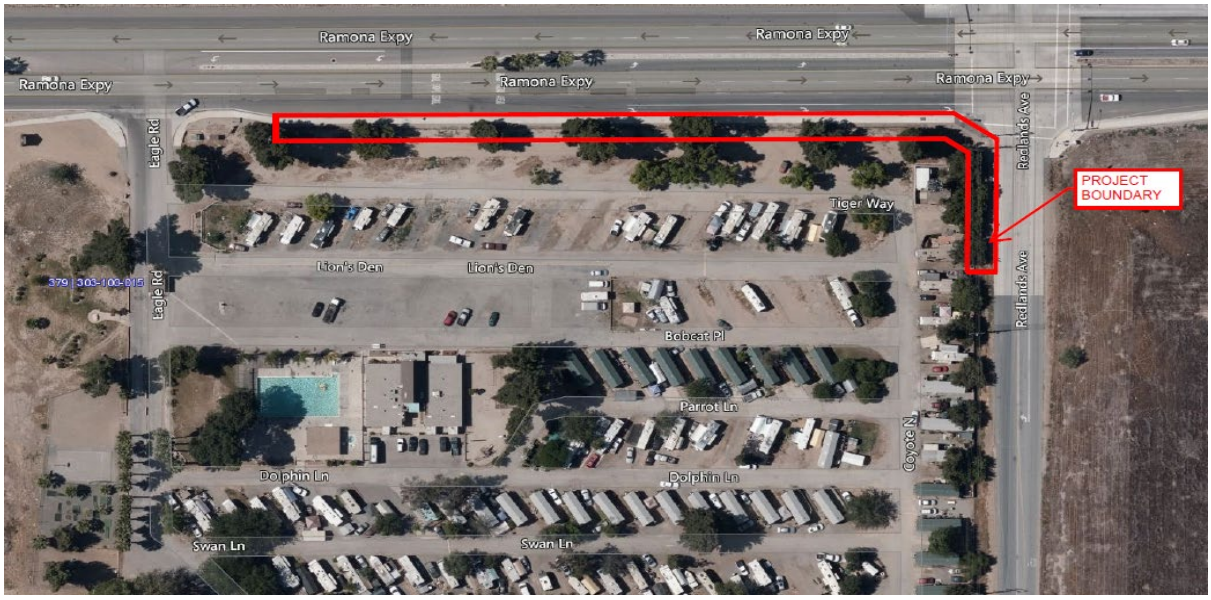
Total Budget Additions (Deletions): **(99,365)**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Community Econominc Devel.	165	3,645	(3,645)				$ -
Gas Tax	136	95,720	(95,720)				$ -
							$ -
							$ -
Total:		99,365	(99,365)	-	-	-	$ -

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	Adopted Budget - CEDC	30,000		30,000
2022/23	Budget Amendment - Gas Tax		680,291	710,291
2024/25	Budget Amendment - CEDC		(3,645)	706,646
2024/25	Budget Amendment - Gas Tax		(95,720)	610,926
				610,926
				610,926
				610,926
				610,926
				610,926
Total:		$ 30,000	$ 580,926	$ 610,926

As of 6/30/2024



F063 Ramona Expressway Wall

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F064**
Project Title: **101 N D Street Economic Office Renovation**
Managing Department: **Public Works**

Project Description and/or Justification: Remodel of old finance department front counter offices to create new offices fro economic deptartment personnel and new deputy city manager office.



Original Budget:	400,000
Budget Amendments:	(115,000)
Total Project Costs:	284,787
Available Funds:	213

Project Dates:
Begin: FY 22/23
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	(43)					$ (43)
DIF - Community Amenities	163	256					$ 256
							$ -
							$ -
Total:		213	-	-	-	-	$ 213

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Const. Fund (Funded by Park West Contr.)	150,000		150,000
2022/23	Community Amenities DIF	250,000		150,000
2023/24	Trsfr to F057 - Construction Fund		(20,000)	130,000
2023/24	Trsfr to F059 - Construciton Fund		(95,000)	35,000
				35,000
				35,000
				35,000
				35,000
				35,000
Total:		$ 400,000	$ (115,000)	$ 285,000

As of 6/30/2024


237
Perris City
Council Members
135
N D St
hoi
Perris City Hall
101 ND St,
Perris, CA 92570
E San Jacinto Ave
E San Jacinto Ave
SJATech Perris
Independent Study...
Perris Oasis Youth
Opportunity Center
Perfecto Coffee
Google

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F065**
Project Title: **Fire Station #90 & #101 Building Improvements**
Managing Department: **Public Works**

Project Description and/or Justification: Improvements to Fire Stations 90 & 101. Replace cabinets, tiles, flooring, restrooms repairs, etc.



Original Budget:	150,000
Budget Amendments:	200,000
Total Project Costs:	252,188
Available Funds:	97,812

Project Dates:
Begin: FY 22/23
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	98,000					$ 98,000
DIF - Community Amenities	163	-					$ -
DIF - Government Services	163	(188)					$ (188)
DIF - Fire	163						$ -
Total:		97,812	-	-	-	-	$ 97,812

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Community Amenitie DIF	75,000		75,000
2022/23	Government Services DIF	75,000		75,000
2023/24	Construction Fund		100,000	175,000
2023/24	Fire DIF		100,000	275,000
				275,000
				275,000
				275,000
				275,000
				275,000
Total:		$ 150,000	$ 200,000	$ 350,000

As of 6/30/2024


Castle
N C St
City of Pe
Senior Citiz
N C St
Cll Puesta Del Sol
Riverside County
Fire Department...
W San Jacinto Ave
W Sa
S C St
Interwest Cons
Group (Tri
Pupcake's Dog Care

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F066**
Project Title: **135 N D Street Building Improvements**
Managing Department: **Public Works**

Project Description and/or Justification: Renovations to 135 North D Street. To include remodel of development services front counter and offices.



Original Budget:	750,000
Budget Amendments:	-
Total Project Costs:	686,388
Available Funds:	63,612

Project Dates:
Begin: FY 22/23
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	63,612					$ 63,612
							$ -
							$ -
							$ -
Total:		63,612	-	-	-	-	$ 63,612

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Construction Fund	300,000		300,000
2022/23	Xsfr from F015 - Construction Fund	450,000		300,000
				300,000
				300,000
				300,000
				300,000
				300,000
				300,000
				300,000
Total:		$ 750,000	$ -	$ 750,000

As of 6/30/2024


Foss Field Park
N D St
N Perris Blvd
Perris City
Council Members
City of P
Department
Statler Youth Center
ity of Perris
ior Citizens
Perris City Hall
101 ND St,
Perris, CA 92570
N D St
N D St
W San Jacinto Ave
SIATech Perris

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F067**
Project Title: **227 N D Street Renovation**
Managing Department: **Public Works**

Project Description and/or Justification: Renovations, repair & maint. to 227 North D Street. Paint, flooring, restrooms, replacement of the existing water line.



Original Budget:	220,000
Budget Amendments:	100,000
Total Project Costs:	195,277
Available Funds:	124,723

Project Dates:
Begin: FY 22/23
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Government Services	163	124,723					$ 124,723
							$ -
							$ -
							$ -
Total:		124,723	-	-	-	-	$ 124,723

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Government Services DIF	220,000		220,000
2023/24	Government Services DIF		100,000	320,000
				320,000
				320,000
				320,000
				320,000
				320,000
				320,000
				320,000
Total:		$ 220,000	$ 100,000	$ 320,000

As of 6/30/2024


N D St
City of Perris
Animal Control
Foss Field Park
N D St
Perris City
Council Members
N D St
Statler Youth Cer

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F068**
Project Title: **11 S. D Street I.T. Relocation**
Managing Department: **Public Works**

Project Description and/or Justification: Relocation of I.T. offices to 11 S D Street, includes construction on new offices.



Original Budget:	150,000
Budget Amendments:	-
Total Project Costs:	110,350
Available Funds:	39,650

Project Dates:
Begin: FY 22/23
Completion:

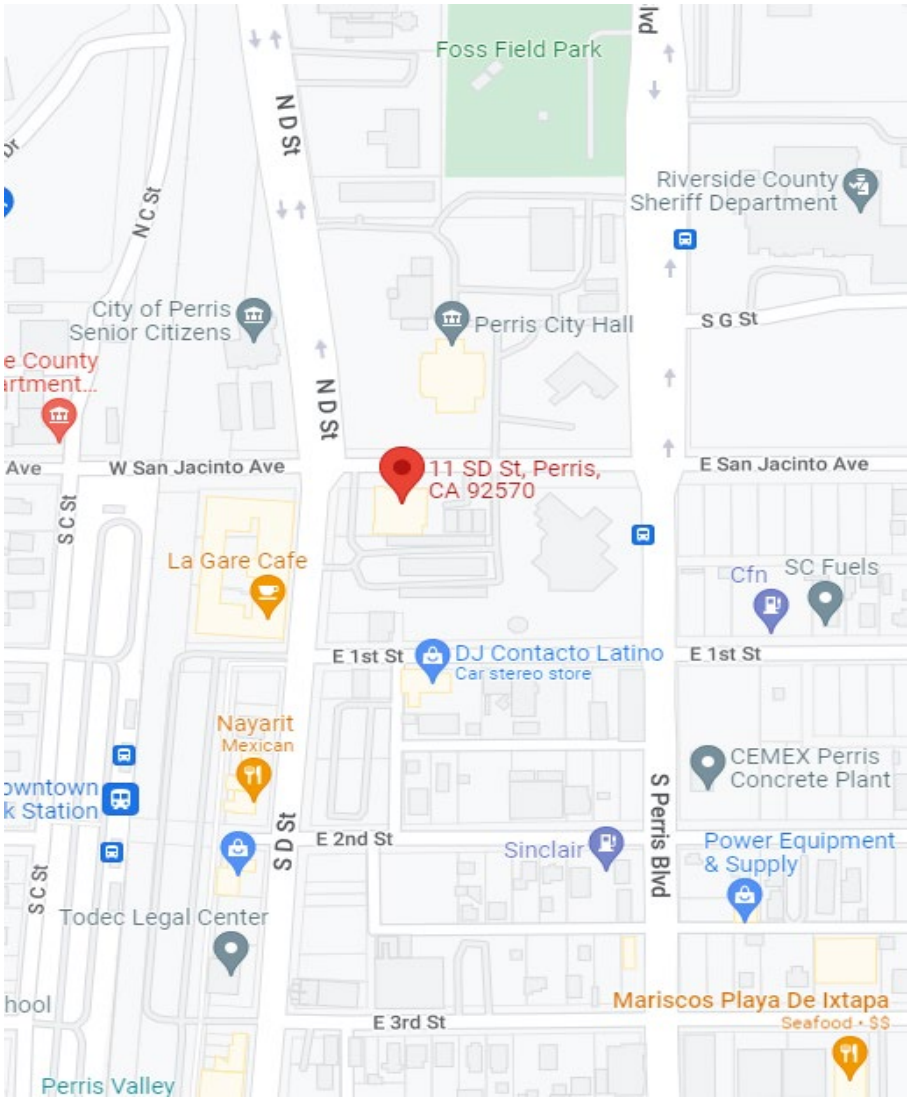
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	39,650					$ 39,650
							$ -
							$ -
							$ -
Total:		39,650	-	-	-	-	$ 39,650

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Construction Fund	150,000		150,000
				150,000
				150,000
				150,000
				150,000
				150,000
				150,000
				150,000
				150,000
Total:		$ 150,000	$ -	$ 150,000

As of 6/30/2024

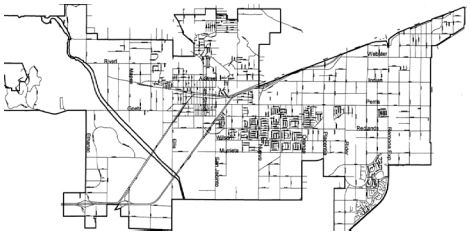

Foss Field Park
N D St
N C St
Riverside County Sheriff Department
City of Perris Senior Citizens
Perris City Hall
S G St
N D St
W San Jacinto Ave
11 SD St, Perris, CA 92570
E San Jacinto Ave
S C St
La Gare Cafe
Cfn
SC Fuels
E 1st St
DJ Contacto Latino
Car stereo store
E 1st St
Nayarit
Mexican
CEMEX Perris Concrete Plant
S D St
E 2nd St
Sinclair
S Perris Blvd
Power Equipment & Supply
S C St
Todec Legal Center
Mariscos Playa De Ixtapa
Seafood · $$
E 3rd St
Perris Valley

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F069**
Project Title: **Indian School Monument Sign**
Managing Department: **Community Services**

Project Description and/or Justification: Indian School monument sign 36" x 36" black granite replacement. The sign is in front of the Whirlpool Warehouse on North Perris Blvd., it is in between East Morgan and East Dawes St.



Original Budget:	3,670
Budget Amendments:	-
Total Project Costs:	3,577
Available Funds:	93

Project Dates:
Begin: FY 22/23
Completion:

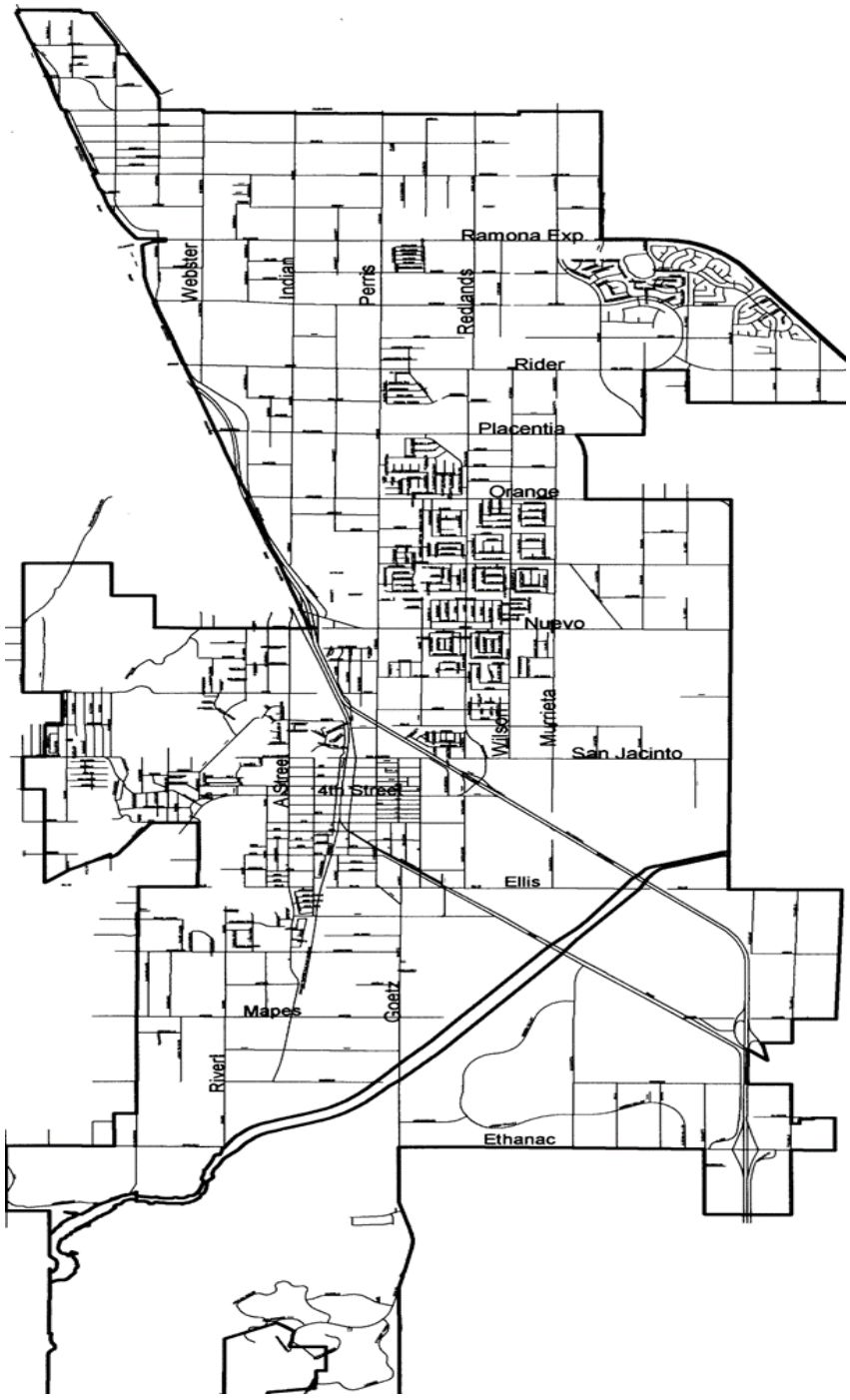
Total Budget Additions (Deletions): **(93)**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Public Art	163	93	(93)				$ -
							$ -
							$ -
							$ -
Total:		93	(93)	-	-	-	$ -

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Adopted Budget - Public Art DIF	3,670		3,670
2024/25	Public Art DIF		(93)	3,577
				3,577
				3,577
				3,577
				3,577
				3,577
				3,577
				3,577
Total:		$ 3,670	$ (93)	$ 3,577

As of 6/30/2024



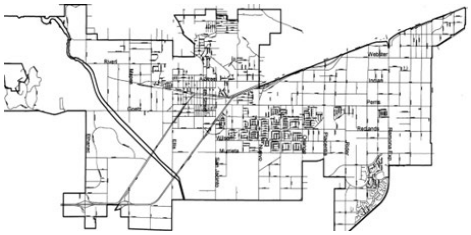
F069 - Indian School Monument Sign

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F070**
Project Title: **11 S D Street Renovation**
Managing Department: **City Engineer**

Project Description and/or Justification: Remodel 11 S. D Street for additional administration office space for the I.T. and Engineering departments.



Original Budget:	1,924,000
Budget Amendments:	-
Total Project Costs:	90,215
Available Funds:	1,833,785

Project Dates:
Begin: FY 23/24
Completion:

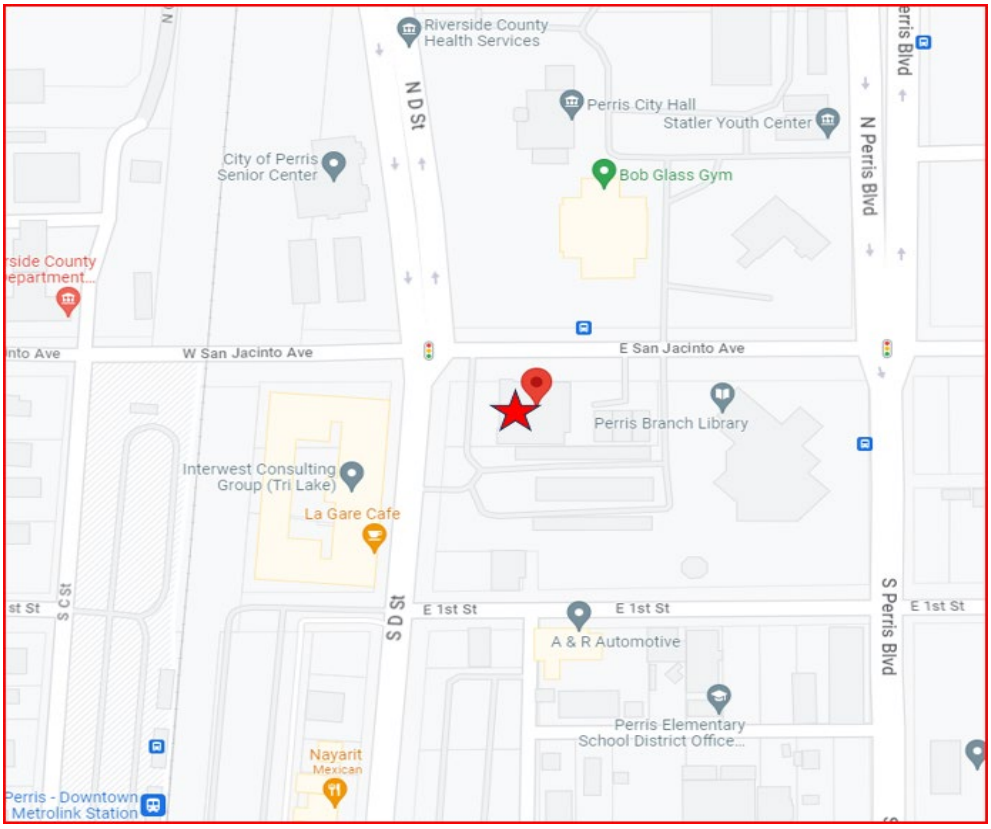
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	1,833,785					$ 1,833,785
							$ -
							$ -
							$ -
Total:		1,833,785	-	-	-	-	$ 1,833,785

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2023/24	Adopted Bgt - Construction Fund	1,924,000		1,924,000
				1,924,000
				1,924,000
				1,924,000
				1,924,000
				1,924,000
				1,924,000
				1,924,000
				1,924,000
Total:		$ 1,924,000	$ -	$ 1,924,000

As of 6/30/2024



F070 - 11 S. D Street Renovation

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F071**
Project Title: **Bank of Perris**
Managing Department: **Public Works**

Project Description and/or Justification: : Engineering, design for repairs, plan check, and repairs of Perris Bank. Project includes structural repairs, drainage, and air conditioning.



Original Budget: -
Budget Amendments: -
Total Project Costs: -
Available Funds: -

Project Dates:
Begin: FY 24/25
Completion:

Total Budget Additions (Deletions): **200,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	-	50,000				$ 50,000
DIF- Comm. Facilities	163	-	150,000				$ 150,000
							$ -
							$ -
Total:		-	200,000	-	-	-	$ 200,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2024/25	Construction Fund	50,000		50,000
2024/25	Community Facilities - DIF	150,000		50,000
				50,000
				50,000
				50,000
				50,000
				50,000
				50,000
				50,000
Total:		$ 200,000	$ -	$ 200,000

As of 6/30/2024



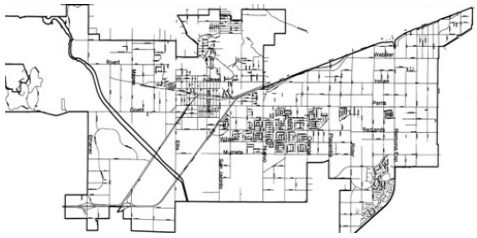
F071 - Bank of Perris

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F072**
Project Title: **Bob Glass Gym Renovation**
Managing Department: **Community Services**

Project Description and/or Justification: Construction of a new community recreation room extension at the Bob Glass Gymnasium located on Perris City Hall campus designed as a large meeting space with new construction materials, wood framing, flooring, lighting, interior and exterior paint, windows, and audio visual equipment to support programming.



Original Budget:	2,350,000
Budget Amendments:	-
Total Project Costs:	-
Available Funds:	2,350,000

Project Dates:
Begin: FY 23/24
Completion:

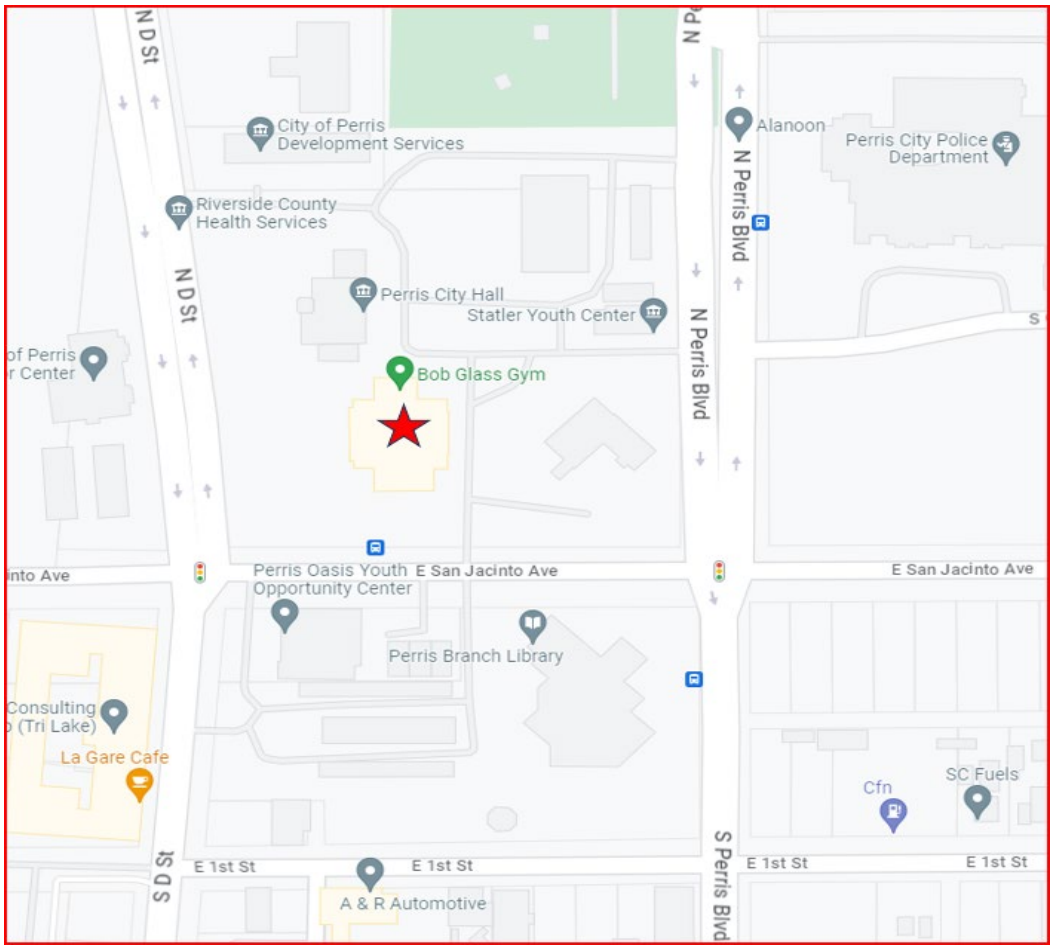
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant	119	2,350,000					$ 2,350,000
							$ -
							$ -
							$ -
Total:		2,350,000	-	-	-	-	$ 2,350,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2023/24	State Grant	2,350,000		2,350,000
				2,350,000
				2,350,000
				2,350,000
				2,350,000
				2,350,000
				2,350,000
				2,350,000
				2,350,000
Total:		$ 2,350,000	$ -	$ 2,350,000

As of 6/30/2024


N D St
City of Perris
Development Services
Riverside County
Health Services
Perris City Hall
Statler Youth Center
Bob Glass Gym
Alanoon
Perris City Police
Department
N Perris Blvd
E San Jacinto Ave
Perris Oasis Youth
Opportunity Center
Perris Branch Library
La Gare Cafe
Cfn
SC Fuels
S D St
E 1st St
A & R Automotive
S Perris Blvd

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F073**
Project Title: **Cesar Chavez Sculture Project**
Managing Department: **Community Services**

Project Description and/or Justification: The Cesar E. Chavez Bronze Sculpture Project entails the design and installation of an original bronze sculpture of labor leader and civil rights activists, Cesar E. Chavez, proposed to be installed at the Cesar E. Chavez Perris Library located at 163 E. San Jacinto, Perris, CA 92570. The design will incorporate the sculpture of Cesar E. Chavez holding a book, two children – boy and girl, a fruit basket, granite base, and bronze plaques among other features.



Original Budget:	505,872
Budget Amendments:	-
Total Project Costs:	339,134
Available Funds:	166,738

Project Dates:
Begin: FY 23/24
Completion:

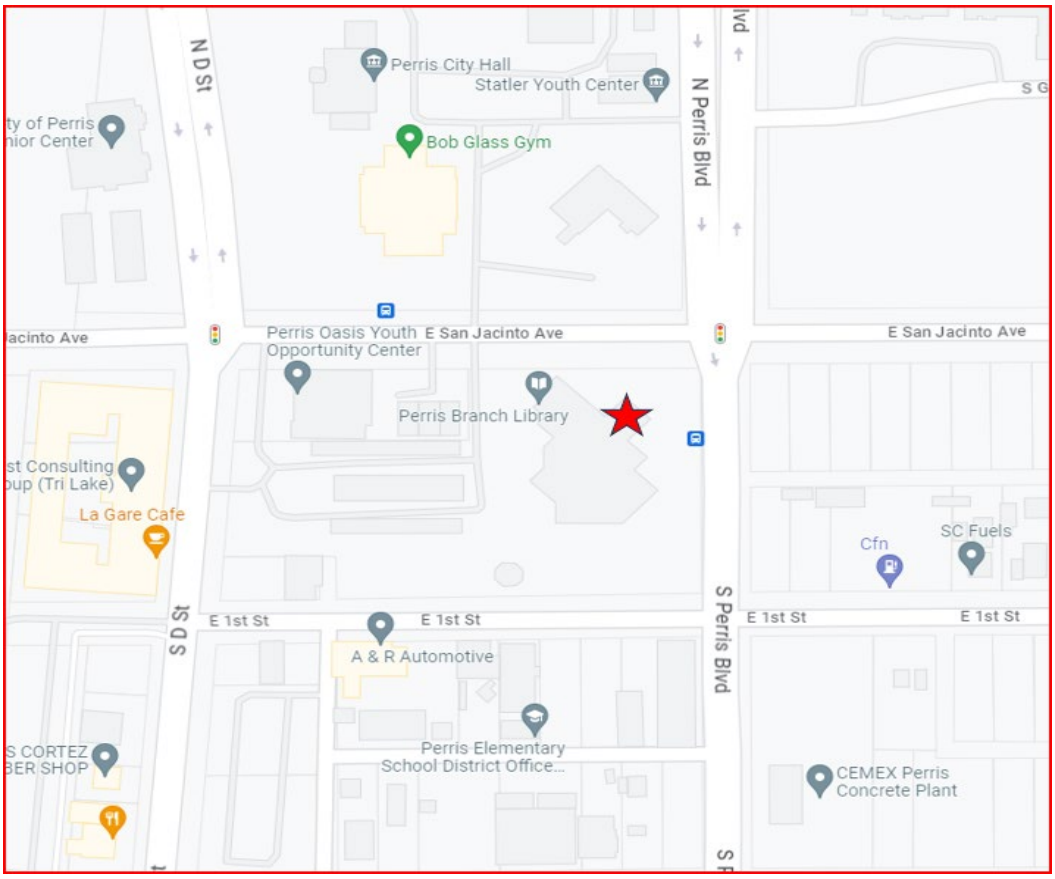
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Public Art	163	166,738					$ 166,738
							$ -
							$ -
							$ -
Total:		166,738	-	-	-	-	$ 166,738

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2023/24	Adopted Budget - Public Art DIF	505,872		505,872
				505,872
				505,872
				505,872
				505,872
				505,872
				505,872
				505,872
				505,872
Total:		$ 505,872	$ -	$ 505,872

As of 6/30/2024



F073 - Cesar Chavez Sculpture Project

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F074**
Project Title: **Senior Center Renovation 2024**
Managing Department: **Community Services**

Project Description and/or Justification: Proposal to expand and renovate the Senior Center multipurpose nutrition room and kitchen at the Perris Senior Center. A variety of activities are hosted in this nutrition area, including the serving of daily hot meals to seniors. Space is limited, and additional space is needed. The project is proposed to expand the multipurpose room to approximately 2,250 square feet, in addition to storage, administrative offices, and kitchen renovation.



Original Budget:	2,000,000
Budget Amendments:	-
Total Project Costs:	2,000,000
Available Funds:	-

Project Dates:
Begin: FY 23/24
Completion:

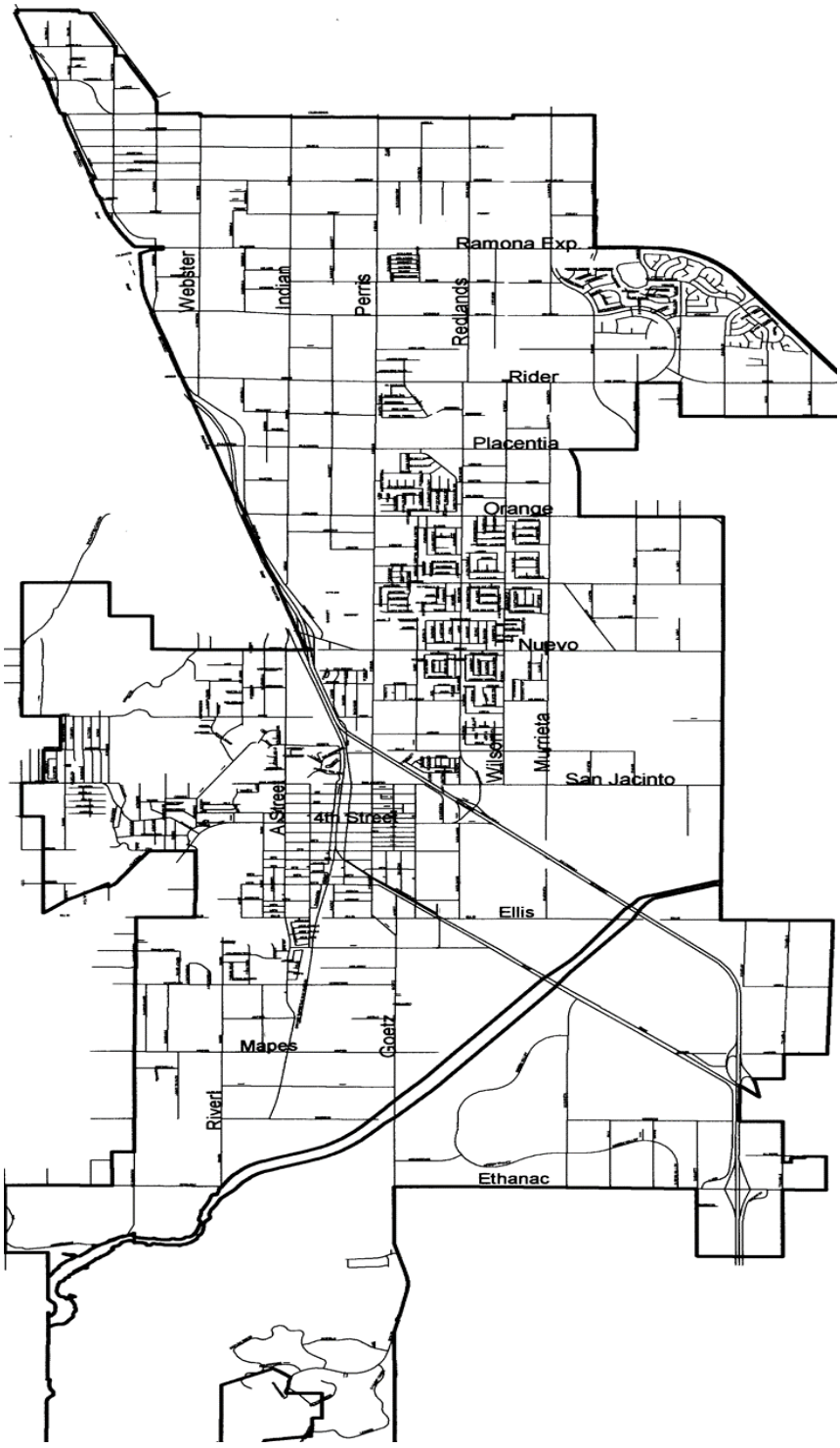
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Public Art	163	-					$ -
							$ -
							$ -
							$ -
Total:		-	-	-	-	-	$ -

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2023/24	Adopted Budget - Public Art DIF	2,000,000		2,000,000
				2,000,000
				2,000,000
				2,000,000
				2,000,000
				2,000,000
				2,000,000
				2,000,000
				2,000,000
Total:		$ 2,000,000	$ -	$ 2,000,000

As of 6/30/2024

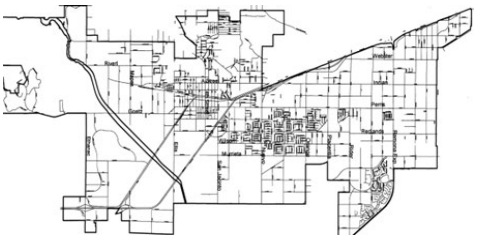

Ramona Exp.
Webster
Indian
Perris
Redlands
Rider
Placentia
Orange
Nuevo
Wilson
Murrieta
San Jacinto
A Street
4th Street
Ellis
Mapes
Goetz
River
Ethanac

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F075**
Project Title: **Downtown Parking Lot Improvement**
Managing Department: **Public Works**

Project Description and/or Justification: Design and installation of parking lot in downtown Perris near Perris Theater.



Original Budget: -
Budget Amendments: -
Total Project Costs: -
Available Funds: -

Project Dates:
Begin: FY 24/25
Completion:

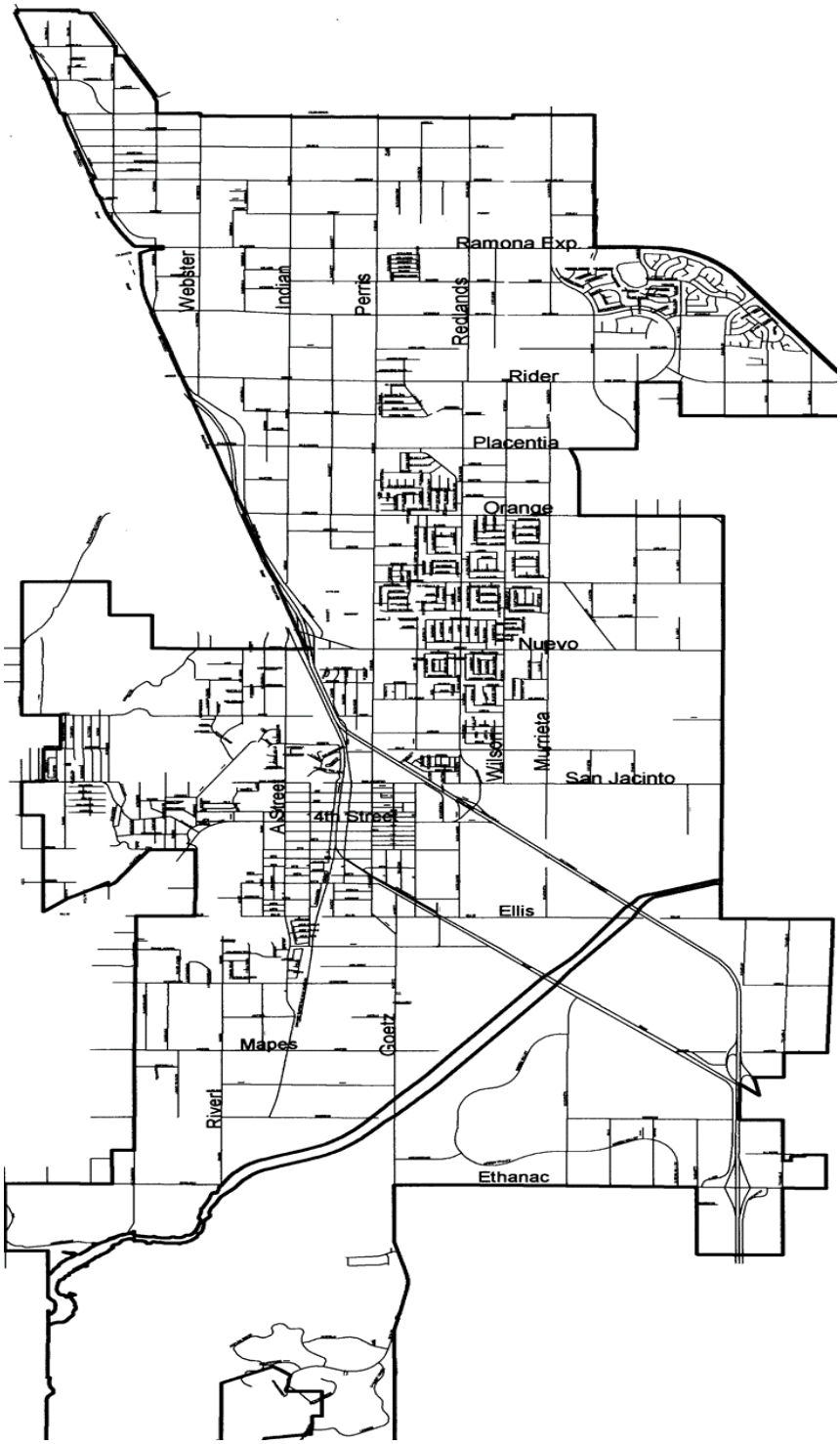
Total Budget Additions (Deletions): **1,500,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
External Contrib.-Infratructure	157	-	1,500,000				$ 1,500,000
							$ -
							$ -
							$ -
Total:		-	1,500,000	-	-	-	$ 1,500,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2024/25	Ext. Contrib. - Infrastructure	1,500,000		1,500,000
				1,500,000
				1,500,000
				1,500,000
				1,500,000
				1,500,000
				1,500,000
				1,500,000
				1,500,000
Total:		$ 1,500,000	$ -	$ 1,500,000

As of 6/30/2024



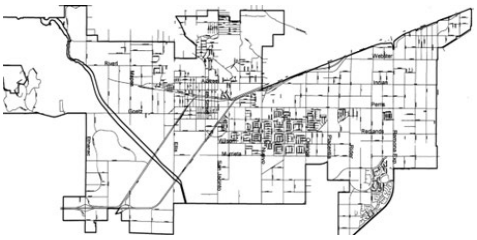
F075 - Downtown Parking Lot Improvement

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F076**
Project Title: **Public Works Parking Lot Improvement**
Managing Department: **Public Works**

Project Description and/or Justification: Design and installation of additional public works parking lot.



Original Budget:	-
Budget Amendments:	-
Total Project Costs:	-
Available Funds:	-

Project Dates:
Begin: FY 24/25
Completion:

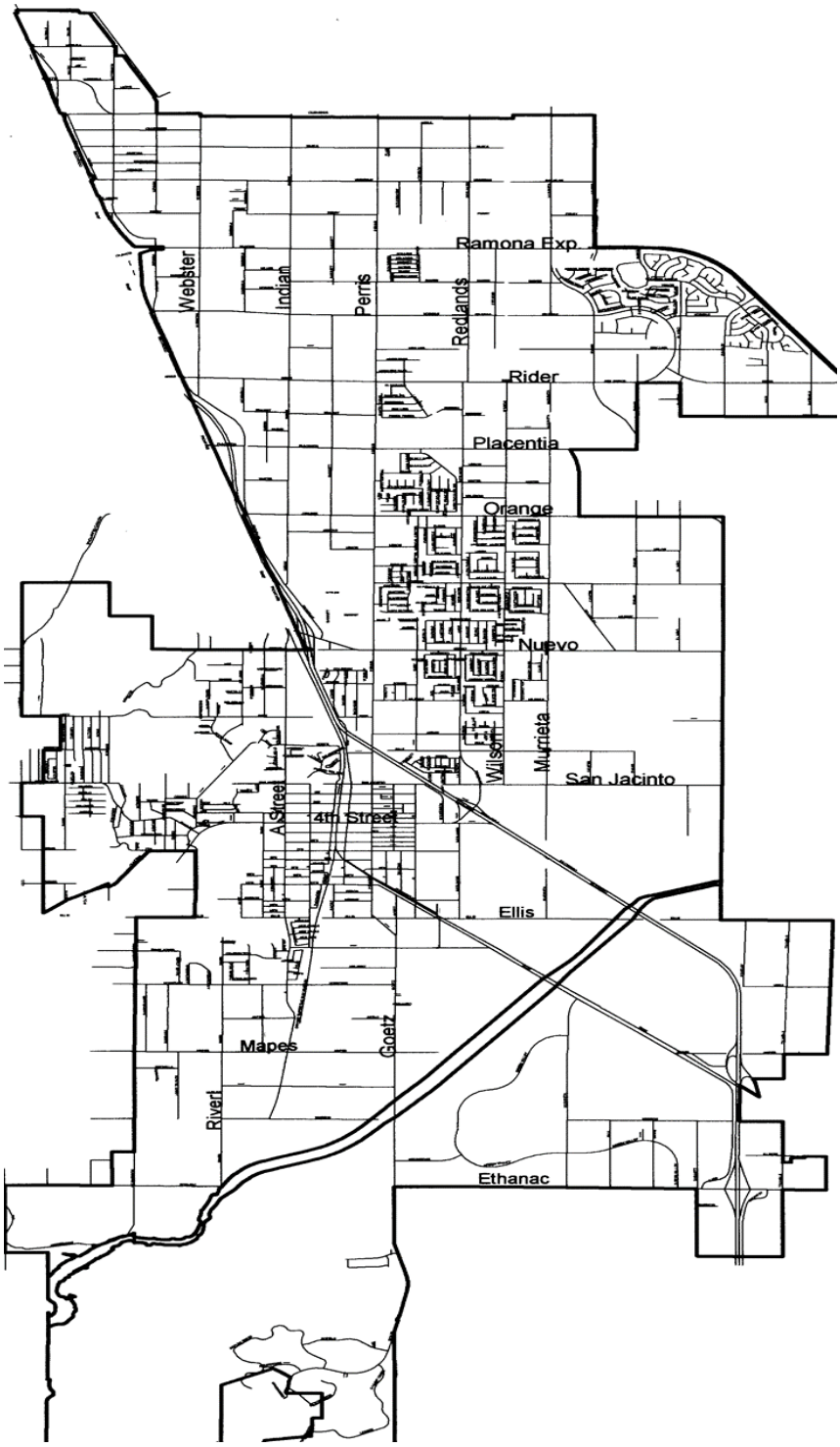
Total Budget Additions (Deletions): **1,000,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
External Contrib.-Infratructure	157	-	1,000,000				$ 1,000,000
							$ -
							$ -
							$ -
Total:		-	1,000,000	-	-	-	$ 1,000,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2024/25	Ext. Contrib. - Infrastructure	1,000,000		1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
Total:		$ 1,000,000	$ -	$ 1,000,000

As of 6/30/2024



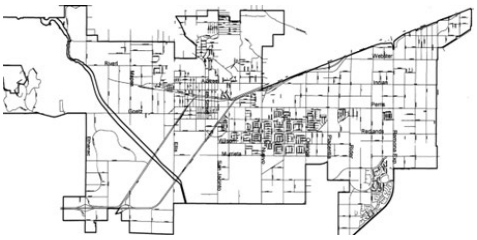
F076 - Public Works Parking Lot Improvement

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F077**
Project Title: **Design for New Fire Station 111**
Managing Department: **Engineering**

Project Description and/or Justification: Design and construction of the new fire station which will be located at the northeast corner of Watson Road and Murrieta Road.



Original Budget: -
Budget Amendments: -
Total Project Costs: -
Available Funds: -

Project Dates:
Begin: FY 24/25
Completion:

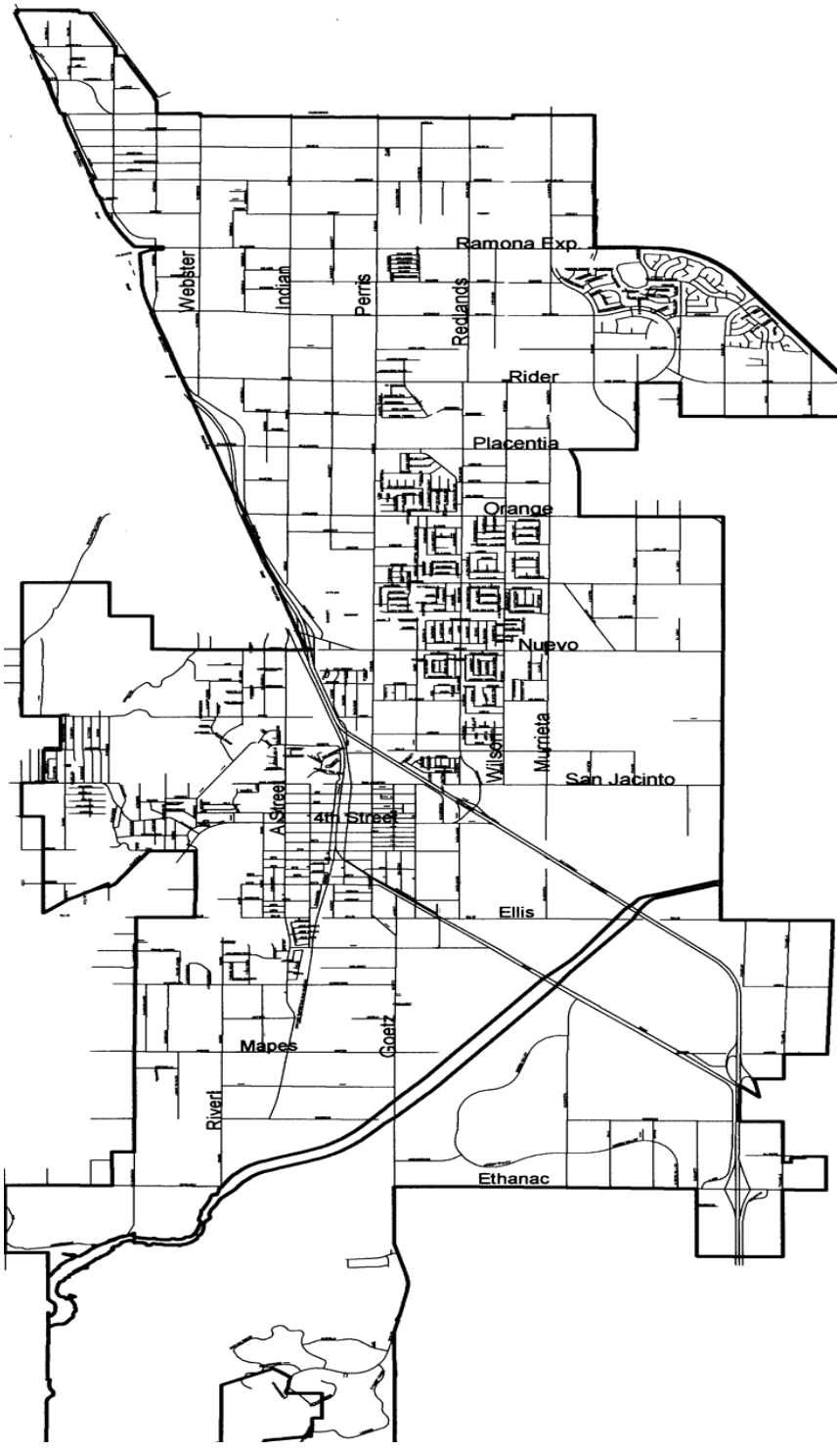
Total Budget Additions (Deletions): **1,000,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - FIRE	163	-	1,000,000				$ 1,000,000
							$ -
							$ -
							$ -
Total:		-	1,000,000	-	-	-	$ 1,000,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2024/25	Fire - DIF	1,000,000		1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
				1,000,000
Total:		$ 1,000,000	$ -	$ 1,000,000

As of 6/30/2024


Ramona Exp.
Webster
Indian
Perris
Redlands
Rider
Placentia
Orange
Nuevo
Wilson
Murrieta
San Jacinto
A Street
4th Street
Ellis
Mapes
Goetz
Rivert
Ethanac

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F078**
Project Title: **Infrastructure Fiber from EOC to Public Works**
Managing Department: **Information Technology**

Project Description and/or Justification: This capital improvement project is designed to enhance communications between the Emergency Operations Center (EOC) and the Public Works Yard. It will establish a secure private network connecting the City of Perris main server room with both the EOC and the Public Works Yard. These improvements will enhance emergency response capabilities at both facilities, ensuring faster and more secure communication during critical situations.



Original Budget: -
Budget Amendments: -
Total Project Costs: -
Available Funds: -

Project Dates:
Begin: FY 24/25
Completion:

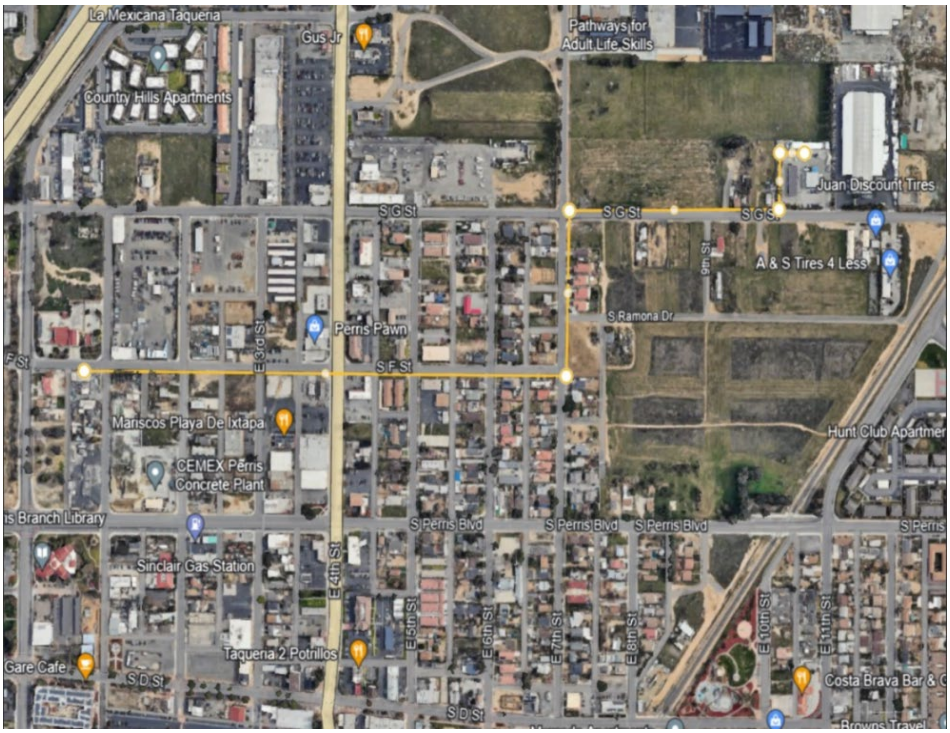
Total Budget Additions (Deletions): **400,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	-	400,000				$ 400,000
							$ -
							$ -
							$ -
Total:		-	400,000	-	-	-	$ 400,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2024/25	Construction Fund	400,000		400,000
				400,000
				400,000
				400,000
				400,000
				400,000
				400,000
				400,000
				400,000
Total:		$ 400,000	$ -	$ 400,000

As of 6/30/2024



F078 - Infrastructure Fiber from EOC to Public Works

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **F079**
Project Title: **Trash Enclosures Citywide**
Managing Department: **Public Works**

Project Description and/or Justification: Add trash enclosures to City-owned facilities.



Original Budget: -
Budget Amendments: -
Total Project Costs: -
Available Funds: -

Project Dates:
Begin: FY 24/25
Completion:

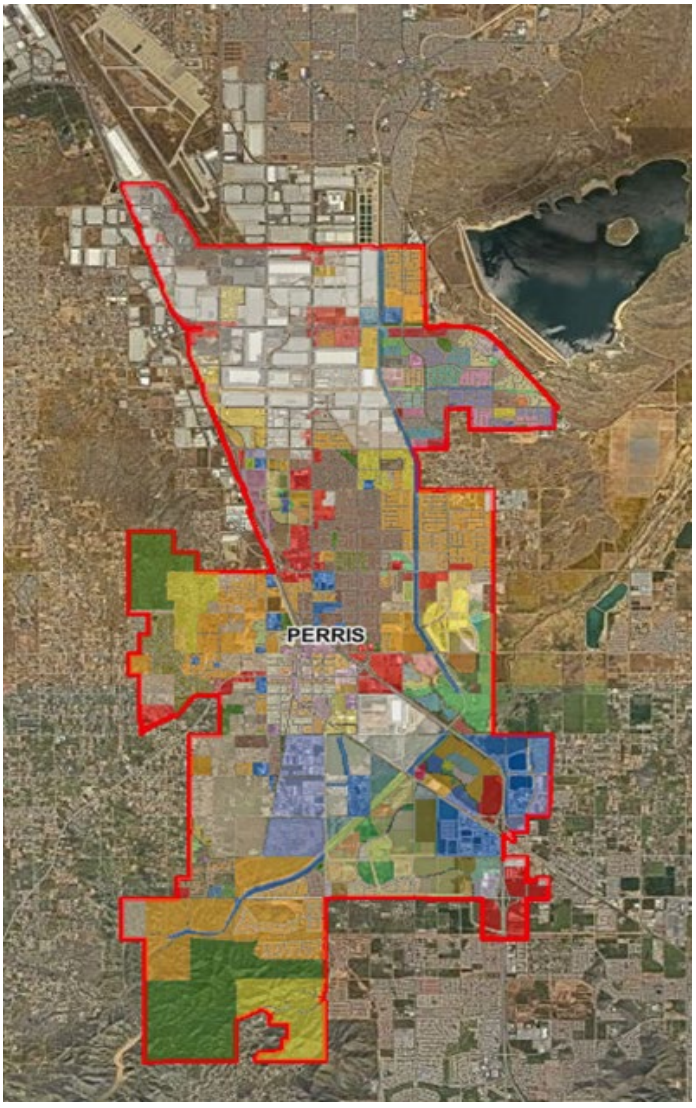
Total Budget Additions (Deletions): **200,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	-	200,000				$ 200,000
							$ -
							$ -
							$ -
Total:		-	200,000	-	-	-	$ 200,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2024/25	Construction Fund	200,000		200,000
				200,000
				200,000
				200,000
				200,000
				200,000
				200,000
				200,000
				200,000
Total:		$ 200,000	$ -	$ 200,000

As of 6/30/2024



F079 - Trash Enclosures Citywide

COMMUNITY SERVICES



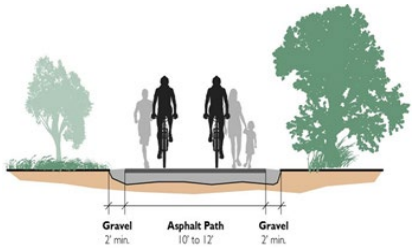
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CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P029**
Project Title: **San Jacinto River Trail**
Managing Department: **Community Services**

Project Description and/or Justification: This project is part of a proposed bike path/multiuse trail to be constructed on MWD right of way, east of Webster Street. Money needs to be spent in FY 2012/2013.



Original Budget: 633,816
Budget Amendments: -
Total Project Costs: 256,457
Available Funds: 377,359

Project Dates:
Begin: FY 11/12
Completion:

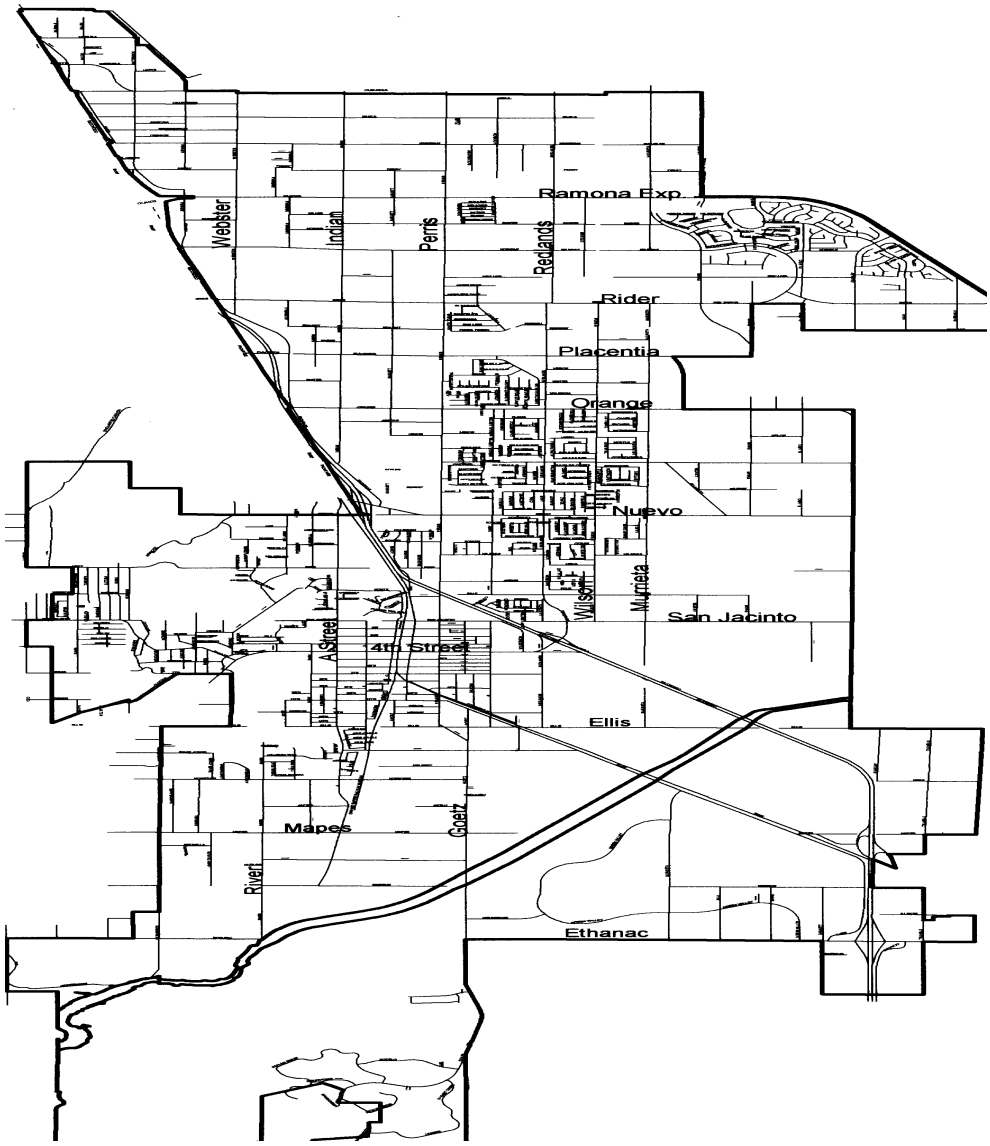
Total Budget Additions (Deletions):

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grants	119	202,861					$ 202,861
External Contributions	157	174,498					$ 174,498
DIF - Industrial Park	163						$ -
							$ -
							$ -
Total:		377,359	-	-	-	-	$ 377,359

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2012/13	External Contributions (KB Home)	408,000		408,000
2014/15	State Grants	225,816		633,816
				633,816
				633,816
				633,816
				633,816
				633,816
				633,816
				633,816
				633,816
				633,816
				633,816
Total:		$ 633,816	$ -	$ 633,816

As of 6/30/2024



P029 San Jacinto River Trail

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P034**
Project Title: **Enchanted Heights Park**
Managing Department: **Community Services**

Project Description and/or Justification: : Enchanted Hills Park is intended to provide for daily recreation needs for residents in the immediate vicinity of the park. Primary uses can include passive, open space, active play area, picnic areas, and play fields with limited facilities.



Original Budget:	12,287,148
Budget Amendments:	1,019,905
Total Project Costs:	13,230,962
Available Funds:	76,091

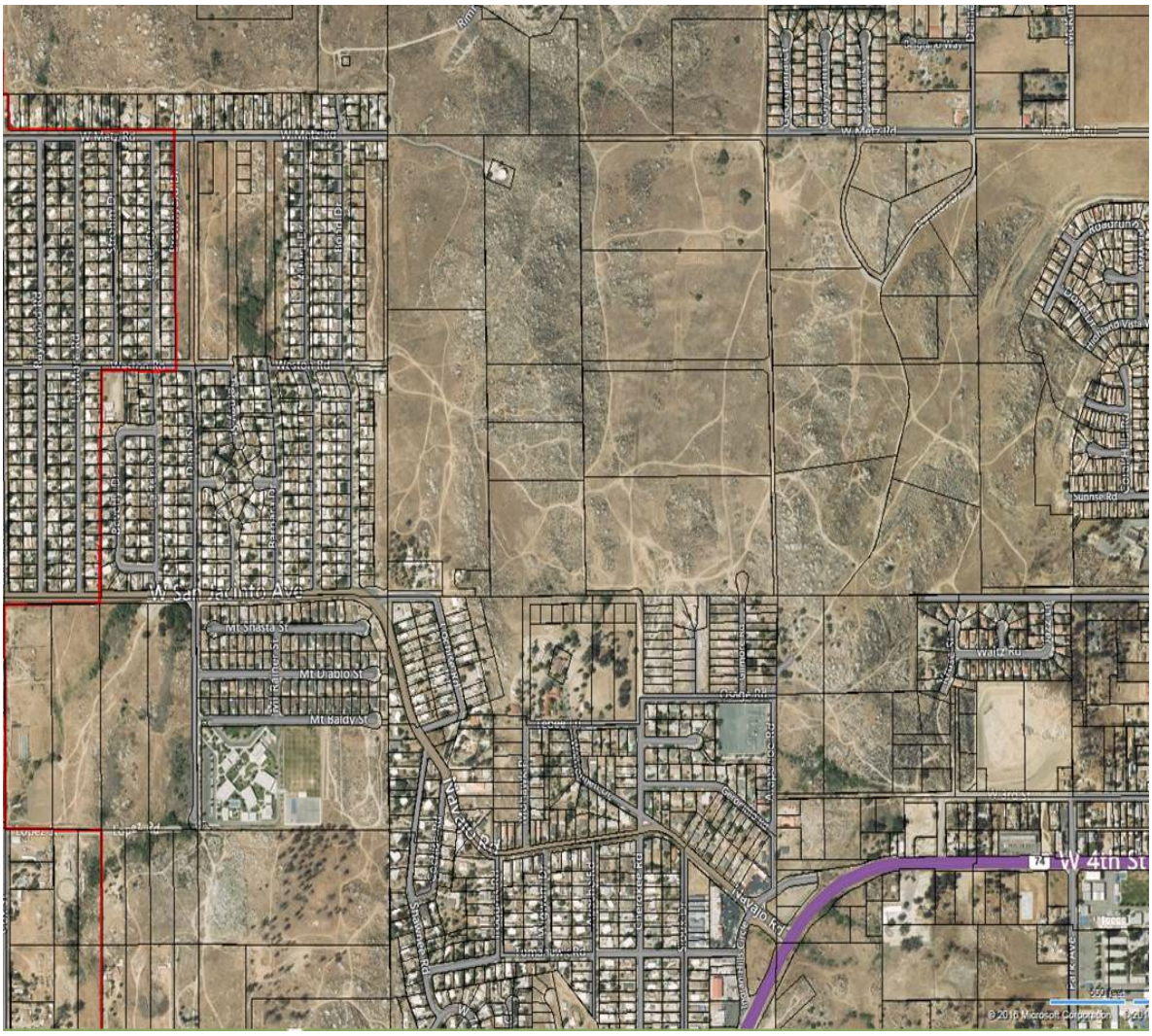
Project Dates:
Begin: FY 14/15
Completion:
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grants	119	61,194					$ 61,194
State Grant - ARPA	120287	14,898					$ 14,898
Construction Fund	154						$ -
DIF - Parks	163						$ -
DIF - DA Fee-KB	163						$ -
DIF - Public Improvement	163						$ -
DIF - Industrial Park	163	(1)					$ (1)
Total:		76,091	-	-	-	-	$ 76,091

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2014/15	State Grants	581,350		581,350
2015/16	State Grants Budget Amend (use by 4/17)		568,975	1,150,325
2015/16	State Grants Budget Amendment		(13,468)	1,136,857
2016/17	Adopted Budget-Construction Fund	16,000		1,152,857
2018/19	Adopted Budget- Ind. Park DIF	28,000		1,180,857
2018/19	Bdgt Amend.- Ind. Park DIF		222,723	1,403,580
2018/19	Bdgt Amend.- Park DIF		35,821	1,439,401
2018/19	Bdgt Amend. - DA Fee		4,112	1,443,513
2018/19	Bdgt Amend. - Public Improv DIF		45,067	1,488,580
2018/19	Bdgt Amend.- Ind. Park DIF		56,000	1,544,580
2018/19	Bdgt Amend.- Ind. Park DIF		21,000	1,565,580
2019/20	Bdgt Amend.- Ind. Park DIF		10,000	1,575,580
2019/20	Bdgt Amend.- Ind. Park DIF		94,850	1,670,430
2019/20	Bdgt Amend.-State Grant		(175)	1,670,255
2019/20	Bdgt Amend.-State Grant	8,500,000		10,170,255
2021/22	DIF - Industrial Park		2,520,000	12,690,255
2021/22	DIF - Industrial Park		616,798	13,307,053
2021/22	State Grant - ARPA	3,161,798		16,468,851
2021/22	DIF - Industrial Park		(3,161,798)	13,307,053
				13,307,053
Total:		$ 12,287,148	$ 1,019,905	$ 13,307,053

As of 6/30/2024



P034 Enchanted Heights Park

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P036**
Project Title: **Morgan Park**
Managing Department: **Community Services**

Project Description and/or Justification:
Restroom renovation at Morgan Street Park.

Morgan Park Phase II: Expand existing Morgan Park to the south and include a synthetic turf field, prefabricated restroom, walking trail, sports lighting, and parking.



Original Budget:	1,000,000
Budget Amendments:	3,089,380
Total Project Costs:	4,090,719
Available Funds:	(1,339)

Project Dates:
Begin: FY 17/18
Completion:

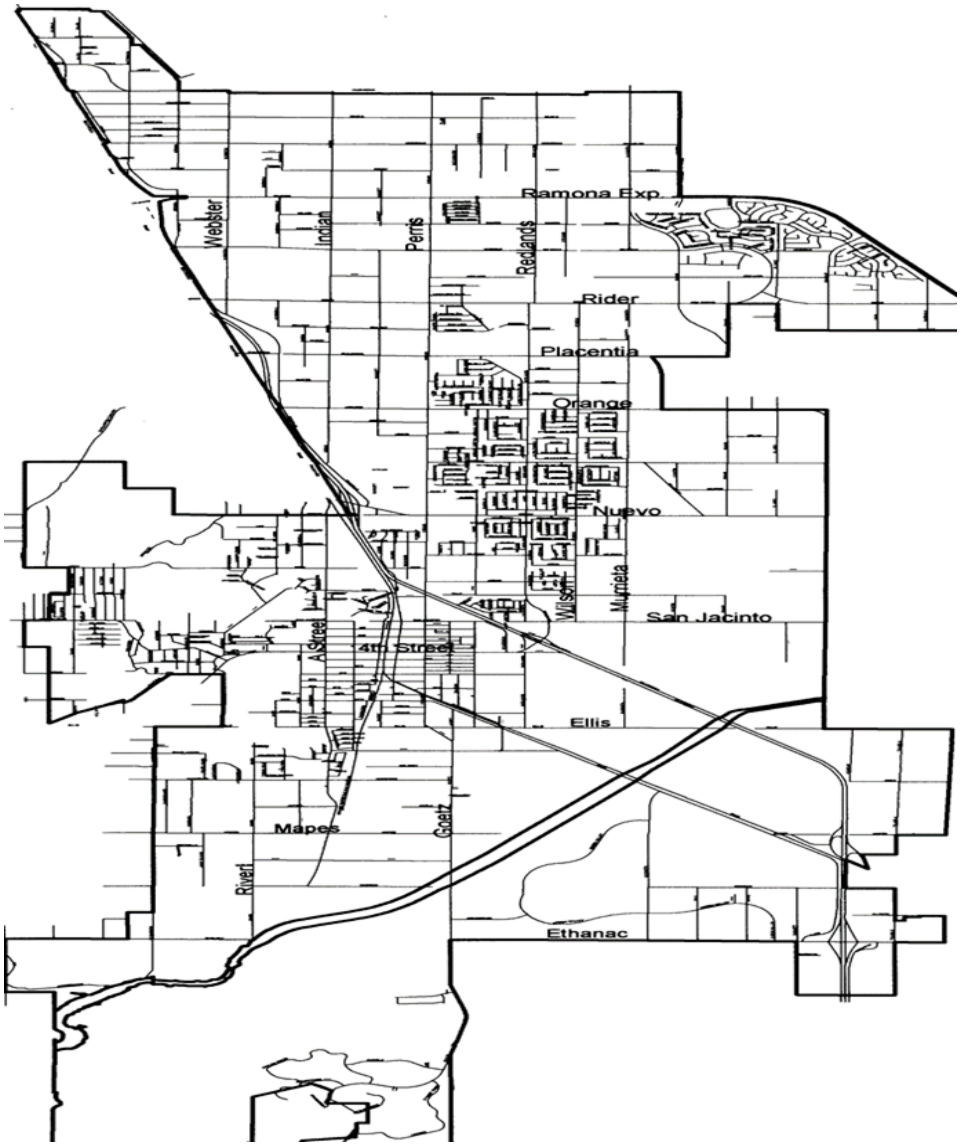
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	(1,524)					$ (1,524)
DIF - Industrial Park	163	185					$ 185
DIF - Parks	163	-					$ -
							$ -
							$ -
Total:		(1,339)	-	-	-	-	$ (1,339)

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2018/19	Adopted Budget - Industrial	1,000,000		1,000,000
	Park DIF			1,000,000
2019/20	Adopted Bgt Industrial Park DIF		1,425,536	2,425,536
2019/20	Adopted Bgt Parks DIF		865,350	3,290,886
2019/20	Adopted Bgt Construction Fund		2,810,000	6,100,886
2022/23	Constructin Fund		(1,999,480)	4,101,406
2022/23	Xsfr from P056 - Costruction Fund		2,940	4,104,346
2022/23	Xsfr to P056 - Indus. Park DIF		(14,966)	4,089,380
				4,089,380
	$2.8M of construction Fund appropriation will be repaid back to the General fund. Will determine at a later date which funding source will be used to pay back general fund loan.			4,089,380
				4,089,380
				4,089,380
				4,089,380
Total:		$ 1,000,000	$ 3,089,380	$ 4,089,380

As of 6/30/2024



P036 Morgan Street Park

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P039**
Project Title: **Patriot Park Field Upgrade**
Managing Department: **Community Services**

Project Description and/or Justification: To upgrade and make improvements to the field at Patriot Park.



Original Budget: 75,000
Budget Amendments: (70,000)
Total Project Costs: -
Available Funds: 5,000

Project Dates:
Begin: FY 16/17
Completion:

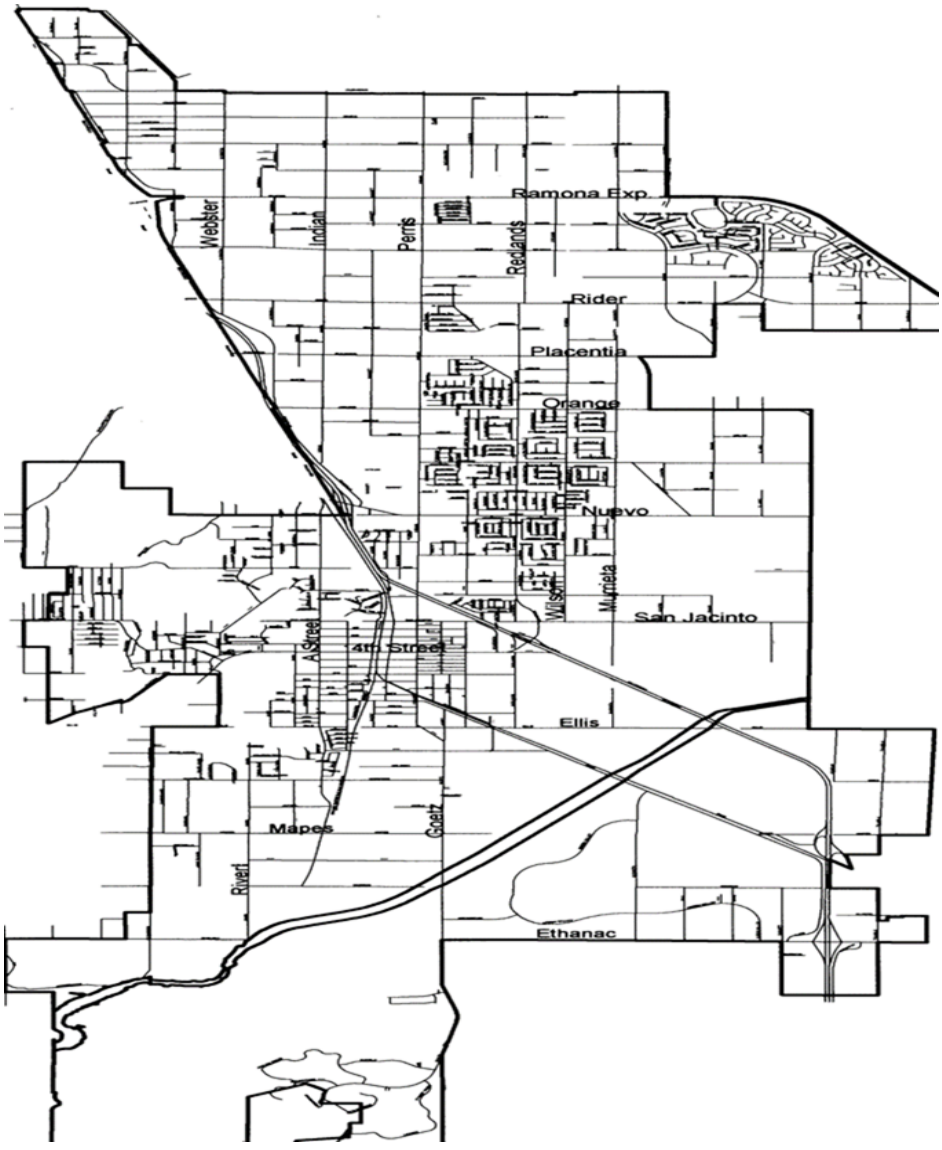
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	5,000					$ 5,000
							$ -
							$ -
							$ -
							$ -
Total:		5,000	-	-	-	-	$ 5,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2016/17	Construction Fund Budget	75,000		75,000
2017/18	Xsfr to P035-154		(70,000)	5,000
				5,000
				5,000
				5,000
				5,000
				5,000
				5,000
				5,000
				5,000
				5,000
				5,000
				5,000
				5,000
Total:		$ 75,000	$ (70,000)	$ 5,000

As of 6/30/2024



P039 Patriot Park Field Upgrade

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P040**
Project Title: **Perris Valley Storm Channel Trail Phase II**
Managing Department: **City Engineer**

Project Description and/or Justification:
This project is the second phase of a 7 mile long multiuse trail that runs along the Perris Valley Storm Channel. This phase extends from Nuevo Road to Case Road.



Original Budget:	3,204,000
Budget Amendments:	3,127,210
Total Project Costs:	909,851
Available Funds:	5,421,359

Project Dates:
Begin: FY 17/18
Completion:
Total Budget Additions (Deletions): -

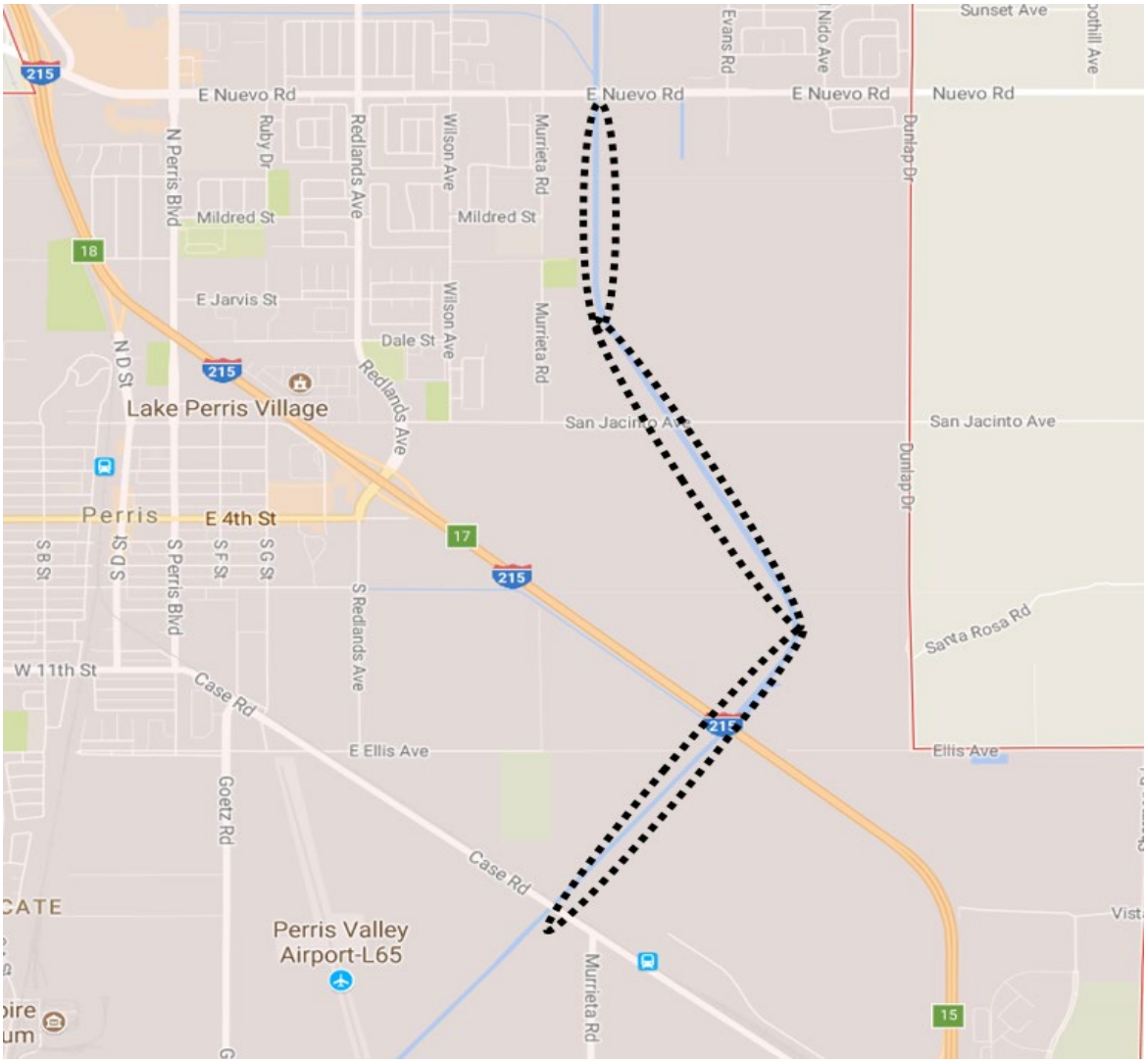
Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant	119	2,262,141	-	-	-	-	$ 2,262,141
DIF - DA Fee	163	32,008	-	-	-	-	$ 32,008
DIF - Industrial Park	163	3,127,210	-	-	-	-	$ 3,127,210
							$ -
							$ -
Total:		5,421,359	-	-	-	-	$ 5,421,359

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2017/18	Adopted Budget - DA Fee	200,000		200,000
2018/19	Adopted Budget - ATP Grant	3,004,000		3,204,000
2022/23	Budget Amend.- Indus. Park DIF		127,210	3,331,210
2023/24	Industrial Park DIF		3,000,000	6,331,210
				6,331,210
				6,331,210
				6,331,210
				6,331,210
				6,331,210
				6,331,210
				6,331,210
				6,331,210
Total:		$ 3,204,000	$ 3,127,210	$ 6,331,210

The city was awarded $3,004,000 from Caltans Grant for Phase II of project P040 but has not yet received authorization to spend the approved contract funds. We will adopt a budget for the Caltrans grant once we receive authorization.

As of 6/30/2024



P040 Perris Valley Storm Channel Trail Phase II

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P041**
Project Title: **Metz Park Improvements**
Managing Department: **Public Works**

Project Description and/or Justification:
For installation of new pump and irrigation at park.



Original Budget:	100,000
Budget Amendments:	-
Total Project Costs:	-
Available Funds:	100,000

Project Dates:
Begin: FY 18/19
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
External contributions	157	100,000	-	-	-	-	$ 100,000
							$ -
							$ -
							$ -
							$ -
Total:		100,000	-	-	-	-	$ 100,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2018/19	Adopted Budget - Infrastructure	100,000		100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
Total:		$ 100,000	$ -	$ 100,000

As of 6/30/2024


W Met
Metz Park
N A St
Choice 2000
On-Line School
California
Military Institute
N A St
21

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P043**
Project Title: **Copper Creek Park - Park Imrpovements**
Managing Department: **Community Services**

Project Description and/or Justification: Renovation of Copper Creek Park.



Original Budget:	240,000
Budget Amendments:	858,914
Total Project Costs:	892,088
Available Funds:	206,826

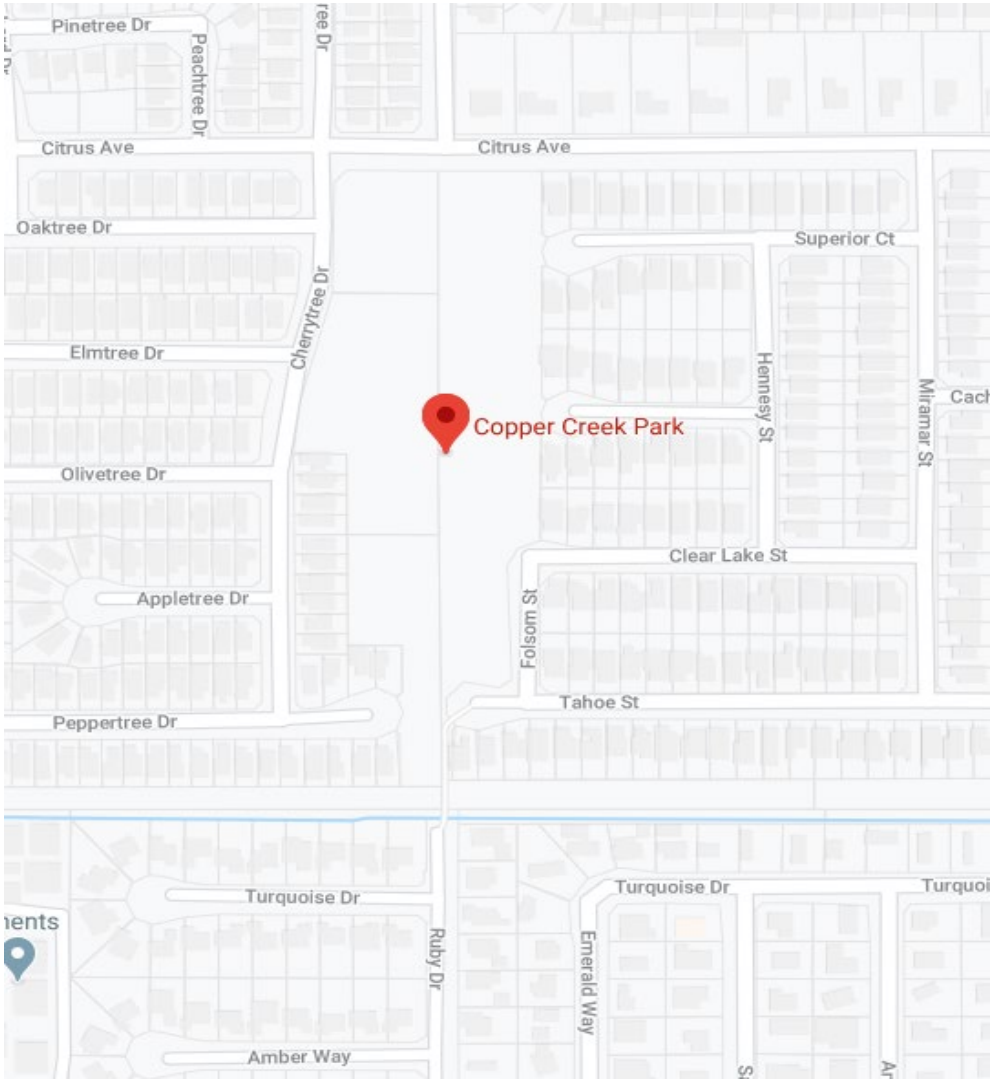
Project Dates:
Begin: FY 18/19
Completion:
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant - ARPA	120287	185,050					$ 185,050
DIF - Industrial Park	163	41		-	-	-	$ 41
External Contribution	157	21,735					$ 21,735
							$ -
							$ -
							$ -
Total:		206,826	-	-	-	-	$ 206,826

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2018/19	Adopted Budget - Indus. Park DIF	50,000		50,000
2019/20	Ext. Contribution		25,000	25,000
2020/21	Ext. Contribution (Rados Indus Const)		975,000	975,000
2020/21	Monetary Sponsorship		50,000	50,000
2021/22	State Grant ARPA	190,000		190,000
2022/23	Ext. Contribution		(191,086)	(191,086)
				-
				-
				-
				-
				-
				-
				-
Total:		$ 240,000	$ 858,914	$ 1,098,914

As of 6/30/2024



P043 Copper Creek Park

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P044**
Project Title: **Parks & Recreation Master Plan**
Managing Department: **Community Services**

Project Description and/or Justification: A Park and Recreation Master Plan identifies existing and future needs for recreation facilities and parks, as well as existing and future needs for services and programs. It will also address issues related to the acquisition of park property; as well as establish appropriate maintenance standards and programs for existing and recommended facilities. In addition, the master plan will establish an Asset Management Strategy and funding/financing alternatives that could provide an implementation approach for turning the identified policies and action items into reality. The current Master plan is over 15 years old and it is recommended that the Parks and Recreation Master plan be updated every 10 years.



Original Budget: 184,000
Budget Amendments: -
Total Project Costs: 119,999
Available Funds: 64,001

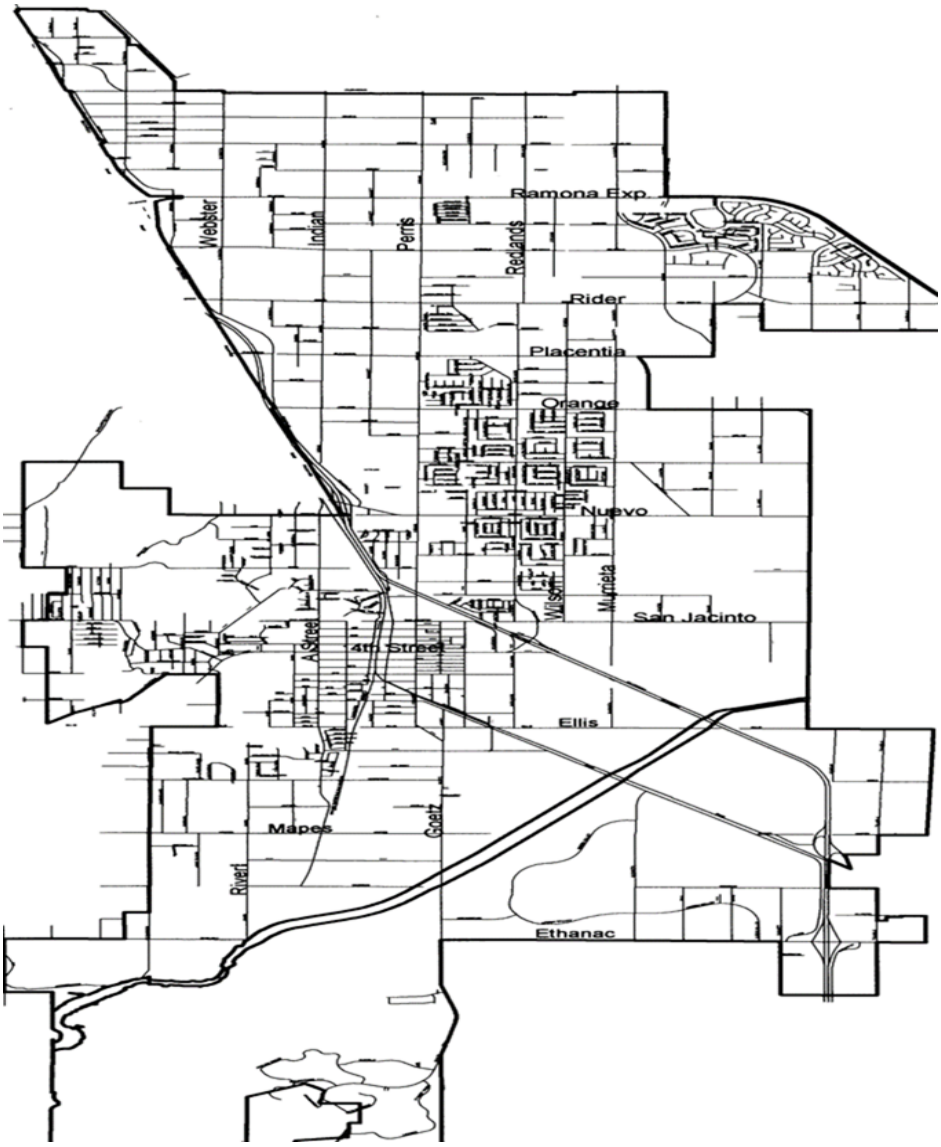
Project Dates:
Begin: FY 19/20
Completion:
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Industrial Park	163	30,001		-	-	-	$ 30,001
NPRA Grant	159	34,000					$ 34,000
							$ -
							$ -
							$ -
Total:		64,001	-	-	-	-	$ 64,001

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2019/20	Adopted Budget - Indus. Park DIF	150,000		150,000
2019/20	Adopted Budget - NPRA Grant	34,000		184,000
				184,000
				184,000
				184,000
				184,000
				184,000
				184,000
				184,000
				184,000
				184,000
				184,000
Total:		$ 184,000	$ -	$ 184,000

As of 6/30/2024


Webster
Indian
Perris
Redlands
Ramona Exp.
Rider
Placentia
Orange
Nuevo
Wilson
Murrieta
San Jacinto
A Street
4th Street
Ellis
Goetz
Mapes
Rivert
Ethanac

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P045**
Project Title: **Banta Beatty Park**
Managing Department: **Community Services**

Project Description and/or Justification: The City of Perris to construct an enclosed meditation garden to include a walking trail, benches to be accessible to the Perris Senior Center.



Original Budget:	40,000
Budget Amendments:	1,275,000
Total Project Costs:	432
Available Funds:	1,314,568

Project Dates:
Begin: FY 19/20
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Federal - ARPA	120287	1,275,000		-	-	-	$ 1,275,000
DIF - Industrial Park	163	39,568					$ 39,568
							$ -
							$ -
							$ -
Total:		1,314,568	-	-	-	-	$ 1,314,568

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2019/20	Adopted Budget - Indus. Park DIF	40,000		40,000
2022/23	Budget Amend. - ARPA		1,500,000	1,540,000
2022/23	Xsfr to P054 - ARPA		(225,000)	1,315,000
				1,315,000
				1,315,000
				1,315,000
				1,315,000
				1,315,000
				1,315,000
				1,315,000
				1,315,000
Total:		$ 40,000	$ 1,275,000	$ 1,315,000

As of 6/30/2024



P045 Banta Beatty Park

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P046**
Project Title: **Annual Park Maintenance**
Managing Department: **Community Services**

Project Description and/or Justification: This project has been setup to ensure there is enough funding for the everyday or on-going need of maintenance to the various parks owned and operated by the city. This account will provide funding for various needs and will be a revolving account year-after-year in the city's Capital Improvement Plan.



Original Budget: 100,000
Budget Amendments: -
Total Project Costs: -
Available Funds: 100,000

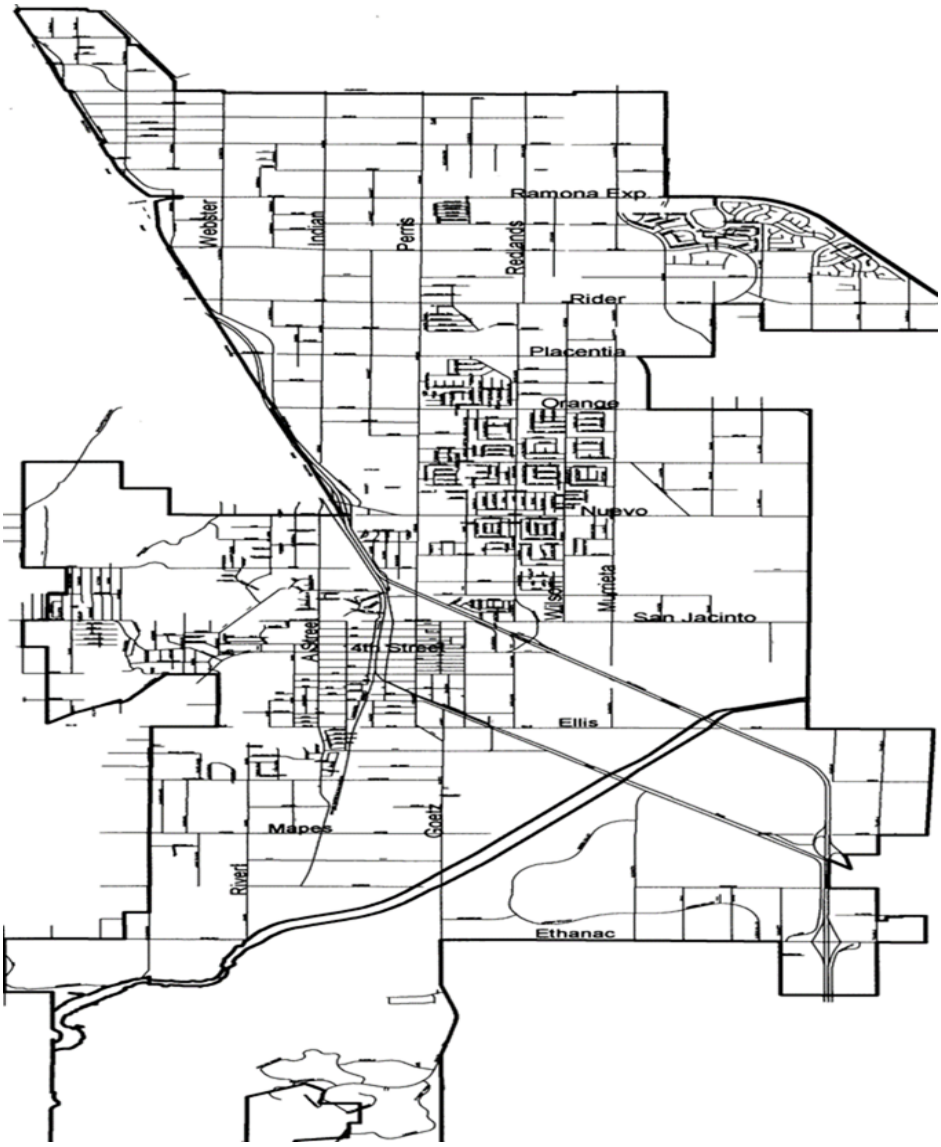
Project Dates:
Begin: FY 19/20
Completion:
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	100,000		-	-	-	$ 100,000
							$ -
							$ -
							$ -
							$ -
Total:		100,000	-	-	-	-	$ 100,000

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2019/20	Adopted Budget - Construction Fnd	100,000		100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
				100,000
Total:		$ 100,000	$ -	$ 100,000

As of 6/30/2024


Webster
Indian
Perris
Redlands
Ramona Exp.
Rider
Placentia
Orange
Nuevo
Wilson
Murrieta
San Jacinto
A Street
4th Street
Ellis
Goetz
Mapes
Rivert
Ethanac

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P048**
Project Title: **Mercado Park Improvements**
Managing Department: **Community Services**

Project Description and/or Justification: To install a water recirculating system at existing Mercado Park. The Park's water recirculation system will include an underground holding tank and equipment enclosure.



Original Budget:	1,075,624
Budget Amendments:	(22,900)
Total Project Costs:	795,153
Available Funds:	257,571

Project Dates:
Begin: FY 21/22
Completion:
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant	119	-	-	-	-	-	$ -
State Grant - ARPA	120287	289					$ 289
DIF - Industrial Park	163	257,282					$ 257,282
							$ -
							$ -
Total:		257,571	-	-	-	-	$ 257,571

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	State Grant	225,624		225,624
2021/22	State Grant - ARPA	450,000		675,624
2022/23	State Grant - ARPA		(22,900)	652,724
2022/23	Budget Amend. - Indus. Park DIF	400,000		1,052,724
				1,052,724
				1,052,724
				1,052,724
				1,052,724
				1,052,724
				1,052,724
				1,052,724
Total:		$ 1,075,624	$ (22,900)	$ 1,052,724

As of 6/30/2024

Project Location Map



CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P049**
Project Title: **GEAR Bike Expansion II**
Managing Department: **Community Services**

Project Description and/or Justification: To improve current civic infrastructure through the installation of 5.1 miles of Class III bike. The proposed project will install bike lanes on East San Jacinto Avenue, D St, South C St, West 7th St, West 11th St, and South A St.



Original Budget:	80,750
Budget Amendments:	42,315
Total Project Costs:	115,163
Available Funds:	7,902

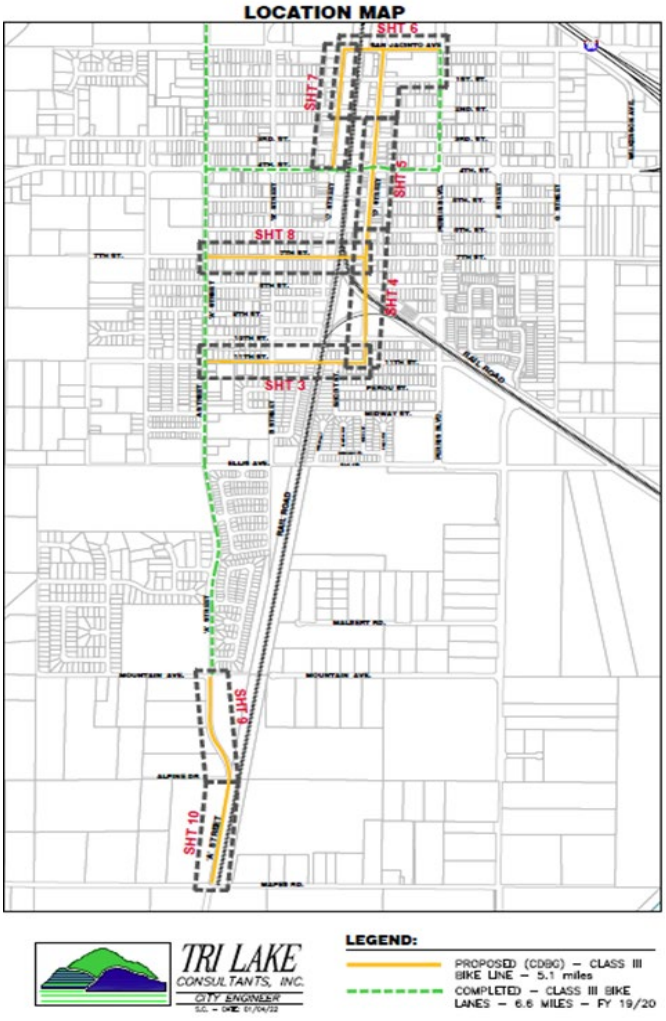
Project Dates:
Begin: FY 21/22
Completion:
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
CDBG Grant	152	7,902	-	-	-	-	$ 7,902
							$ -
							$ -
							$ -
							$ -
Total:		7,902	-	-	-	-	$ 7,902

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	Adopted CDBG Grant	80,750		80,750
2021/22	Amended Budget - CDBG Grant		27,250	108,000
2021/22	Xsfr from W012 - CDBG		65	108,065
2021/22	XSfr from 152308-7731		15,000	123,065
				123,065
				123,065
				123,065
				123,065
				123,065
				123,065
				123,065
	Total:	$ 80,750	$ 42,315	$ 123,065

As of 6/30/2024


LOCATION MAP
SHT 6
SHT 7
SHT 5
SHT 8
SHT 4
SHT 3
SHT 9
SHT 10
TRI LAKE
CONSULTANTS, INC.
CITY ENGINEER
LEGEND:
PROPOSED (CDBG) – CLASS III BIKE LINE – 5.1 miles
COMPLETED – CLASS III BIKE LANES – 6.6 MILES – FY 19/20

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P050**
Project Title: **Rotary Park Amenities**
Managing Department: **Community Services**

Project Description and/or Justification: ADA play opportunities which has been proven to improve mental and physical health by promoting active play and social interaction.



Original Budget:	402,344
Budget Amendments:	55,413
Total Project Costs:	379,232
Available Funds:	78,525

Project Dates:
Begin: FY 21/22
Completion:

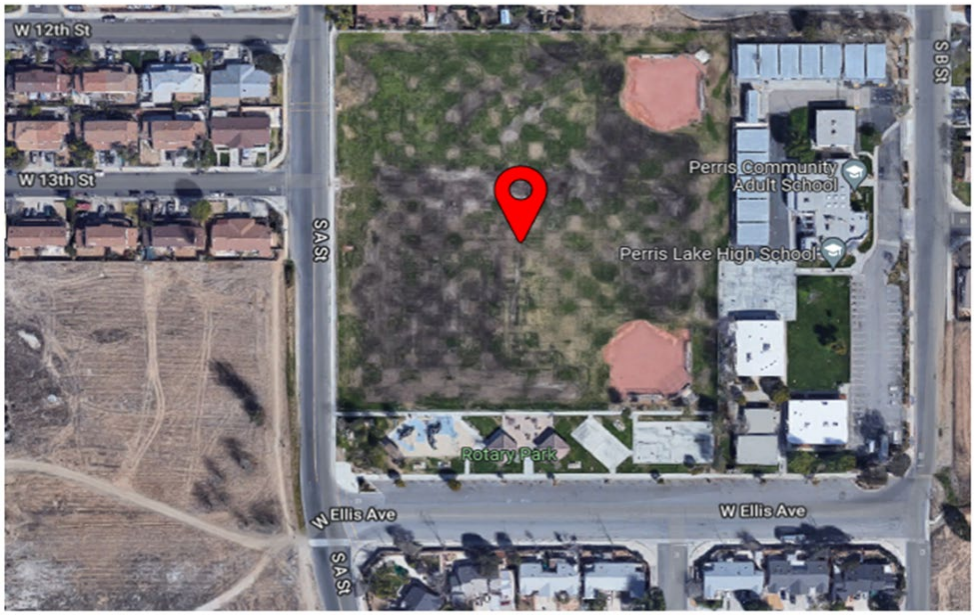
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant - ARPA	120287	60,839	-	-	-	-	$ 60,839
CDBG Grant	152	17,686					$ 17,686
							$ -
							$ -
							$ -
Total:		78,525	-	-	-	-	$ 78,525

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	Adopted Budget - ARPA State Grant	190,000		190,000
2021/22	Adopted Budget - CDBG Grant	212,344		402,344
2021/22	Amended Budget - CDBG Grant		17,686	420,030
2021/22	Amended Budget - CDBG Grant		19,970	440,000
2022/23	Amended Budget - CDBG Grant		17,757	457,757
				457,757
				457,757
				457,757
				457,757
				457,757
				457,757
				457,757
Total:		$ 402,344	$ 55,413	$ 457,757

As of 6/30/2024



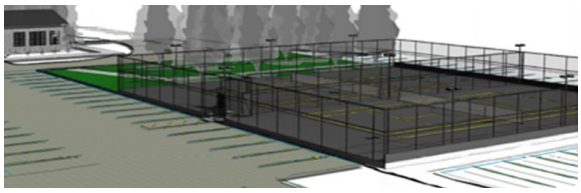
P050 - Rotary Park Amenities

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P051**
Project Title: **Foss Field Park Impovements**
Managing Department: **Community Services**

Project Description and/or Justification: The proposed project entrails the demolition and installation of slab for two new tennis courts totaling 14,640 square feet, new sport court surface and line painting, site drainage modification, installation of new LED sports lighting with push button automated controls, approximately 480 linear feet of new vinyl coated chain link fencing with wind screening, tennis court netting, new ADA accessibility features, signing and striping, and the addition of new bleacher benches.



Original Budget:	600,000
Budget Amendments:	317,900
Total Project Costs:	798,265
Available Funds:	119,635

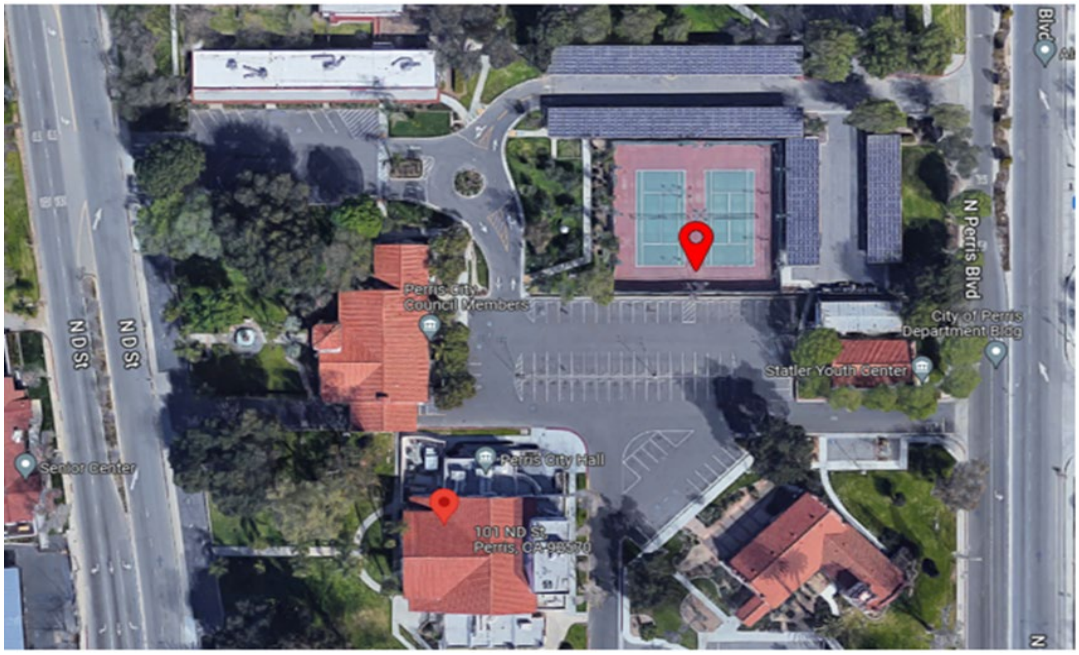
Project Dates:
Begin: FY 21/22
Completion:
Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant - ARPA	120287	119,635	-	-	-	-	$ 119,635
							$ -
							$ -
							$ -
							$ -
Total:		119,635	-	-	-	-	$ 119,635

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	Adopted Budget - ARPA State Grant	250,000		250,000
2022/23	Budget Amend. - ARPA State Grant		317,900	567,900
2022/23	Adopted Budget - Indus. Park DIF	350,000.00		917,900
				917,900
				917,900
				917,900
				917,900
				917,900
				917,900
				917,900
				917,900
				917,900
Total:		$ 600,000	$ 317,900	$ 917,900

As of 6/30/2024



P051 - Foss Field Park Improvements

CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P053**
Project Title: **Paragon Park Improvements**
Managing Department: **Community Services**

Project Description and/or Justification: The project is proposed to update the 15,000 square foot Skate Spot to include preferred features such as: inground bowls, ledges, and a variety of concrete street coarse features designed for both beginning and advance skate users.



Original Budget:	1,500,000
Budget Amendments:	681,612
Total Project Costs:	1,130,509
Available Funds:	1,051,103

Project Dates:
Begin: FY 21/22
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant - ARPA	120287	532,330	-	-	-	-	$ 532,330
External Contribution	157	220,401	-				$ 220,401
DIF - Parks	163	298,372	-				$ 298,372
							$ -
							$ -
Total:		1,051,103	-	-	-	-	$ 1,051,103

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	Adopted Budget - ARPA State Grant	1,500,000		1,500,000
2022/23	Budget Amend. - ARPA State Grant		145,000	1,645,000
2023/24	Parks DIF		261,760	1,906,760
2023/24	External Contribution - Dev. Cont.		238,240	2,145,000
2023/24	Parks DIF		36,612	2,181,612
				2,181,612
				2,181,612
				2,181,612
				2,181,612
				2,181,612
				2,181,612
				2,181,612
Total:		$ 1,500,000	$ 681,612	$ 2,181,612

As of 6/30/2024

Site Location
Aerial Map



CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P054**
Project Title: **Perris Green City Farm Enhancement (Urban Greening)**
Managing Department: **Community Services**

Project Description and/or Justification: The proposed multipurpose trail will utilize existing pathways to support bicycle and pedestrian paths and add new sustainable elements and trees, to connect Foss Field Park to the Perris Green City Farm for increased accessibility, connectivity, and usability to the surrounding communities. The project will include new sustainable elements, trees in support of carbon sequestration; and garden will include additional demonstration space, trees, expansion of a kids' corner, additional garden systems, green trellises, and an outdoor amphitheater to support workforce development, nutrition educational programs, and horticultural workshops.



Original Budget:	680,000
Budget Amendments:	225,000
Total Project Costs:	845,770
Available Funds:	59,230

Project Dates:
Begin: FY 21/22
Completion:

Total Budget Additions (Deletions): **60,000**

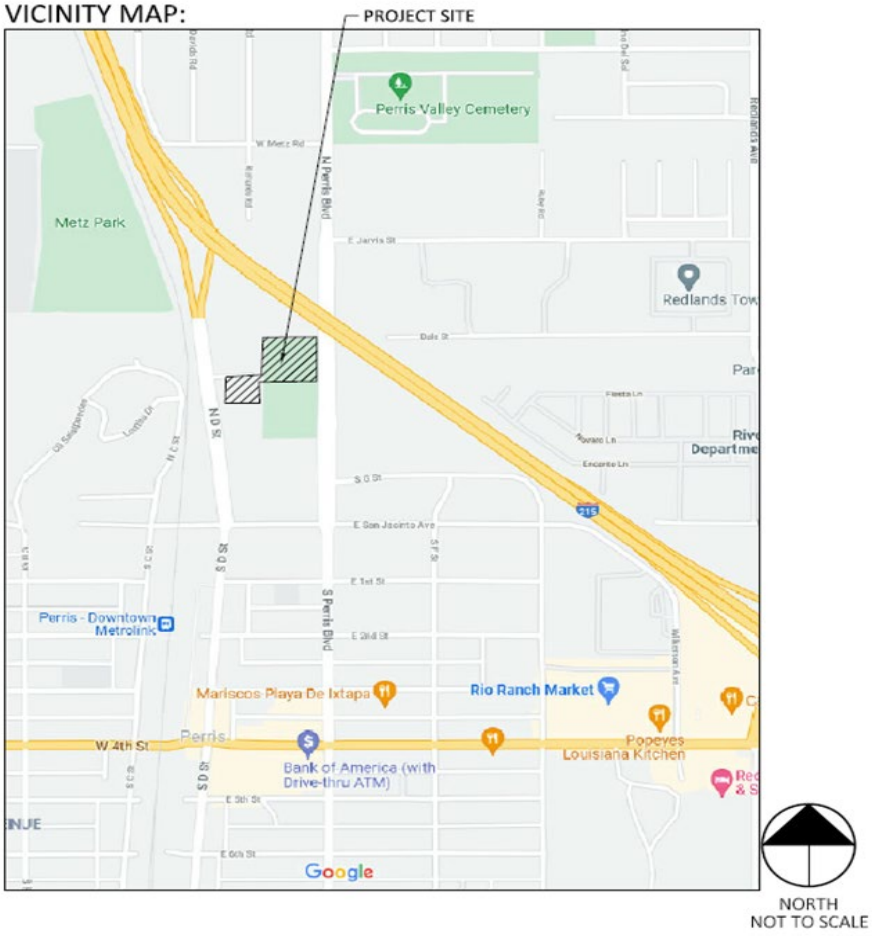
Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant - ATP	119	17,936	-	-	-	-	$ 17,936
State Grant - ARPA	120287	41,294	-	-	-	-	$ 41,294
DIF - Park	163	-	60,000				$ 60,000
							$ -
							$ -
Total:		59,230	60,000	-	-	-	$ 119,230

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	Adopted Budget - State Grant (ATP)	455,000		455,000
2021/22	Adopted Budget - State Grant ARPA	225,000		680,000
2022/23	Budget Amen. -ARPA State Grant		225,000	905,000
2024/25	Park - DIF	60,000		965,000
				965,000
				965,000
				965,000
				965,000
				965,000
				965,000
				965,000
Total:		$ 740,000	$ 225,000	$ 965,000

As of 6/30/2024

VICINITY MAP:



CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P055**
Project Title: **Green Valley Park**
Managing Department: **Community Services**

Project Description and/or Justification: The park is part of the new Green Valley master-planned residential development by Green Valley Recovery Acquisition, LCC. The park is proposed to include a variety of recreational amenities consisting of four soccer fields, two baseball fields, tennis and multipurpose courts, youth playground, skate park, outdoor exercise equipment, walking and jogging trail, among other amenities.



Original Budget:	2,133,516
Budget Amendments:	-
Total Project Costs:	1,443,277
Available Funds:	690,239

Project Dates:
Begin: FY 21/22
Completion:

Total Budget Additions (Deletions): -

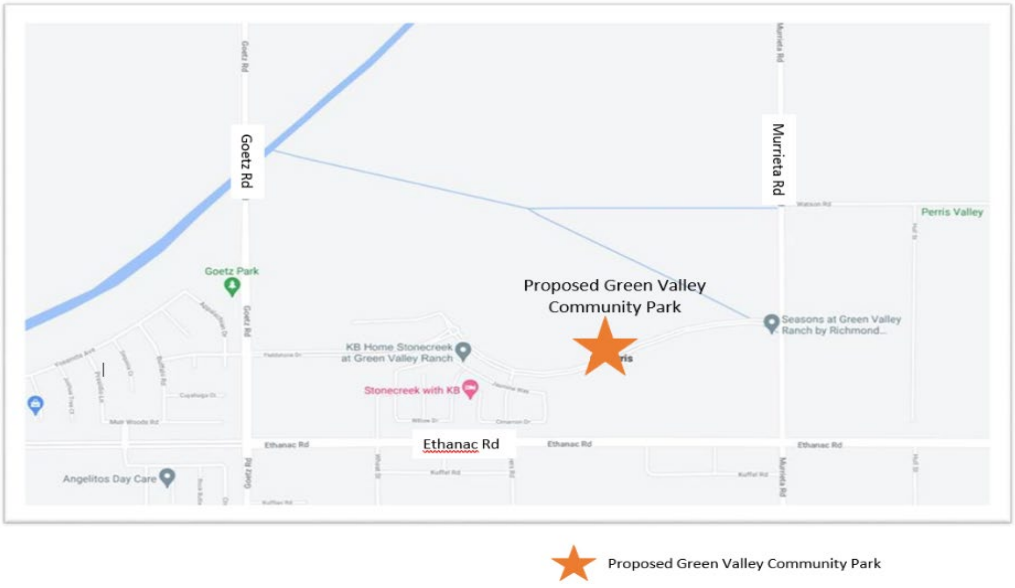
Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
DIF - Green Valley Park	163	690,239	-	-	-	-	$ 690,239
			-	-	-	-	$ -
							$ -
							$ -
							$ -
Total:		690,239	-	-	-	-	$ 690,239

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2021/22	Adopted Budget - Green Vly Park DIF (KB)	1,114,271		1,114,271
2023/24	Adopted Budget - Green Vly Park DIF (Richmond)	1,019,245		2,133,516
				2,133,516
				2,133,516
				2,133,516
				2,133,516
				2,133,516
				2,133,516
				2,133,516
				2,133,516
				2,133,516
Total:		$ 2,133,516	$ -	$ 2,133,516

As of 6/30/2024

Park Project Location



CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P056**
Project Title: **Morgan Park Phase 2.1**
Managing Department: **Community Services**

Project Description and/or Justification: Morgan Park Phase 2.1 - The Morgan Park Phase 2.1 project will expand the new soccer field parking lot and construct improvements on Morgan Street. The proposed street improvements consists of extending East Morgan Street and adding a new decorative roundabout. The proposed parking lot expansion will include additional spaces for approximately 80 new parking stalls.



Original Budget:	2,619,682
Budget Amendments:	(2,940)
Total Project Costs:	384,341
Available Funds:	2,232,401

Project Dates:
Begin: FY 21/22
Completion:

Total Budget Additions (Deletions): **500,000**

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
Construction Fund	154	2,052,272	-	-	-	-	$ 2,052,272
Ext. Contributions- Infrastructure	157	395,396	-	-	-	-	$ 395,396
DIF - Industrial Park	163	-	-	-	-	-	$ -
DIF - Parks	163	384,733	-				$ 384,733
DIF - Transportation	163	-	500,000				$ 500,000
Total:		2,832,401	500,000	-	-	-	$ 3,332,401

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	External Contr. Infrastructure Xsfr from S130	549,504		549,504
2022/23	Xsfr to P036 - Construction Fund	1,999,480	(2,940)	2,546,044
2022/23	Adopted Budget - Measure A	55,732.00		2,601,776
2022/23	Xsfr from P036 - Indus. Park DIF	14,966		2,616,742
2023/24	Industrial Park DIF		200,000	2,816,742
2023/24	Parks DIF		400,000	3,216,742
2024/25	Transportation DIF	500,000		3,716,742
				3,716,742
				3,716,742
				3,716,742
				3,716,742
				3,716,742
Total:		$ 3,119,682	$ 597,060	$ 3,716,742

As of 6/30/2024

Project Location- Morgan Park Phase 2.1



Project Location

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CITY OF PERRIS

Capital Improvement Program Project Details

Project Number: **P057**
Project Title: **Copper Creek Park Renovation Phase II**
Managing Department: **Community Services**

Project Description and/or Justification: The project will improve Copper Creek Park with beautification upgrades and litter abatement. The project will install a new DG walking path, all-inclusive playground area, bioswales, butterfly garden with educational signage, walkway lights, public art pieces representing the history and culture of the community, anti-litter signs, trash receptacles, concrete walking path, picnic tables, benches, barrier fence, and trees. Project will upgrade existing irrigation to improve efficiency, renovate landscape with drought tolerant plants, and fill in the existing v-ditch and underground drainage



Original Budget:	5,593,664
Budget Amendments:	1,346,000
Total Project Costs:	1,833,190
Available Funds:	5,106,474

Project Dates:
Begin: FY 21/22
Completion:

Total Budget Additions (Deletions): -

Funding Sources:	Fund	Project to Date Available	Proposed Plan 2024/2025	Proposed Plan 2025/2026	Proposed Plan 2026/2027	Proposed Plan 2027/2028	Total
State Grant	119	1,303,834					$ 1,303,834
External Contributions	157	147,032					$ 147,032
DIF - Industrial Park	163	2,555,204					$ 2,555,204
DIF - Parks	163	1,050,404					$ 1,050,404
DIF - Public Art	163	50,000					$ 50,000
Total:		5,106,474	-	-	-	-	$ 5,106,474

Budget Amendment Notes

Date	Description / Action	Adopted Budget	Amendment	Amended Budget
2022/23	Request xsfr Ext. Contr. From P043	191,086		191,086
2022/23	Request Budget - Industrial Park DIF	1,500,000		1,691,086
2022/23	State Grant (Clean Air Grant)	2,802,174.00		4,493,260
2022/23	Industrial Park DIF		1,346,000	5,839,260
2023/24	Public Art DIF	50,000		5,889,260
2023/24	Parks DIF	1,050,404		6,939,664
				6,939,664
				6,939,664
				6,939,664
				6,939,664
				6,939,664
				6,939,664
				6,939,664
Total:		$ 5,593,664	$ 1,346,000	$ 6,939,664

As of 6/30/2024


Citrus Ave
Citrus Ave
Oaktree Dr
Oaktree Dr
126 Avocado Ave STE 105, Perris, CA 92571
Cherrytree Dr
Elmtree Dr
Copper Creek Park
Olivetree Dr
Solano Painting Concepts
VigRX Plus
Vitamin & supplement store
Cherrytree Dr
Appletree Dr
Folsom St
Tahoe St
Peppertree Dr
Orozco General Maintenance