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LETTER OF TRANSMITTAL

TO: LANSING COMPANIES
12671 High Bluff Drive Suite 150
San Diego, CA 92130

ATTN: Mr. James Kozak

DATE: July 30, 2015
JOB NO.: 0995-2014-06
SUBJECT: Agua Mansa High Cube Warehouse Traffic Impact Study, County of San Bernardino (Revised 7.30.15)

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REMARKS:
Attached is the Revised Agua Mansa High Cube Warehouse Traffic Impact Study (7.30.15), County of San Bernardino and Response to Comments Letter

Please call me at (949) 474-0809 extension 202 if you have any questions

BY: Bryan Estrada
Senior Transportation Planner

COPIES TO:

j:/rktables/RK10607TB.xls
JN:0995-2014-06

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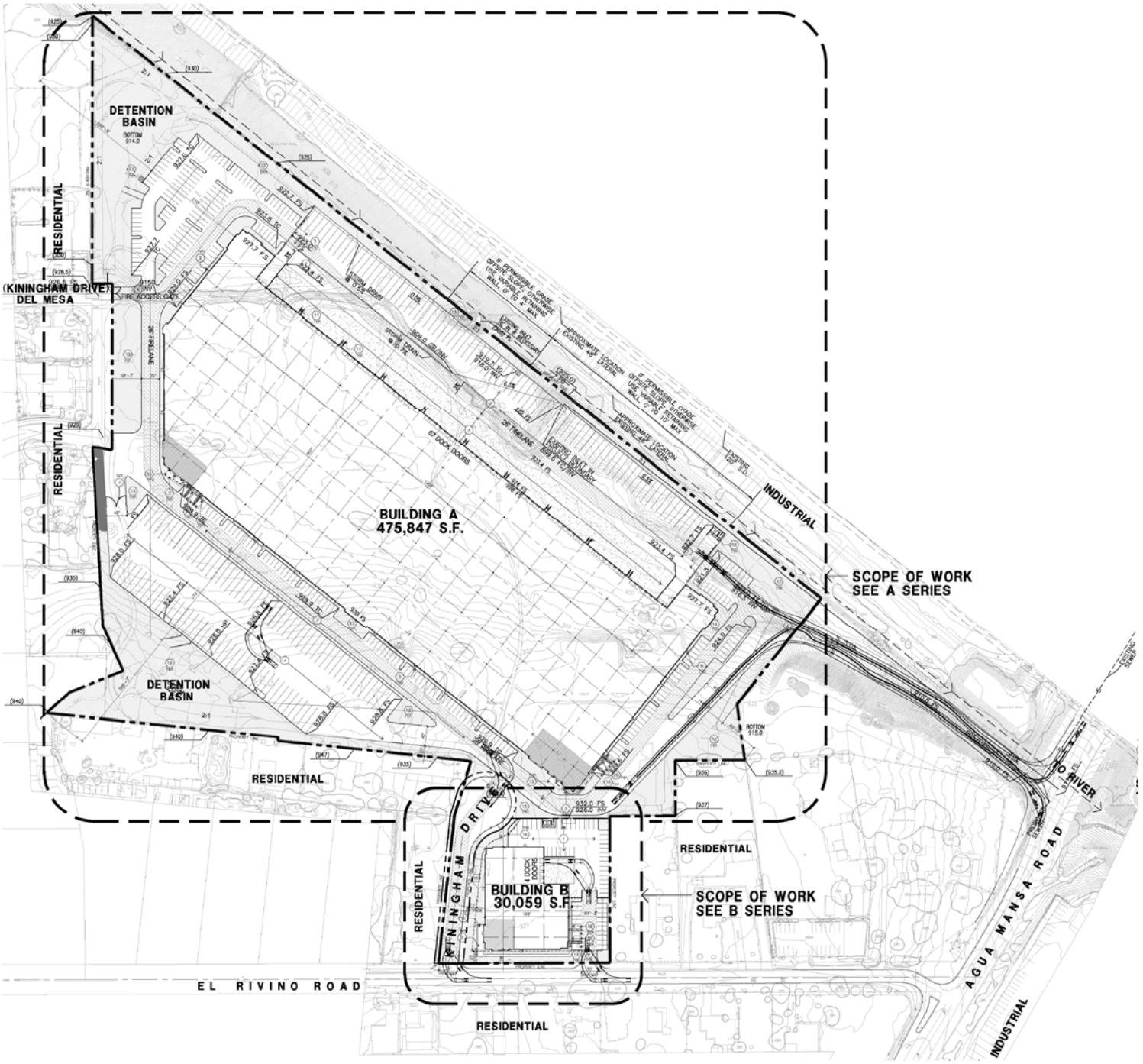
AGUA MANSA HIGH-CUBE WAREHOUSE
TRAFFIC IMPACT STUDY (REVISED 7/31/15)
County of San Bernardino, California



RK engineering group, inc.

RK engineering group, inc.

May 15, 2015

transportation planning • traffic engineering
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Mr. Jim Kozak
LANSING COMPANIES
12671 High Bluff Drive, Suite 150
San Diego, CA 92130

Subject: Agua Mansa High-Cube Warehouse Traffic Impact Study, County of San Bernardino (Revised 5.15.15)

Dear Mr. Kozak:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this revised Traffic Impact Study for the proposed Agua Mansa High-Cube Warehouse Development located in the County of San Bernardino. The project consists of a 475,847 square foot high cube warehouse building and a 30,059 sqaure foot light industrial building. The proposed project is located north of El Rivino Road and west of Agua Mansa Road. Access to the site will be provided via one (1) driveway on Kiningham Drive, one (1) driveway on El Rivino Road, and one (1) driveway on Agua Mansa Road.

This report provides a summary of the findings, analysis procedures, and evaluation of the proposed project with respect to on-site and off-site traffic impacts pursuant to County of San Bernardino requirements. **Based upon our analysis of existing and future traffic volumes, the project would have a less than significant impact at all study area intersections with implementation of the improvements recommended in this report. Therefore, the project can be accommodated within the County of San Bernardino.**

RK Engineering Group, Inc. appreciates this opportunity to work with LANSING COMPANIES on this project and looks forward to working with you again in the future. If you have any questions regarding this study, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER ★ ROBERT KAHN No. 0555 Exp. 12/31/15 TRAFFIC ★ STATE OF CALIFORNIA

Robert Kahn, P.E.
Principal

Bryan Estrada
Senior Transportation Planner

Mario Gutierrez
Engineer II

Attachments

BE:dt/RK10607.DOC
JN:0995-2014-06

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AGUA MANSA HIGH-CUBE WAREHOUSE
TRAFFIC IMPACT STUDY (REVISED 5.15.15)
County of San Bernardino, California

Prepared for:

LANSING COMPANIES
12671 High Bluff Drive, Suite 150
San Diego, CA 92130

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
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Robert Kahn, P.E.
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Mario Gutierrez

May 15, 2015

BE:dt/RK10607.DOC
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Appendices

1.0 Introduction

1.1 Purpose of Report and Study Objectives

The purpose of this traffic study is to assess the impacts of the proposed Agua Mansa High-Cube Warehouse development. The project is located north of El Rivino Road and west of Agua Mansa Road in an unincorporated area of the County of San Bernardino. The location of the project site is presented on Exhibit A. It should be noted that this traffic study follows the scope of work detailed in the Memorandum of Understanding approved by the County of San Bernardino.

A CMP (Congestion Management Program) traffic impact analysis is not required for this project based on the project's trip generation. The proposed development is projected to generate approximately 104 vehicles during the AM peak hour and 112 vehicles during the PM peak hour, which are less than the 250 trips per hour threshold necessary for requiring a CMP traffic impact analysis. It should be noted that the project trip generation has been converted to passenger car equivalents (PCE).

The introduction to this report presents an overview of the project and provides a brief description of the study area. The analysis methodologies used to evaluate the impacts of the project are described, and the definitions of roadway system deficiencies and significant project impacts are presented in the context of County of San Bernardino requirements.

Subsequent sections of the report will describe the project in detail and provide a complete description of existing and projected traffic conditions within the study area.

1.2 Site Location and Study Area

The project is located north of El Rivino Road and west of Agua Mansa Road in an unincorporated area of the County of San Bernardino. The project location is indicated on the Location Map, provided in Exhibit A. The plan for this project would consist of developing a 475,847 square foot high-cube warehouse building and 30,059 light industrial building. The site plan is shown on Exhibit B.

Access to the site will be provided via one (1) driveway on Kiningham Drive, one (1) driveway on El Rivino Road, and one (1) driveway on Agua Mansa Road.

Pursuant to discussions with County of San Bernardino staff, the following study area intersections have been analyzed in the traffic impact study:

North-South Street	East-West Street
Cedar Avenue/Rubidoux Boulevard	El Rivino Road
Cactus Avenue	El Rivino Road
Hall Avenue	El Rivino Road
Kiningham Drive	El Rivino Road
Project Access 1	El Rivino Road
Agua Mansa Road	El Rivino Road
Agua Mansa Road	Project Access 2
Riverside Avenue	Agua Mansa Road

1.3 Analysis Methodologies

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. This traffic impact study has evaluated project impacts during AM and PM peak hour conditions. The following analysis years are considered in this study:

- Existing Conditions (Year 2014)
- Project Opening Year (2017) Conditions
    - With Ambient Growth Only
    - With Ambient Growth Plus Project
    - With Ambient Growth Plus Related Projects
    - With Ambient Growth Plus Related Projects Plus Project
- Project Buildout Year (2035) Conditions (without and with Project)

Both the overall methodologies used to develop future traffic volume forecasts and the explicit traffic operations analysis methodologies are summarized herein. The study includes an analysis of traffic impacts without and with the project.

1.3.1 Overall Analysis Methodology

Traffic conditions were evaluated in this report for the following conditions:

- Existing Conditions
- Project Opening Year (2017) Without Related Projects Without Project Conditions
- Project Opening Year (2017) Without Related Projects With Project Conditions
- Project Opening Year (2017) With Related Projects Without Project Conditions
- Project Opening Year (2017) With Related Projects With Project Conditions
- Buildout Year (2035) Without Project Conditions
- Buildout Year (2035) With Project Conditions

Traffic count data at the study area intersections were compiled for RK in June 2014.

To account for area wide growth on roadways, Project Completion (Year 2017) volumes have been calculated based on a two percent (2%) annual growth rate of existing traffic volumes over a three-year period. It is estimated that there would be an approximate 6% increase in traffic for Opening Year (2017) conditions.

Additionally, traffic from other related developments expected to be in operation were included for Opening Year (2017) With Related Projects conditions.

Buildout Year (2035) traffic volumes have been obtained from the San Bernardino Transportation Analysis Model (SBTAM), provided by the San Bernardino Associated Governments (SANBAG) Planning Department. All related developments have been have been added to the traffic model to show worst case scenario. Buildout Year (2035) Peak Hour volumes were converted from Peak Period volumes using the following conversion model formulas for each intersection movement:

AM Peak Period Volume * 0.38 = AM Peak Hour Volume
PM Peak Period Volume * 0.28 = PM Peak Hour Volume

1.3.2 Traffic Operations Analysis

The current technical guide to the evaluation of traffic operations is the Highway Capacity Manual (HCM2000) (*Transportation Board Special Report 209*). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

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

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

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

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

- LOS D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

Uninterrupted flow is generally found only on limited access (freeway) facilities in urban areas. The level of service is based on Table 3-1 in the Highway Capacity Manual.

The definitions of the level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service

at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are calculated using the HCM methodology.

For signalized intersections, average control delay per vehicle is used to determine the level of service. Levels of service at signalized study intersections have been evaluated using the HCM intersection analysis program.

Study area intersections, which are stop sign controlled with stop control on the minor street only, have been analyzed using the unsignalized intersection methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected, describing the intersection configuration and traffic volumes at these locations, the level of service has been calculated. The level of service is determined based on the worst individual movement or movements sharing a single lane. The relationship between level of service and delay is different than for signalized intersections.

The levels of service are defined for the various analysis methodologies as follows:

LOS	Average Total Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	0.00 - 10.00	0.00 - 10.00
B	10.01 - 20.00	10.01 - 15.00
C	20.01 - 35.00	15.01 - 25.00
D	35.01 - 55.00	25.01 - 35.00
E	55.01 - 80.00	35.01 - 50.00
F	>80.01	>50.01

Signalized intersections are considered deficient (LOS F) if the overall intersection critical V/C ratio equals to or exceeds 1.0, even if the level of service defined by the delay value is below the defined LOS standard.

The LOS analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two (2) seconds per phase in accordance with County of San Bernardino Draft Interim Traffic Impact Study Guidelines recommended default values. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate times for pedestrian crossings have also been considered in the signalized intersection analysis. For all movements, a minimum green time of ten (10) seconds has been used.

Saturation flow rates of 1,800 vehicles per hour of green (vphg) for through and right turn lanes, 1,700 vehicles for single left turn lanes, and 1,600 vehicles per lane for dual left turn lanes have been assumed for the capacity analysis.

Existing conditions peak hour factors have been calculated based upon the traffic counts gathered at the study area intersection within the past 12 months. Existing peak hour factors have been used for Project Opening Year (2017). For Buildout Year (2035) conditions, peak hour factors have been adjusted upwards to 0.95 to account for the more consistent flow of traffic expected as congestion increases.

1.4 Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the County of San Bernardino General Plan requirements.

Deficiency

The definition of an intersection deficiency has been obtained from the County of San Bernardino General Plan guidelines. The guidelines state that peak hour intersection operations of LOS D or better are generally acceptable during the peak hours in the Valley Region. Therefore, any intersection operating at LOS E or LOS F will be considered deficient.

Significant Impact

The County of San Bernardino Draft Interim Traffic Impact Study Guidelines state that the following criteria shall be used to determine if the addition of project traffic should be considered to have significant impact and feasible measures must be identified to mitigate the impacts.

1. Signalized Intersections:

   Any study intersection that is operating at LOS A, B, C, or D for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to LOS E or F shall mitigate the impact to bring the intersection back to at least LOS D.

   Any study intersection that is operating at LOS E or F for any study scenario without project traffic shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added.

2. Unsignalized Intersections:

   An impact is considered significant if the study determines that either section a) or both sections b) and c) occur.

   a) The addition of project related traffic causes the intersection to move from LOS D or better to LOS E or worse.

OR

b) The project contributes additional traffic to an intersection that is already projected to operate at LOS E or F with background traffic.

AND

c) One or both of the following conditions are met:

    1. The project adds ten (10) or more peak hour trips to any approach.

    2. The intersection meets the peak hour traffic signal warrant after the addition of the project traffic.

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2.0 Project Conditions

This section of the report summarizes existing roadway and traffic conditions in the study area. The number of through travel lanes for existing roadways and intersection controls are presented, along with existing traffic count data collected for this study. This data was used to analyze existing traffic operations in the study area. Existing plans for roadway improvements are also described in this section.

2.1 Existing Roadway System

The number of through travel lanes for existing roadways and intersection controls within the study area are presented on Exhibit C.

2.2 Existing Peak Hour Traffic Volumes

Existing peak hour intersection turning movement volumes are presented on Exhibit D. Explicit peak hour factors have been calculated using the data collected for this effort. The average daily traffic (ADT) volumes were estimated by factoring up from peak hour counts conducted for RK.

Existing conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in June 2014. The AM peak hour traffic volumes were determined by counting the two-hour period between 7:00 AM and 9:00 AM. Similarly, the PM peak hour traffic volumes were identified by counting the two-hour period between 4:00 PM and 6:00 PM. The traffic count worksheets are included in Appendix A.

RK conducted 24-Hour Two-Way average daily traffic (ADT) volumes counts along El Rivino Road, west of Kiningham Drive. The ADT traffic count worksheet is provided in Appendix A, and the counts are provided in Exhibit D.

Existing ADT on roadways within the study area are also shown on Exhibit D. ADT volumes were factored up from the PM peak hour counts using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) * 12 = Leg Volume

2.3 Existing Traffic Operations

Existing peak hour traffic operations have been evaluated for both the AM and PM peak hours of traffic at the study area intersections, and represent year 2014 conditions. The results of this analysis are summarized in Table 1, along with the existing intersection geometrics and traffic control devices at the analysis locations.

All study area intersections are operating at acceptable levels of service during the peak hours. The operations analysis worksheets for Existing traffic conditions are included in Appendix B.

2.4 General Plan Circulation Element

The County of San Bernardino Circulation Element in the vicinity of the project is shown on Exhibit E. The project has direct access to El Rivino Road and it is classified as a Secondary Highway and has a right-of-way width of 88 feet. The project also has direct access to Agua Mansa Road and it is classified as a Major Highway and has a right-of-way width of 104 feet. The development would need to provide sufficient dedication to accommodate the ultimate buildout width of this roadway.

3.0 Project Traffic

This section describes the project land uses and traffic characteristics for each of the future years analyzed.

3.1 Project Description

The project site plan is presented on Exhibit B. The project will consist of constructing a 475,847 square foot high-cube warehouse building and a 30,059 sqaure foot light industrial building. The estimated project completion date for this development is Opening Year 2017.

3.2 Project Traffic

The traffic related to the project has been calculated in accordance with the following accepted procedural steps:

- Trip Generation
- Trip Distribution
- Trip Assignment

These steps are described in detail below.

3.2.1 Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The traffic generation for the proposed project is based upon the specific land uses that have been planned for the development. The trip generation has been based on a 475,847 square foot high-cube warehouse and a 30,059 sqaure foot light industrial building.

Trip generation rates for the proposed project's land uses are shown in Table 2. The trip generation rates are based upon the Institute of Transportation Engineers (ITE) Trip Generation, 9th edition, 2012.

This project is expected to attract a significant amount of heavy vehicle traffic due to the specific operational characteristics of the site. This would be mainly the hauling of freight by large multi-axle trucks. Large trucks generally occupy more space on the roadway; therefore, in order to show the equivalent impacts of the trucks at this site, the project trip generation has been converted to passenger car equivalents (PCE). The *City of Fontana Truck Trip Generation Study for Heavy Warehouse Uses, August 2003* was used to estimate the heavy vehicle mix for this project. The PCE factors used for this project are based on County of San Bernardino standards and are as follows:

Vehicle Type	**PCE Factor**	**Vehicle Mix**
Passenger Car	1.0	0.7957
2 Axle Trucks	1.5	0.0346
3 Axle Trucks	2.0	0.0464
4+ Axle Trucks	3.0	0.1233

The adjusted PCE trip generation rates are shown on Table 2. Both peak hour and daily project trip generation for the proposed project, with PCE's, are shown in Table 3.

The project is projected to generate an adjusted total of 1,321 trip-ends per day, with 104 vehicles per hour during the AM peak hour and 112 vehicles per hour during the PM peak hour.

3.2.2 Project Trip Distribution and Assignment

The trip distribution and assignment process represents the directional orientation of traffic to and from the project site. The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, proposed arterial highway, and local street systems that would be in place by the time of initial occupancy of the project. Detailed routing assumptions are included on Exhibits F and G (Passenger Vehicles/Truck Trip Distribution). There are currently weight limit and truck hauling route restrictions on El Rivino Road; therefore, all trucks must use the Agua Mansa Road driveway to access the project site.

3.2.3 Project Traffic Volume Forecasts

The project traffic volume forecasts have been developed by applying the trip generation and distribution calculations. The traffic volumes attributable to the proposed project are presented on Exhibit H.

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4.0 Future Traffic Conditions

This section of the report describes the development of future traffic volume forecasts, and presents the resulting traffic volumes that will be used in the traffic operations analysis. Future traffic conditions have been evaluated for Project Opening Year (2017) Without Related Projects With and Without Project conditions, Project Opening Year (2017) With Related Projects With and Without Project conditions and Buildout Year (2035) With and Without Project conditions.

4.1 Related Developments

This project is located within the sphere of influence of the City of Riverside, the City of Rialto, the City of Fontana, and the City of Jurupa Valley. All potential development projects within the nearby jurisdictions have been considered as related projects. Exhibit I shows the locations of the related developments. Table 4 shows the trip generation for the related projects, based on the known project descriptions. Only the Cities of Jurupa Valley and Rialto had related projects within the study area.

Exhibits J-1 to J-4 contain the directional distribution and assignment of the Related Projects traffic. The Related Project's AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit K.

4.2 Project Opening Year (2017) Conditions

To account for area wide growth on roadways, Project Completion (Year 2017) volumes have been calculated based on a two percent (2%) annual growth rate of existing traffic volumes over a three-year period. It is estimated that there would be an approximate 6% increase in traffic for Opening Year (2017) conditions.

This growth in traffic has been added to peak hour and daily traffic volumes on surrounding roadways.

4.3 Buildout Year (2035) Conditions

Buildout Year (2035) traffic volumes have been obtained from the SBTAM, provided by the SANBAG Planning Department. All related development traffic has been added to the SBTAM model as a worst case scenario. A copy of the Future Year 2035 SBTAM plots has been included in Appendix C.

5.0 Future Traffic Operations Analysis

Analysis of Project Opening Year (2017) conditions is presented first, followed by the analysis of Buildout Year (2035) conditions.

5.1 Project Opening Year (2017) Traffic Operations

The operations analysis for Project Opening Year (2017) conditions examined four (4) scenarios: Project Opening Year (2017) Without Related Projects Without Project, Project Opening Year (2017) Without Related Projects With Project, Project Opening Year (2017) With Related Projects Without Project and Project Buildout (Year 2017) With Related Projects With Project. Each of these conditions is discussed in the remainder of this section.

5.1.1 Project Opening Year (2017) Without Related Projects Without Project Conditions

To account for area wide growth on roadways, Project Completion (Year 2017) volumes have been calculated based on a two percent (2%) annual growth rate of existing traffic volumes over a three-year period. It is estimated that there would be an approximate 6% increase in traffic for Opening Year (2017) conditions. Project Opening Year (2017) Without Related Projects Without Project peak hour intersection turning movement volumes are presented on Exhibit L. The intersection operations analysis for Project Opening Year (2017) Without Related Projects Without Project traffic conditions is summarized in Table 5. For the Project Opening Year (2017) Without Related Projects Without Project traffic conditions, the existing intersection geometrics were used for analysis.

As shown in Table 5, all study intersections are projected to operate at or above the acceptable levels of service during Project Opening Year (2017) Without Related Projects Without Project peak hour traffic conditions, with the expectation of the following intersection that is operating at an unacceptable level of service during the peak hours:

North-South Street	East-West Street	Delay (sec.)		LOS	
		AM	PM	AM	PM
Agua Mansa Road	El Rivino Road	18.7	97.8	C	F

The operations analysis worksheets for Project Opening Year (2017) Without Related Projects Without Project traffic conditions are included in Appendix D.

5.1.2 Project Opening Year (2017) Without Related Projects With Project Conditions

Project Opening Year (2017) Without Related Projects With Project traffic volumes were calculated by adding project volumes to Project Opening Year (2017) Without Related Projects Without Project traffic volumes. Project Opening Year (2017) Without Related Projects With Project peak hour intersection turning movement volumes are presented on Exhibit M. The intersection operations analysis for Project Opening Year (2017) Without Related Projects With Project traffic conditions is summarized in Table 6. For the Project Opening Year (2017) Without Related Projects With Project traffic conditions, the improvements from the proposed project driveways were used for the intersection geometrics.

As shown in Table 6, the following intersection is projected to continue to operate below the acceptable levels of service during Project Opening Year (2017) Without Related Projects With Project peak hour traffic conditions.

- Agua Mansa Road (NS) at El Rivino Road (EW)

.

Recommended improvements have been made to the above listed intersection to mitigate project impacts and restore the level of delay established prior to project traffic being added for Opening Year (2017) Without Related Projects conditions. This impact is considered direct and the project would be responsible for implementing the recommended improvements to restore the intersection to acceptable levels of service. The improvement costs are shown in Table 11.

The operations analysis worksheets for Project Opening Year (2017) Without Related Projects With Project traffic conditions are included in Appendix E.

5.1.3 Project Opening Year (2017) With Related Projects Without Project Conditions

Project Opening Year (2017) With Related Projects Without Project traffic volumes have been calculated based on a two percent (2%) annual growth rate of existing traffic volumes over a three-year period and the addition of other related developments trip generation in the study area. Project Opening Year (2017) With Related Projects Without Project peak hour intersection turning movement volumes are presented on Exhibit N. The intersection operations analysis for Project Opening Year (2017) With Related Projects Without Project traffic conditions is summarized in Table 7. For the Project Opening Year (2017) With Related Projects Without Project traffic conditions, the existing intersection geometrics were used for analysis.

As shown in Table 7, the following intersection is projected to continue to operate below the acceptable levels of service during Project Opening Year (2017) With Related Projects Without Project peak hour traffic conditions.

- Agua Mansa Road (NS) at El Rivino Road (EW)

The operations analysis worksheets for Project Opening Year (2017) With Related Projects Without Project traffic conditions are included in Appendix F.

5.1.4 Project Opening Year (2017) With Related Projects With Project Conditions

Project Opening Year (2017) With Related Projects With Project traffic volumes were calculated by adding project volumes to Project Opening Year (2017) With Related Projects Without Project traffic volumes. Project Opening Year (2017) With Related Projects With Project peak hour intersection turning movement volumes are presented on Exhibit O. The intersection operations analysis for Project Opening Year (2017) With Related Projects With Project traffic conditions is summarized in Table 8. For the Project Opening Year (2017) With Related Projects With Project traffic conditions, the improvements from the proposed project driveways were used for the intersection geometrics.

As shown in Table 8, the following intersections are projected to continue to operate below the acceptable levels of service during Project Opening Year (2017) With Related Projects With Project peak hour traffic conditions.

- Cedar Avenue (NS) at El Rivino Road (EW)
- Agua Mansa Road (NS) at El Rivino Road (EW)

Recommended improvements have been made to the above listed intersections to mitigate project impacts and restore the level of delay established prior to project traffic being added for Opening Year (2017) With Related Projects conditions. This impact is considered cumulative and the project would be responsible to contribute fair share towards the cost of improvements. The improvement costs and fair share contributions are shown in Table 12.

The operations analysis worksheets for Project Opening Year (2017) With Related Projects With Project traffic conditions are included in Appendix G.

5.2 Buildout Year (2035) Traffic Operations

The operations analysis for Buildout Year (2035) conditions examined two scenarios: Buildout Year (2035) Without Project and Buildout Year (2035) With Project. Each of these conditions is discussed in the remainder of this section.

5.2.1 Buildout Year (2035) Without Project Conditions

Buildout Year (2035) Without Project traffic volumes were calculated using traffic projections from the SBTAM. It is assumed all related developments have been accounted for in the traffic model. Buildout Year (2035) Without Project peak hour intersection turning movement volumes are presented on Exhibit P. The intersection operations analysis for Buildout Year (2035) Without Project traffic conditions is summarized in Table 9. For the Buildout Year (2035) Without Project traffic conditions, the existing intersection geometrics were used for analysis.

As shown in Table 9, the following intersections are projected to operate below the acceptable levels of service during Buildout Year (2035) Without Project peak hour traffic conditions.

- Cedar Avenue (NS) at El Rivino Road (EW)
- Agua Mansa Road (NS) at El Rivino Road (EW)
- Riverside Avenue (NS) at Agua Mansa Road (EW)

The operations analysis worksheets for Buildout Year (2035) Without Project traffic conditions are included in Appendix H.

5.2.2 Buildout Year (2035) With Project Conditions

Buildout Year (2035) With Project traffic volumes were calculated using traffic projections from the SBTAM. It is assumed all related developments have been accounted for in the traffic model. Buildout Year (2035) With Project peak hour intersection turning movement volumes are presented on Exhibit Q. The intersection operations analysis for Buildout Year (2035) With Project traffic conditions is summarized in Table 10. For the Buildout Year (2035) With Project traffic conditions, the improvements from the proposed project driveways were used for the intersection geometrics.

As shown in Table 10, the following intersections are projected to continue to operate below the acceptable levels of service during Buildout Year (2035) With Project peak hour traffic conditions.

- Cedar Avenue (NS) at El Rivino Road (EW)
- Hall Avenue (NS) at El Rivino Road (EW)
- Agua Mansa Road (NS) at El Rivino Road (EW)
- Riverside Avenue (NS) at Agua Mansa Road (EW)

Recommended improvements have been made to the above listed intersections to mitigate project impacts and restore the level of delay established prior to project traffic being added for Buildout Year (2035) conditions. This impact is considered cumulative and the project would be responsible to contribute fair share towards the cost of improvements. The improvement costs and fair share contributions are shown in Table 13.

The operations analysis worksheets for Buildout Year (2035) With Project traffic conditions are included in Appendix I.

5.3 Truck Hauling Routes

Trucks should use the major arterial highways whenever possible for hauling routes and avoid smaller collector streets near the project. A truck hauling route map has been provided to show the preferred path of travel for trucks to the freeway system. Truck Hailing Routes is provided on Exhibit R. There are currently restrictions for trucks on El Rivino Road. All trucks must use the project access along Agua Mansa to access the site.

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6.0 Site Access Analysis

The proposed project would have three (3) access driveways to the adjacent roadway system. The following driveways are proposed

1. Project Access 1 (NS) at El Rivino Road (EW) – Unsignalized, full access
2. Agua Mansa Road (NS) at Project Access 2 (EW) – Signalized, full access
3. Kiningham Drive (NS) at Project Access 3 (EW) – Unsignalized, full access

The project driveways have been reviewed with respect to truck turning movements and recommendations have been made to accommodate a WB-67 truck classification. Roadway widening along Agua Mansa Road will need to be provided. Please see Exhibit T for more details.

6.1 Traffic Signal Warrant Analysis

Traffic signal warrants have been analyzed for the following intersection:

North-South Street	East-West Street
Agua Mansa Road	Project Access 2

The study area intersection of Agua Mansa Road at Project Access 2 is expected to provide access to passenger vehicles and all trucks. Based upon the peak hour signal warrant analysis, this intersection is not projected to warrant a traffic signal for both Opening Year and Buildout Year With Project conditions due to the low volume on the minor street approach. However, based on the volume of truck traffic generated by the site and sight distance restrictions along Agua Mansa Road, RK recommends installing a traffic signal to increase vehicular safety.

A traffic signal warrant analysis is also provided for the intersection of El Rivino Road at Agua Mansa Road. A traffic signal will be required to mitigate impacts under future cumulative with related project conditions.

The traffic signal warrant worksheets are included in Appendix K.

It should be noted that an additional Caltrans traffic signal warrant analysis can be done prior to installing the traffic signal.

6.2 Agua Mansa Road at Project Access 2 (Easterly Driveway)

6.2.1 Sight Distance

At unsignalized intersections, a substantially clear line of sight (corner sight distance) should be maintained between the driver of a vehicle, bicyclist or pedestrian waiting at the crossroad and the driver of an approaching vehicle (along the main highway). Line of sight for all users should be included in right of way. Adequate time must be provided for the waiting user to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed. Corner sight distance requirements provide 7 1/2 seconds for the driver on the crossroad to complete the necessary maneuver while the approaching vehicle travels at the assumed design speed of the main highway.

Corner sight distance requirements are based on the design speed of the main highway, not the actual posted speed limit. Agua Mansa Road is designated as a Major Highway in the County of San Bernardino's Circulation Element. The design speed for this roadway would be approximately 45 MPH. Based on Table 405.11A of the Caltrans Highway Design Manual 2012, **the minimum required corner sight distance to be provided for the unsignalized project access driveway is 495 feet.**

Exhibits S-1 and S-2 show the sight distance diagrams for the signalized project access driveway on Agua Mansa Road, and the Caltrans sight distance standards are provided in Appendix L.

6.2.2 Truck Circulation

Exhibit T shows the truck turning template for WB-67 semi-trucks. As seen in Exhibit T, the proposed site plan is sufficient for WB-67 trucks, or smaller, to enter the proposed signalized driveway on Agua Mansa Road. A wide southbound right turn lane and dedicated northbound left turn lane should be provided to allow trucks adequate space to complete a turn into the site without conflicting with exiting vehicles or being required to cross over into the opposite lane of travel. In order to accommodate this access, Agua Mansa Road would need to be widening along the easterly side.

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7.0 Recommendations

7.1 Site Access

I. Sight distance at all project access points should be reviewed with respect to Caltrans and County of San Bernardino sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

II. Install a traffic signal at Agua Mansa Road at Project Access 2.

III. Install stop signs, stop bars, and stop legends at all unsignalized project access points.

7.2 Off-Site Improvements

Recommendations for the project are graphically depicted on Exhibits U.

I. Complete any remaining half-section improvements to the east side of Agua Mansa Road, adjacent to the site. This would require widening Agua Mansa Road to accommodate the proposed access configuration and may also require providing designated right-of-way for the ultimate buildout width and constructing landscaping and parkway improvements.

II. Install northbound left turn lane on Agua Mansa Road at Project Access and provide additional roadway widening on Agua Mansa to accommodate wider southbound right turn lane.

III. Additional widening along the east side of Agua Mansa Road, between the project access and El Rivino Road, will be needed to allow sufficient space for roadway transition.

IV. Install northbound thru lane on Agua Mansa Road at El Rivino Road. A traffic signal will be required at this location under future cumulative with related project conditions.

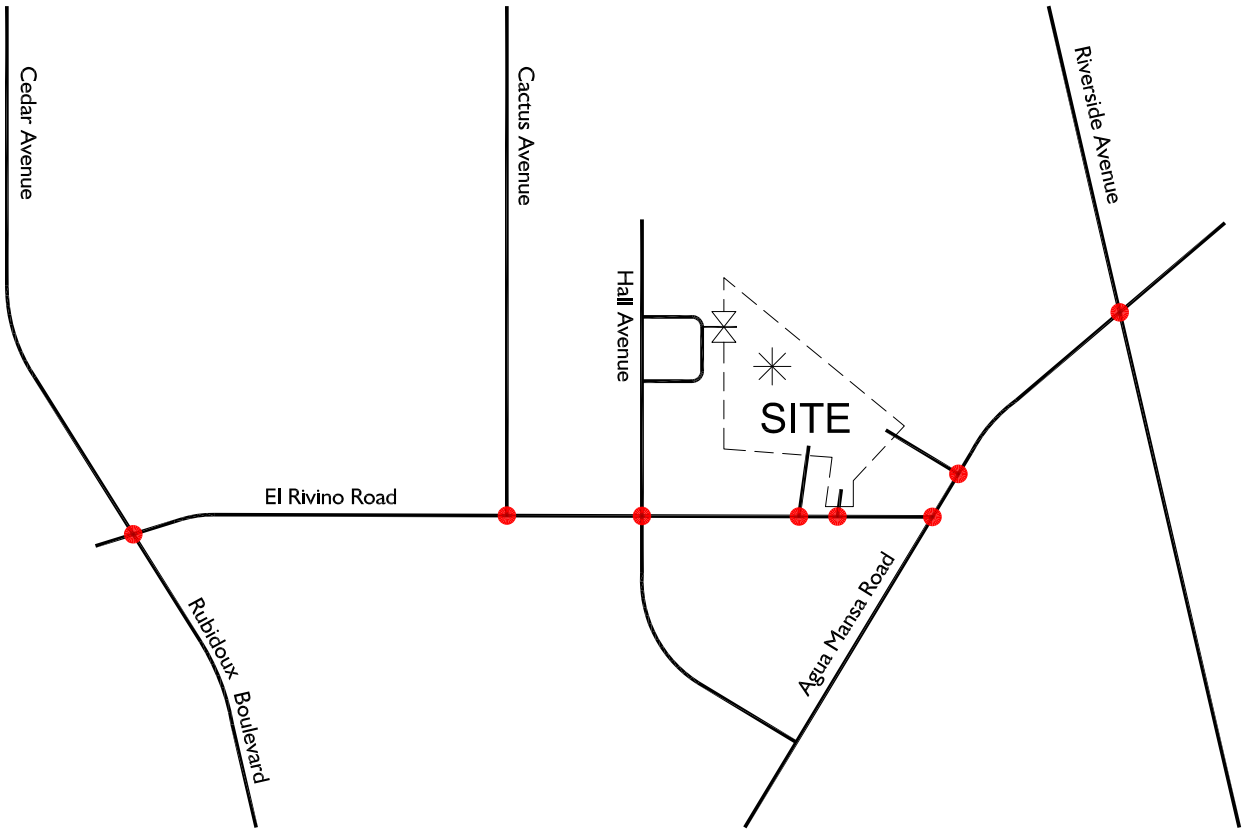
V. The project should contribute towards the cost of the recommended off-site intersection improvements for cumulative impacts on a fair-share or "pro-rata" basis. Tables 12 and 13 show the recommended off-site intersection improvements and estimated costs. The estimated cost of improvements is based on the County of San Bernardino's Construction Cost Estimate for the Congestion Management Plan, shown in Appendix L.

7.3 Conclusions

Based upon the results of this analysis, the proposed Agua Mansa High-Cube Warehouse project can be accommodated within the County of San Bernardino's circulation system with the implementation of the recommendations listed in this report. A copy of the approved Memorandum of Understanding is provided in Appendix M.

Exhibits

Exhibit A
Location Map



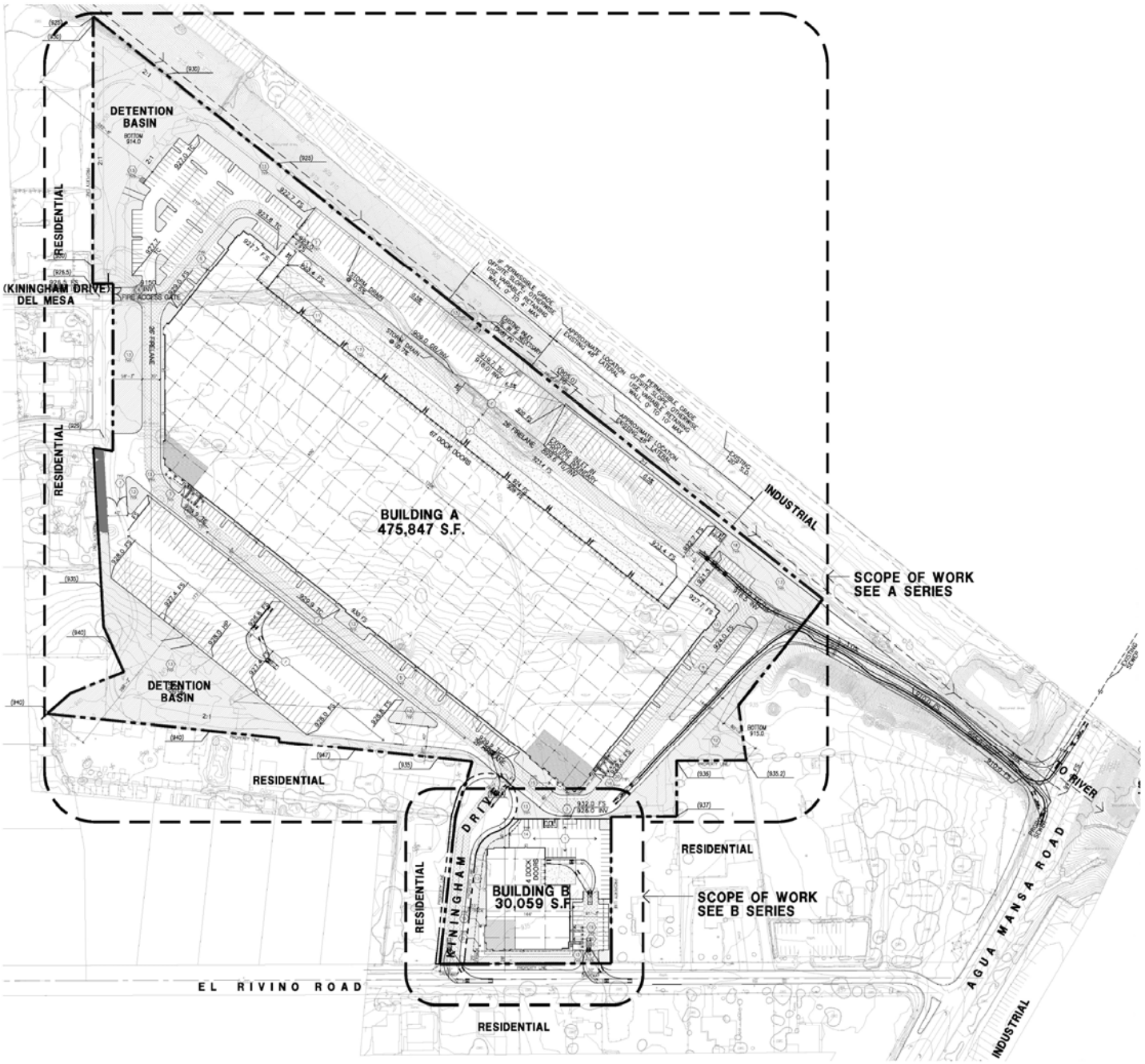
Legend:

● = Study Area Intersection

⋈ = Emergency Access Only

N

Exhibit B
Site Plan

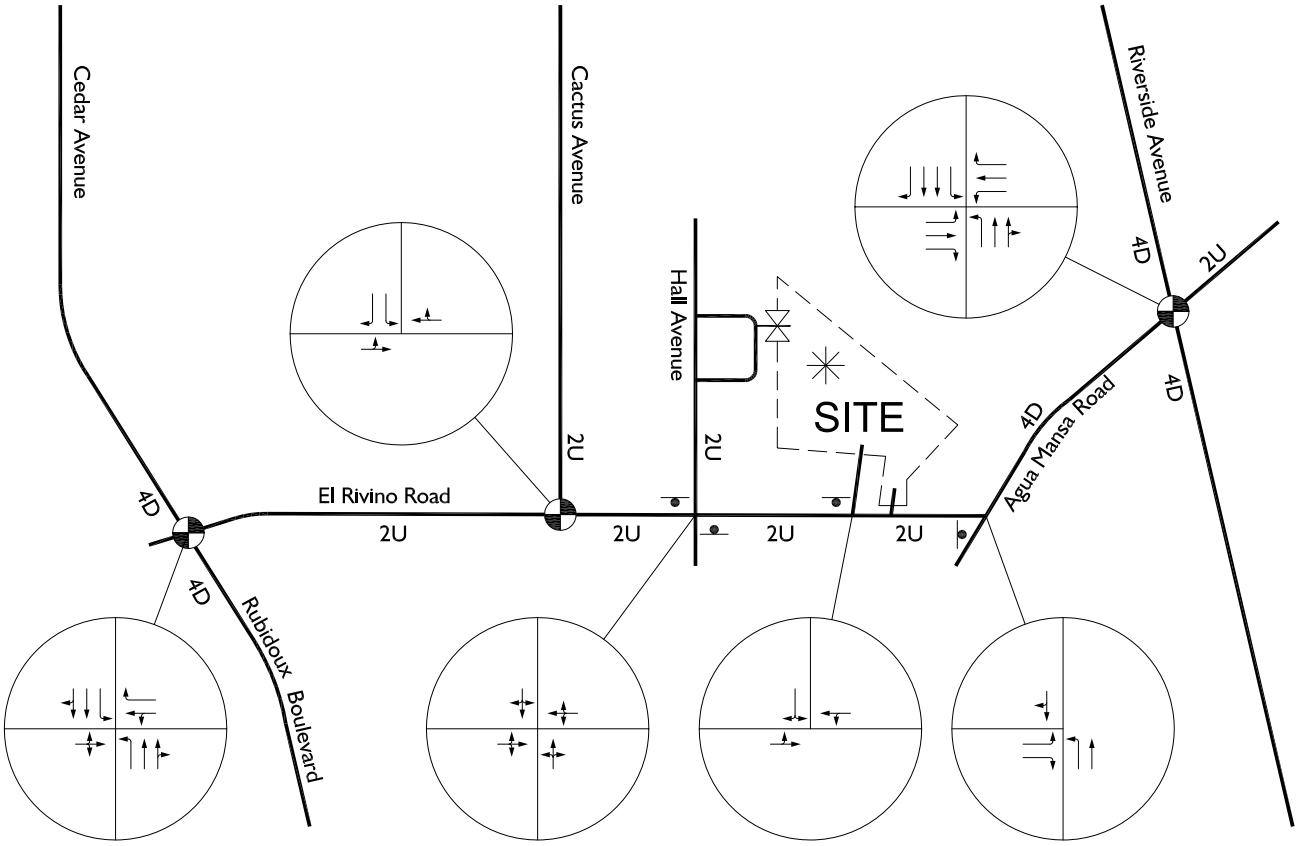


N

RK engineering group, inc.

Exhibit C

Existing Lane Geometry and Traffic Controls



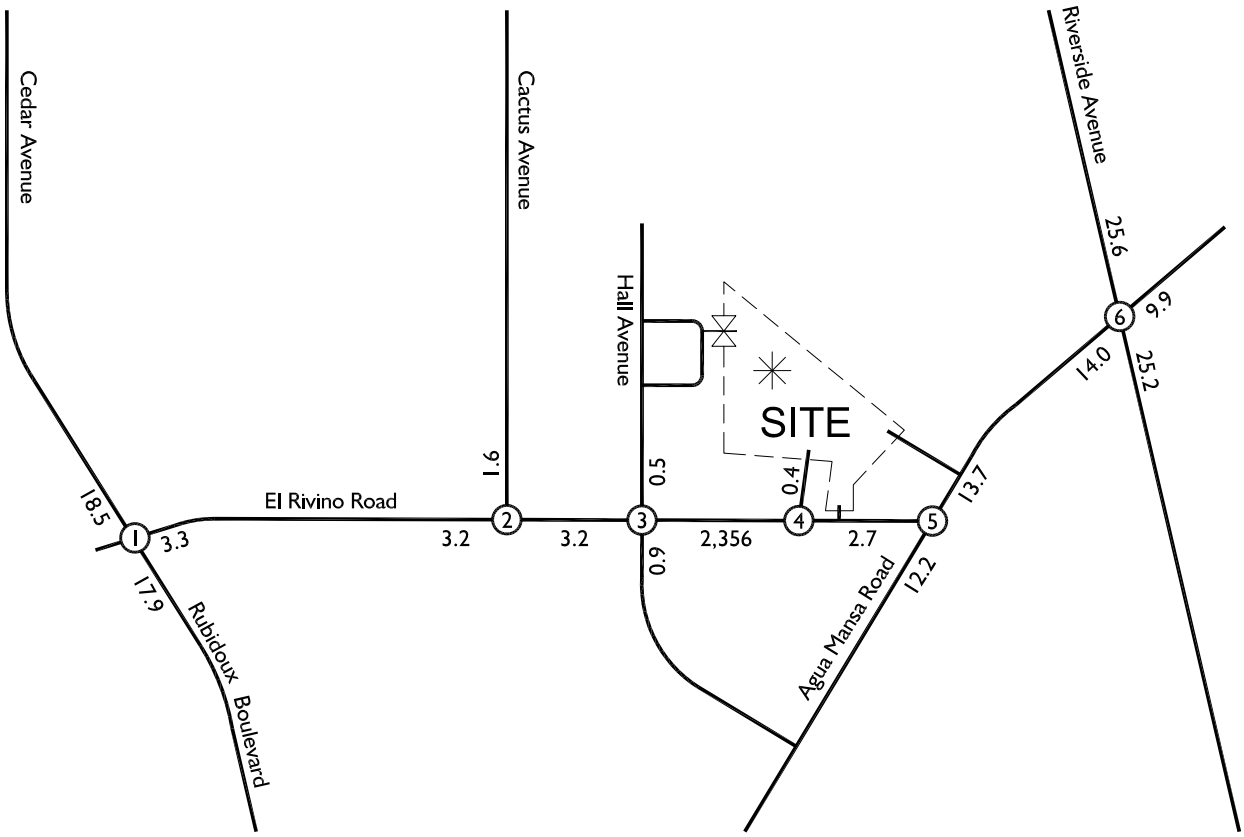
Legend:

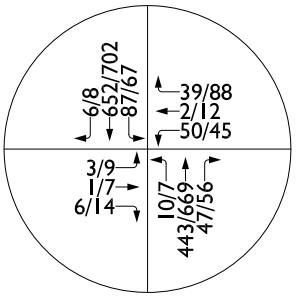
- = Traffic Signal
- = Stop Sign
- 4 = Number of Lanes
- D = Divided
- U = Undivided

N

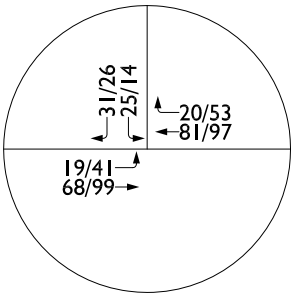
Exhibit D

Existing Traffic Volumes

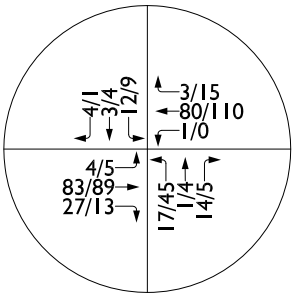




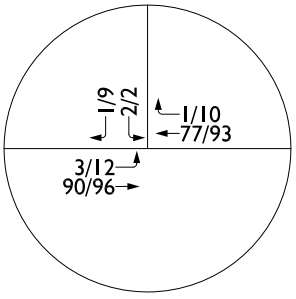
1. Cedar Avenue (NS) & El Ravino Road (EW)



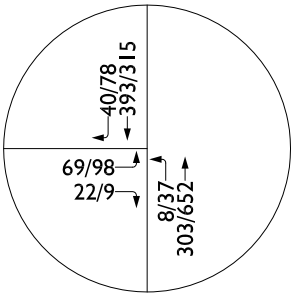
2. Cactus Avenue (NS) & El Ravino Road (EW)



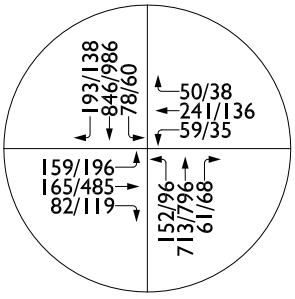
3. Hall Avenue (NS) & El Ravino Road (EW)



4. Kiningham Drive (NS) & El Ravino Road (EW)



5. Agua Mansa Road (NS) & El Ravino Road (EW)



6. Riverside Avenue (NS) & Agua Mansa Road (EW)

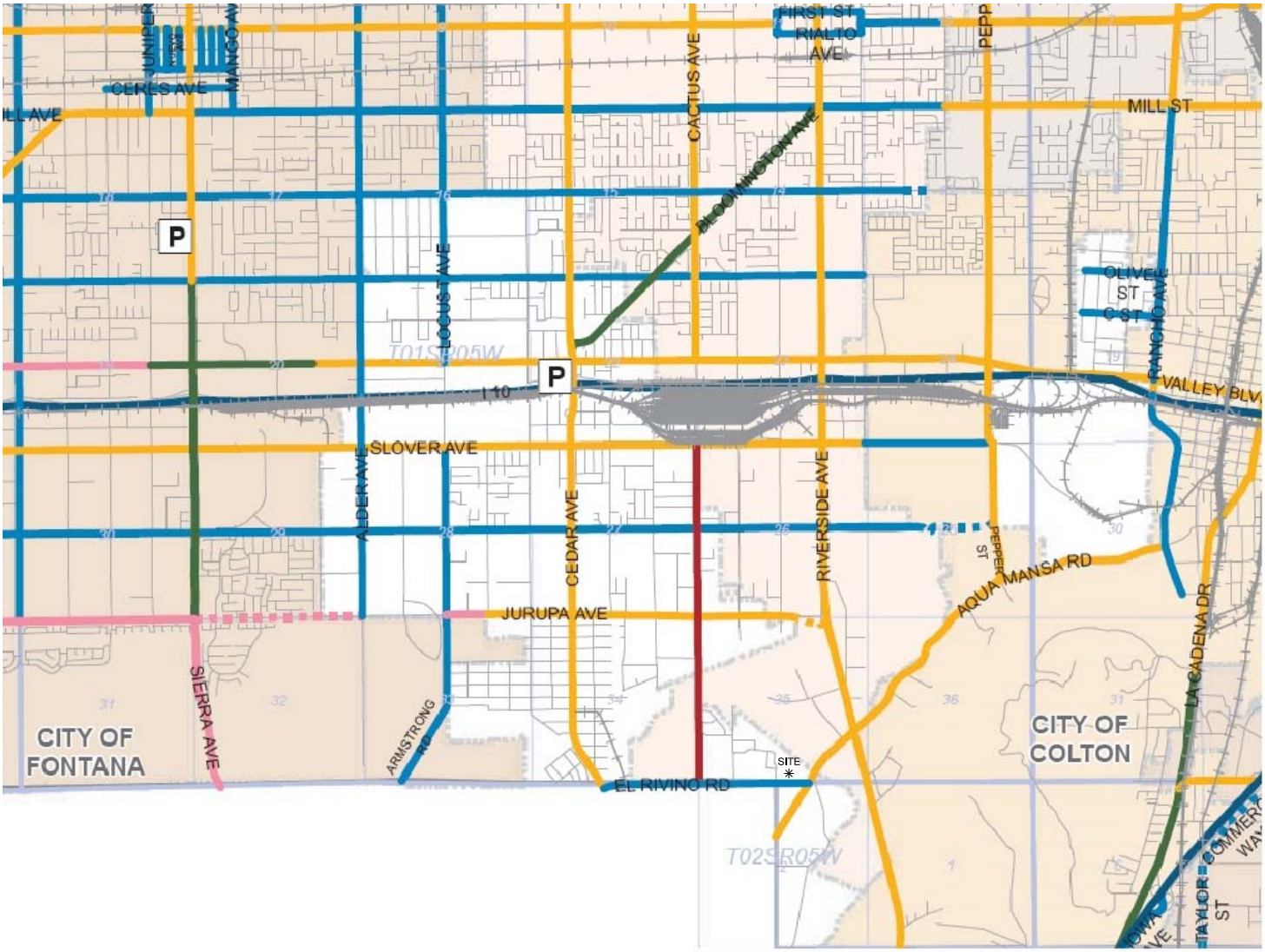
Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)
2,356 = Measured Average Daily Traffic Counted June 12, 2014

N

Exhibit E

San Bernardino County Circulation Plan



Legend

Existing	Proposed	
		Freeway
		Major Divided Highway
		Major Arterial Highway
		Major Highway
		Secondary Highway
		Controlled/Limited Access Collector
		Mountain Major Highway
		Mountain Secondary Highway
		State Highway (Special Standards or Conditions)

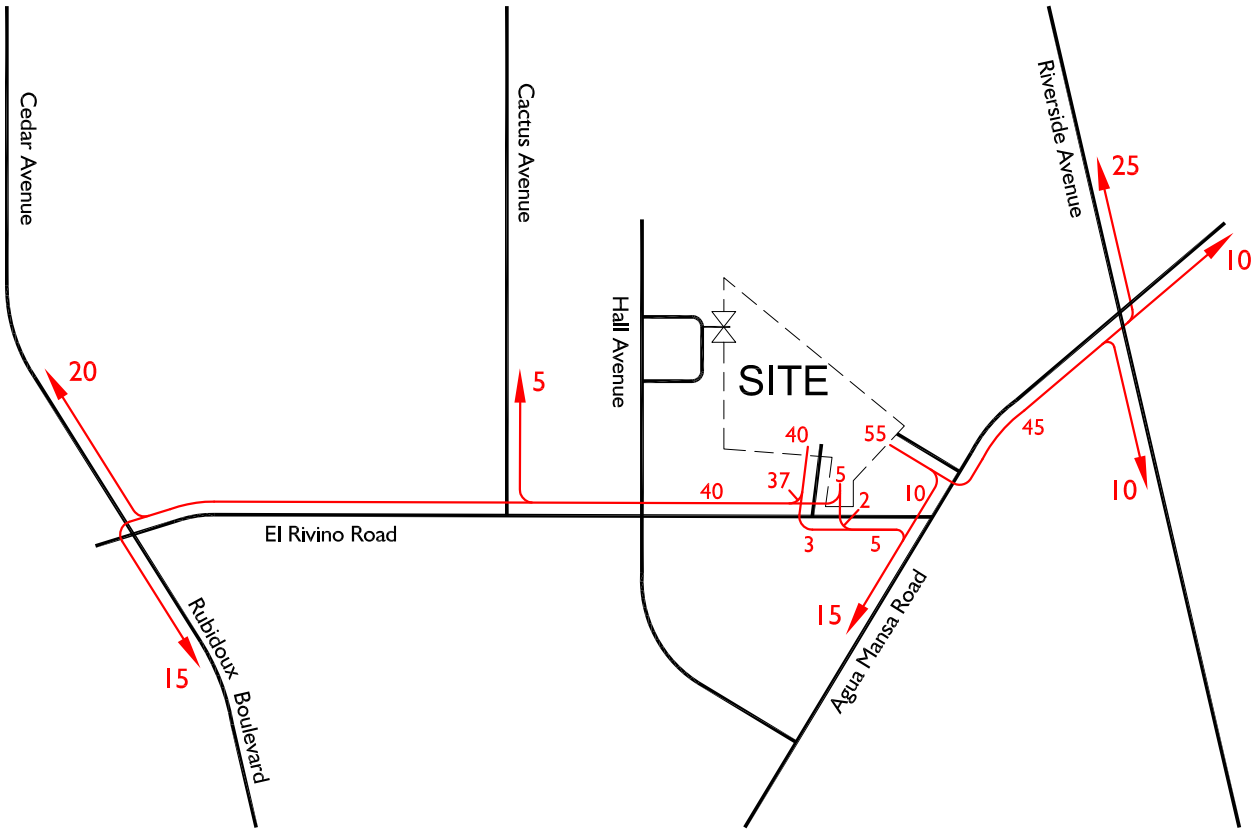
P Park & Ride Railroad × Airport / Airfield

N

RK engineering group, inc.

Exhibit F

Project Trip Distribution (Passenger Vehicle)



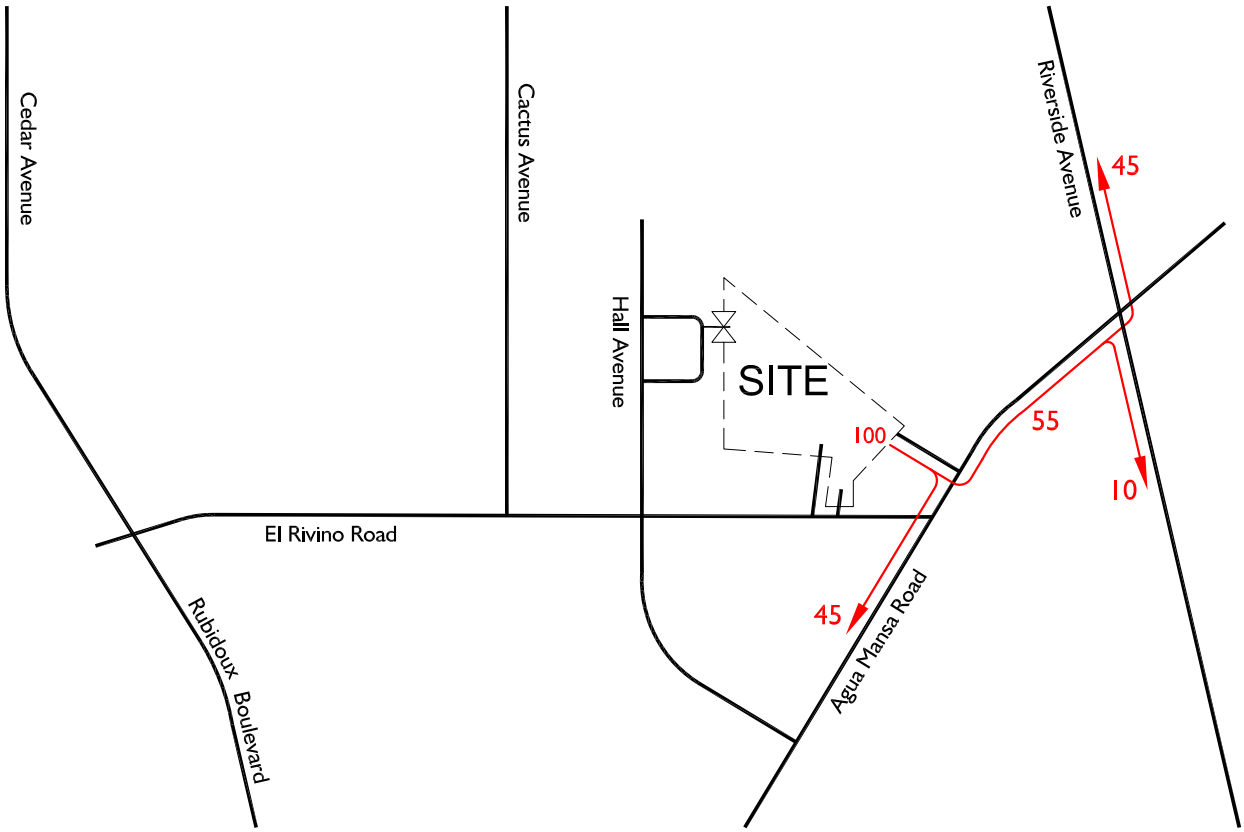
Legend:

10 = Percent to/from Project

N

Exhibit G

Project Trip Distribution (Truck)



Legend:

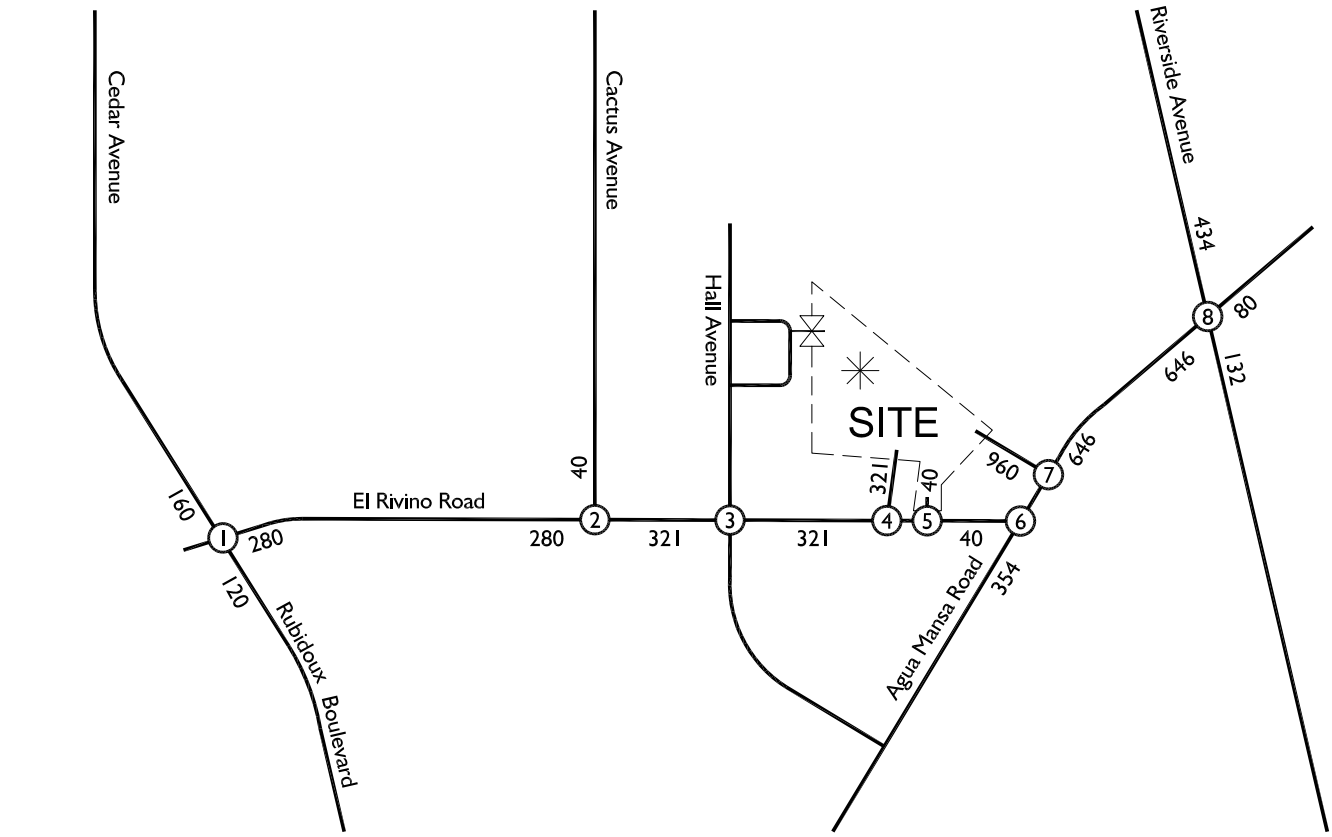
10 = Percent to/from Project

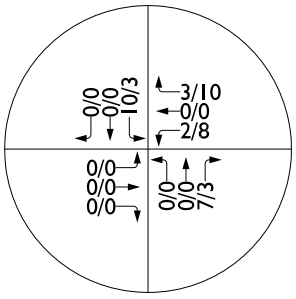
N

RK engineering group, inc.

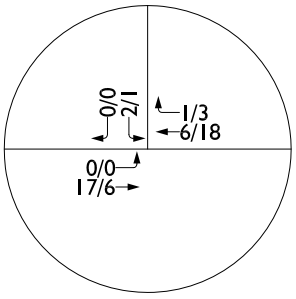
Exhibit H

Project Traffic Volumes

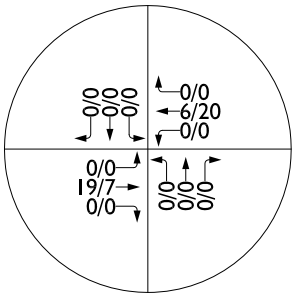




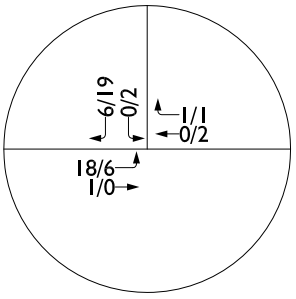
1. Cedar Avenue (NS) & El Ravino Road (EW)



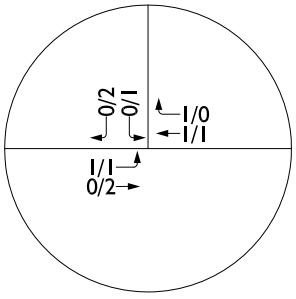
2. Cactus Avenue (NS) & El Ravino Road (EW)



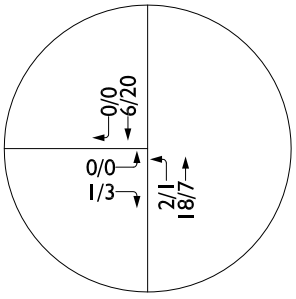
3. Hall Avenue (NS) & El Ravino Road (EW)



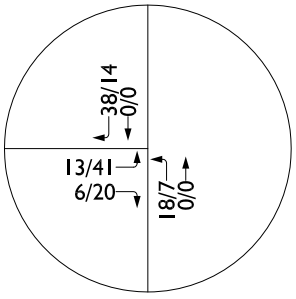
4. Kiningham Drive (NS) & El Ravino Road (EW)



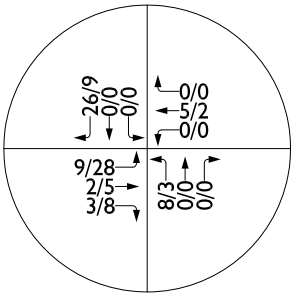
5. Project Access 1 (NS) & El Ravino Road (EW)



6. Agua Mansa Road (NS) & El Ravino Road (EW)



7. Agua Mansa Road (NS) & Project Access 2 (EW)



8. Riverside Avenue (NS) & Agua Mansa Road (EW)

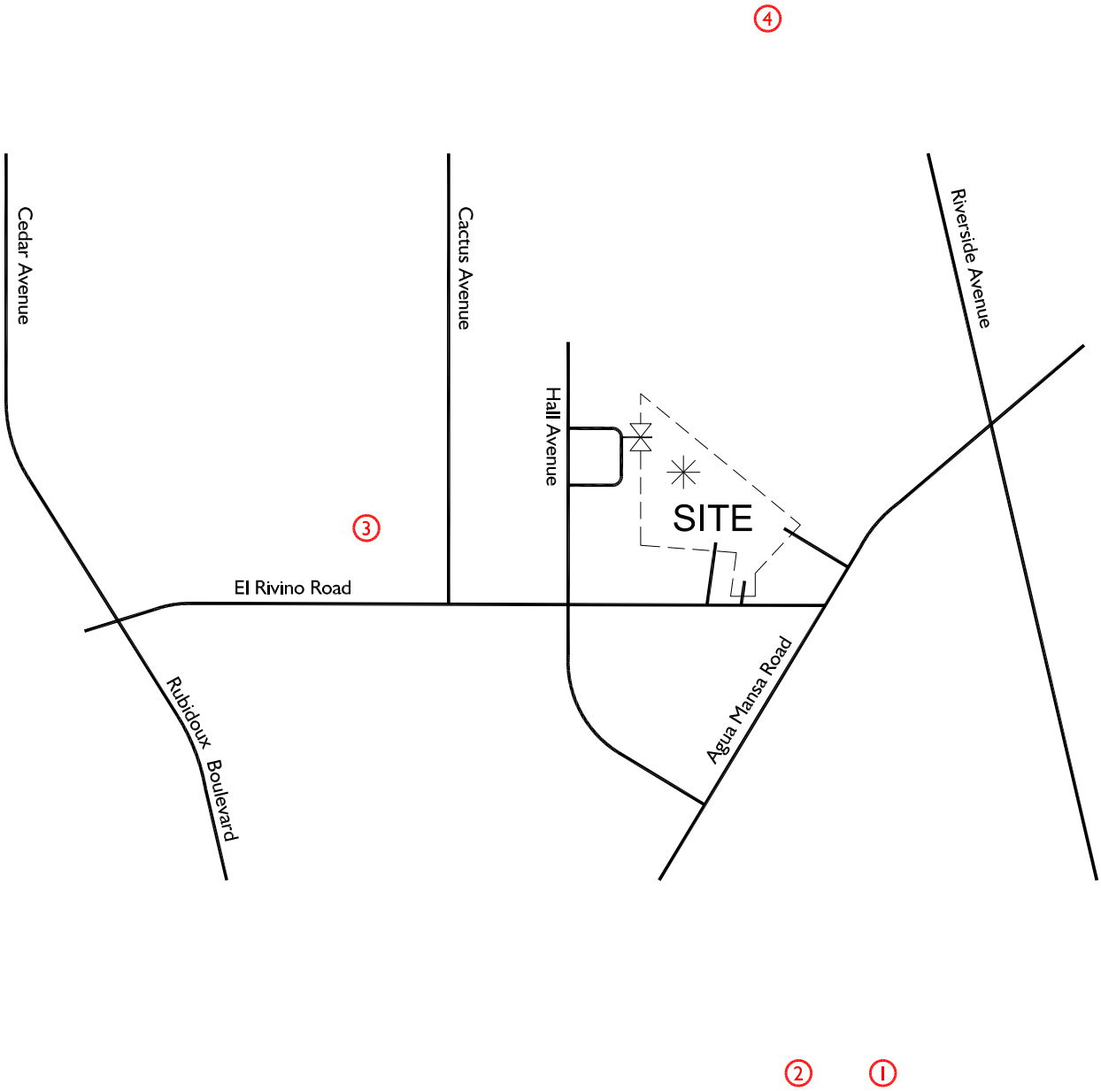
Legend:

10/20 = AM/PM Peak Hour Volumes
100 = Average Daily Traffic

N

Exhibit I

Related Projects Location Map



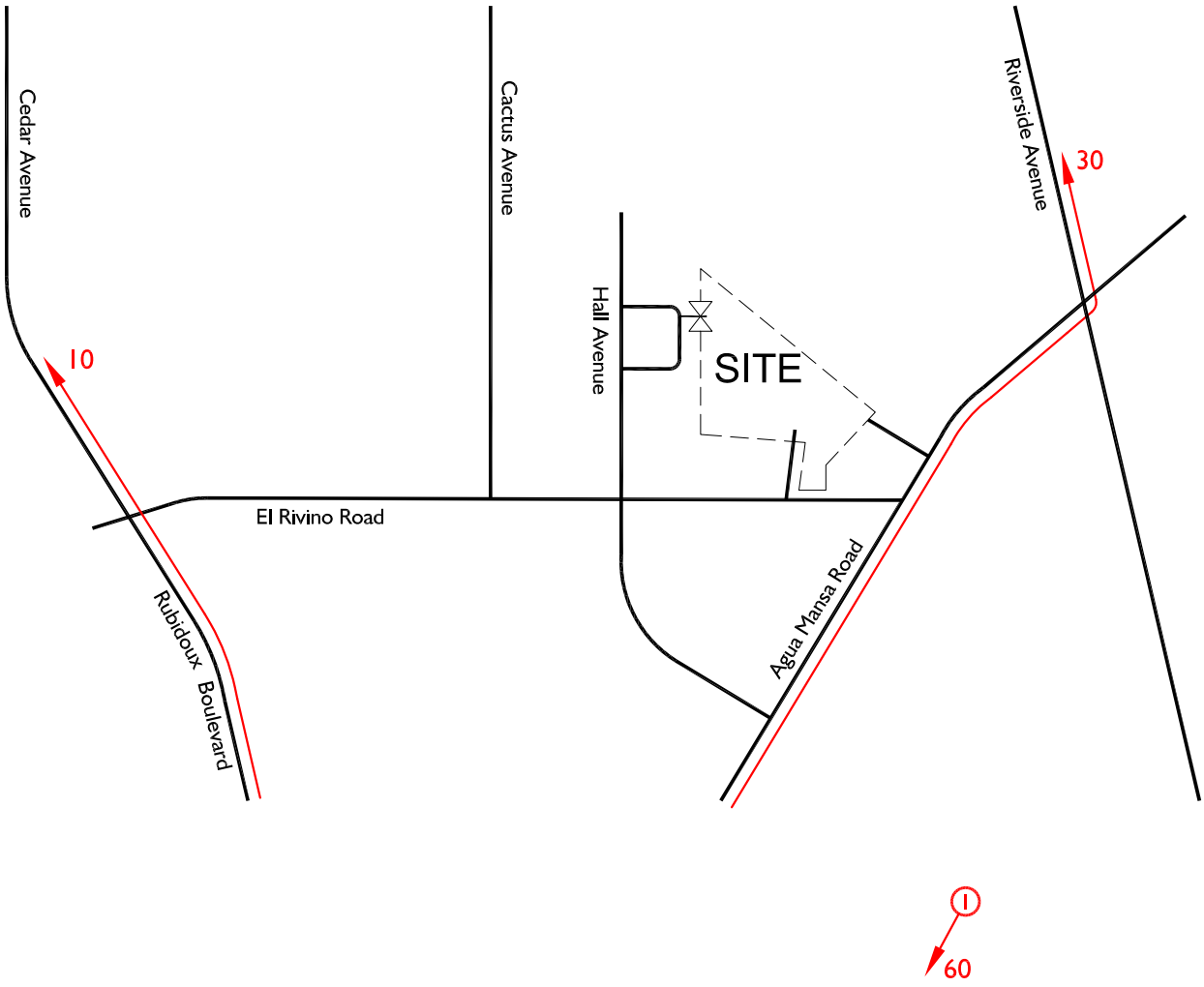
Legend:

1. = Kamps Propane - General Light Industrial (13,332 SF)
2. = Lytle Development - General Light Industrial (120 Employees)
3. = Rialto Commerce Center - Industrial Complex (3,659,000 SF)
4. = Caprock III - General Light Industrial (527,900 SF)

N

Exhibit J-1

Related Project Zone 1 Trip Distribution



Legend:

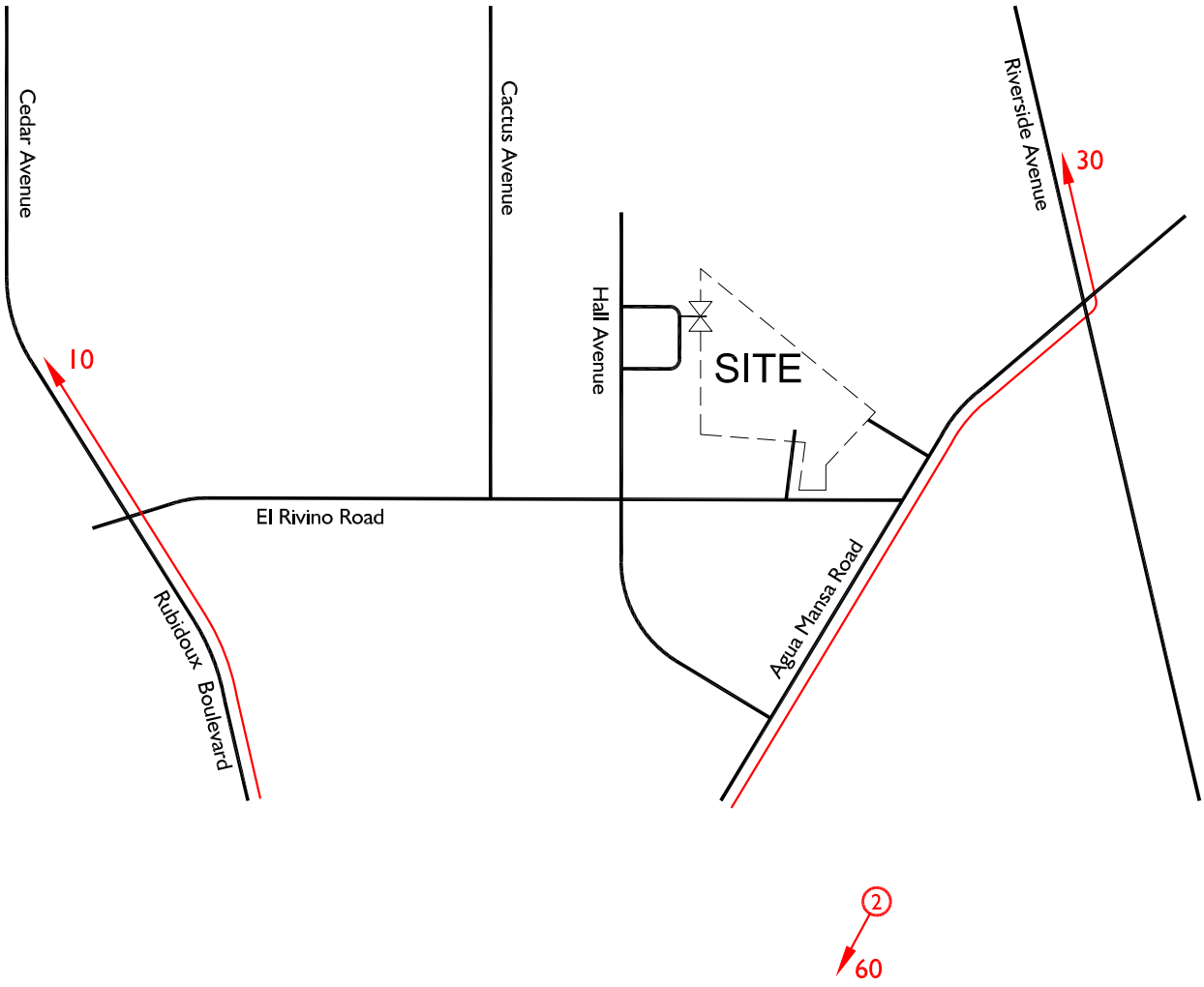
10 = Percent to/from Project

(1) = Kamps Propane - General Light Industrial (13,332 SF)

N

Exhibit J-2

Related Project Zone 2 Trip Distribution



Legend:

10 = Percent to/from Project

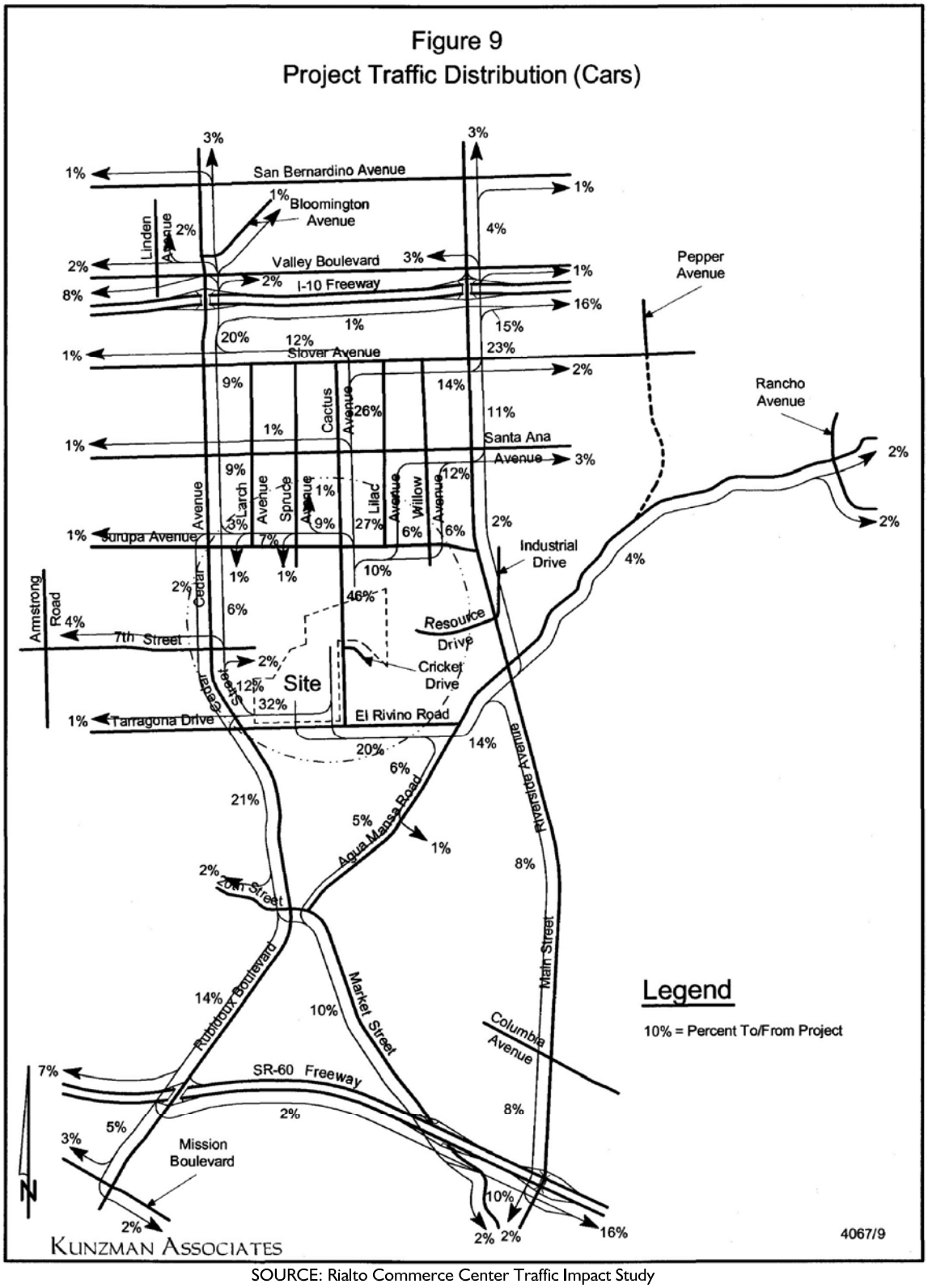
(2) = Lytle Development - General Light Industrial (120 Employees)

N

RK engineering group, inc.

Exhibit J-3

Related Project Zone 3 Trip Distribution (Cars)



SOURCE: Rialto Commerce Center Traffic Impact Study

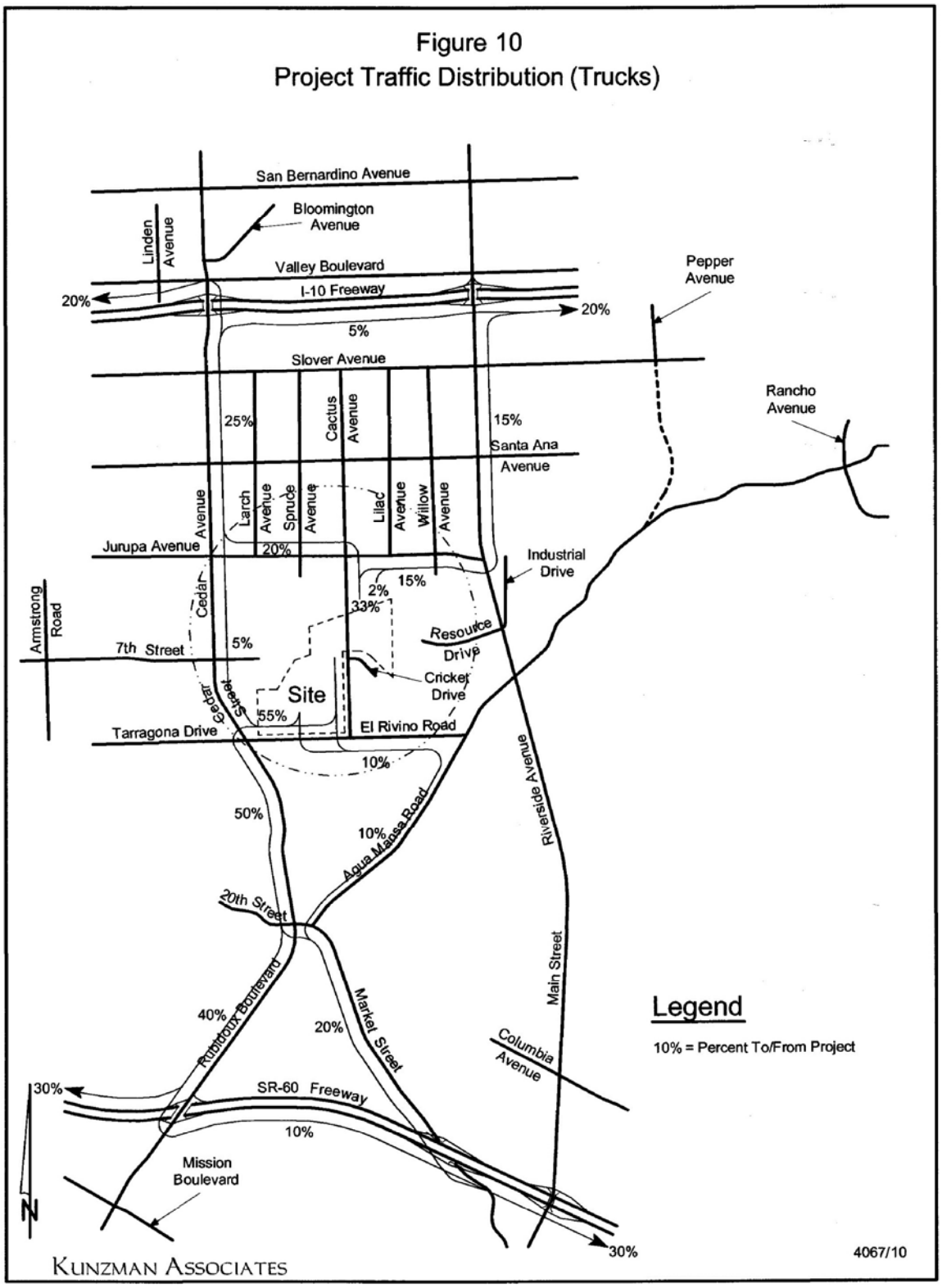
Legend:

10 = Percent to/from Project

N

Exhibit J-4

Related Project Zone 4 Trip Distribution (Trucks)



SOURCE: Rialto Commerce Center Traffic Impact Study

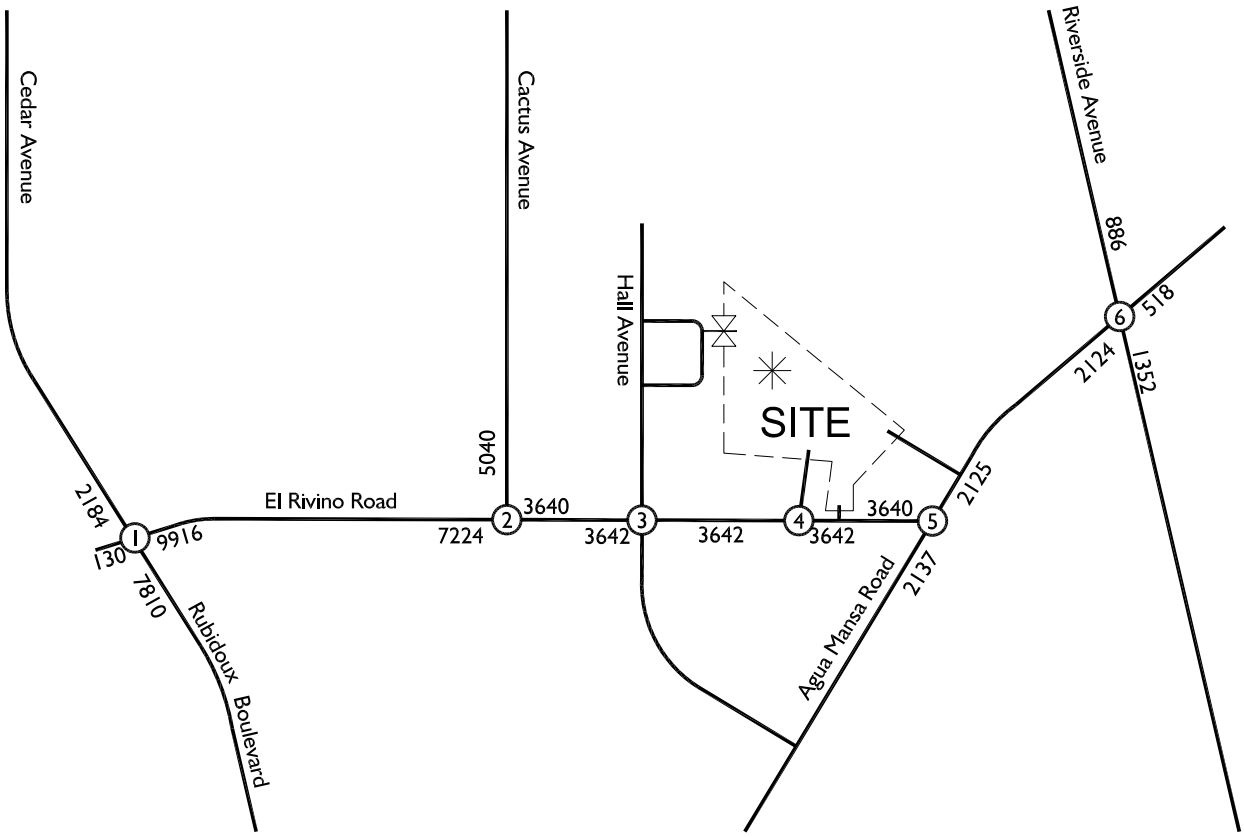
Legend:

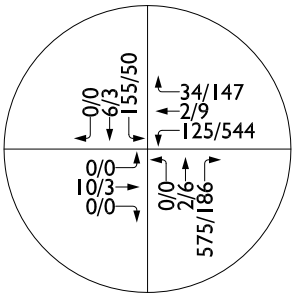
10 = Percent to/from Project

N

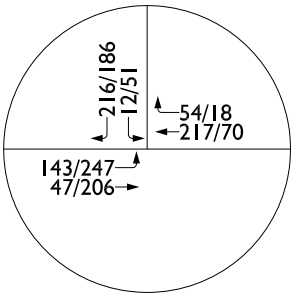
Exhibit K

Related Projects Traffic Volumes

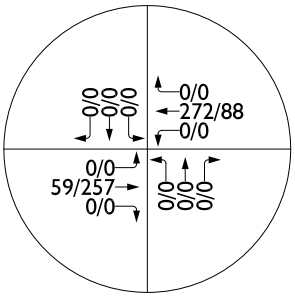




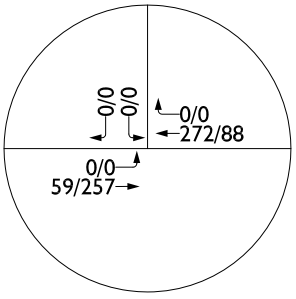
1. Cedar Avenue (NS) & El Rivino Road (EW)



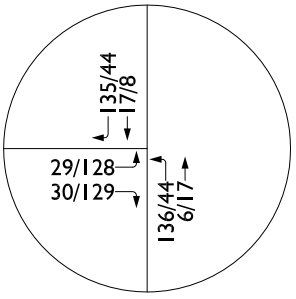
2. Cactus Avenue (NS) & El Rivino Road (EW)



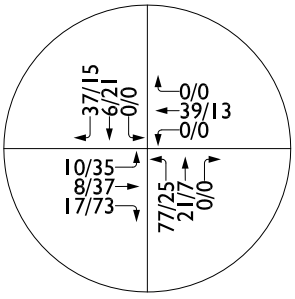
3. Hall Avenue (NS) & El Rivino Road (EW)



4. Kiningham Drive (NS) & El Rivino Road (EW)



5. Agua Mansa Road (NS) & El Rivino Road (EW)



6. Riverside Avenue (NS) & Agua Mansa Road (EW)

Legend:

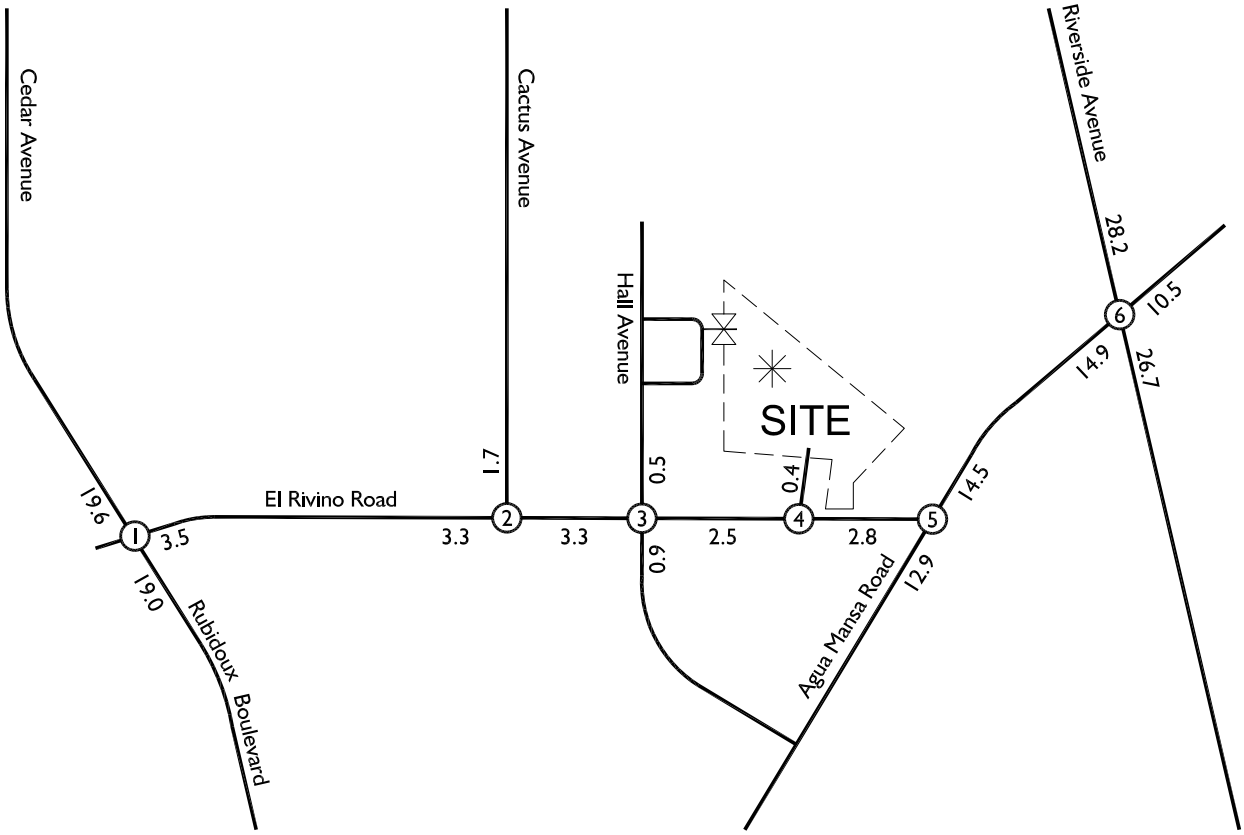
10/20 = AM/PM Peak Hour Volumes

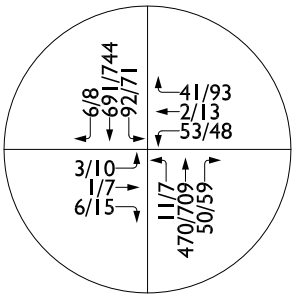
3,642 = Average Daily Traffic

N

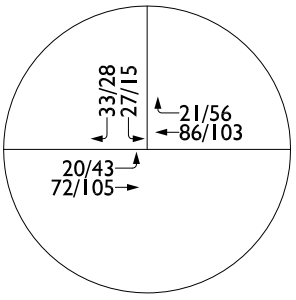
Exhibit L

Project Opening Year (2017) Without Related Projects and Without Project Traffic Volumes

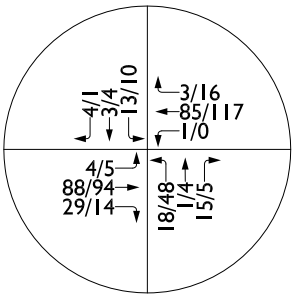




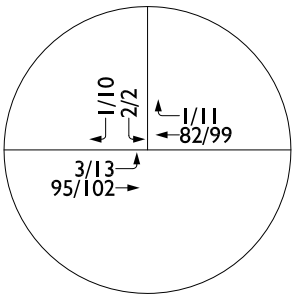
1. Cedar Avenue (NS) & El Ravino Road (EW)



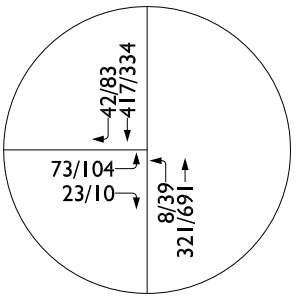
2. Cactus Avenue (NS) & El Ravino Road (EW)



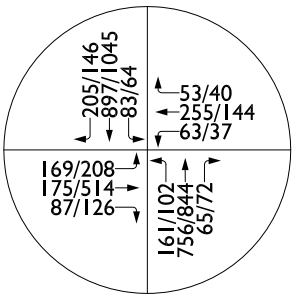
3. Hall Avenue (NS) & El Ravino Road (EW)



4. Kiningham Drive (NS) & El Ravino Road (EW)



5. Agua Mansa Road (NS) & El Ravino Road (EW)



6. Riverside Avenue (NS) & Agua Mansa Road (EW)

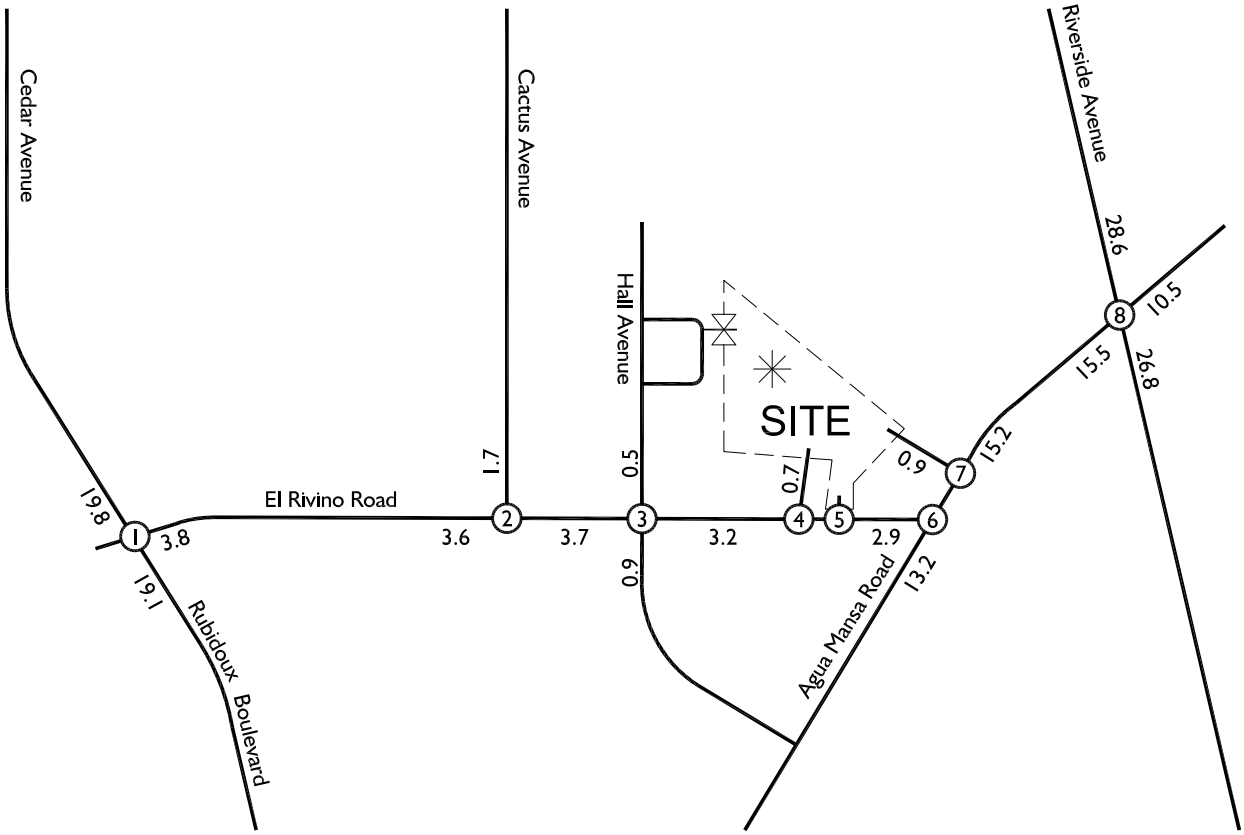
Legend:

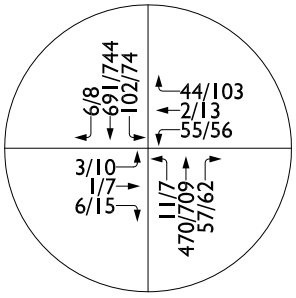
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)

N

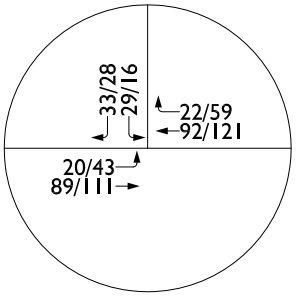
Exhibit M

Project Opening Year (2017) Without Related Projects and With Project Traffic Volumes





1. Cedar Avenue (NS) & El Ravino Road (EW)



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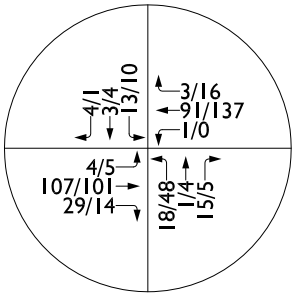

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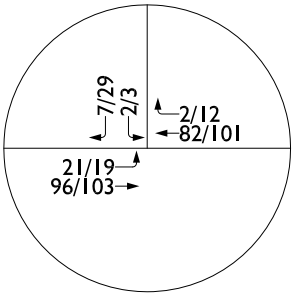
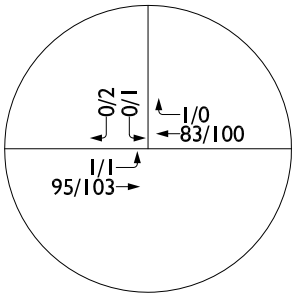
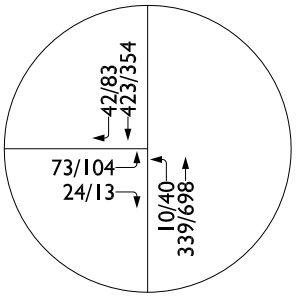


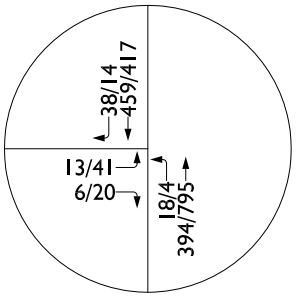
4. Kiningham Drive (NS) & El Ravino Road (EW)



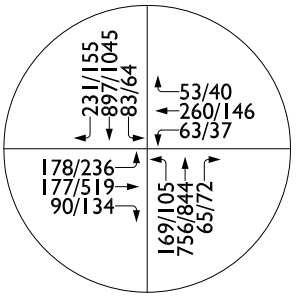
5. Project Access 1 (NS) & El Ravino Road (EW)



6. Agua Mansa Road (NS) & El Ravino Road (EW)



7. Agua Mansa Road (NS) & Project Access 2 (EW)



8. Riverside Avenue (NS) & Agua Mansa Road (EW)

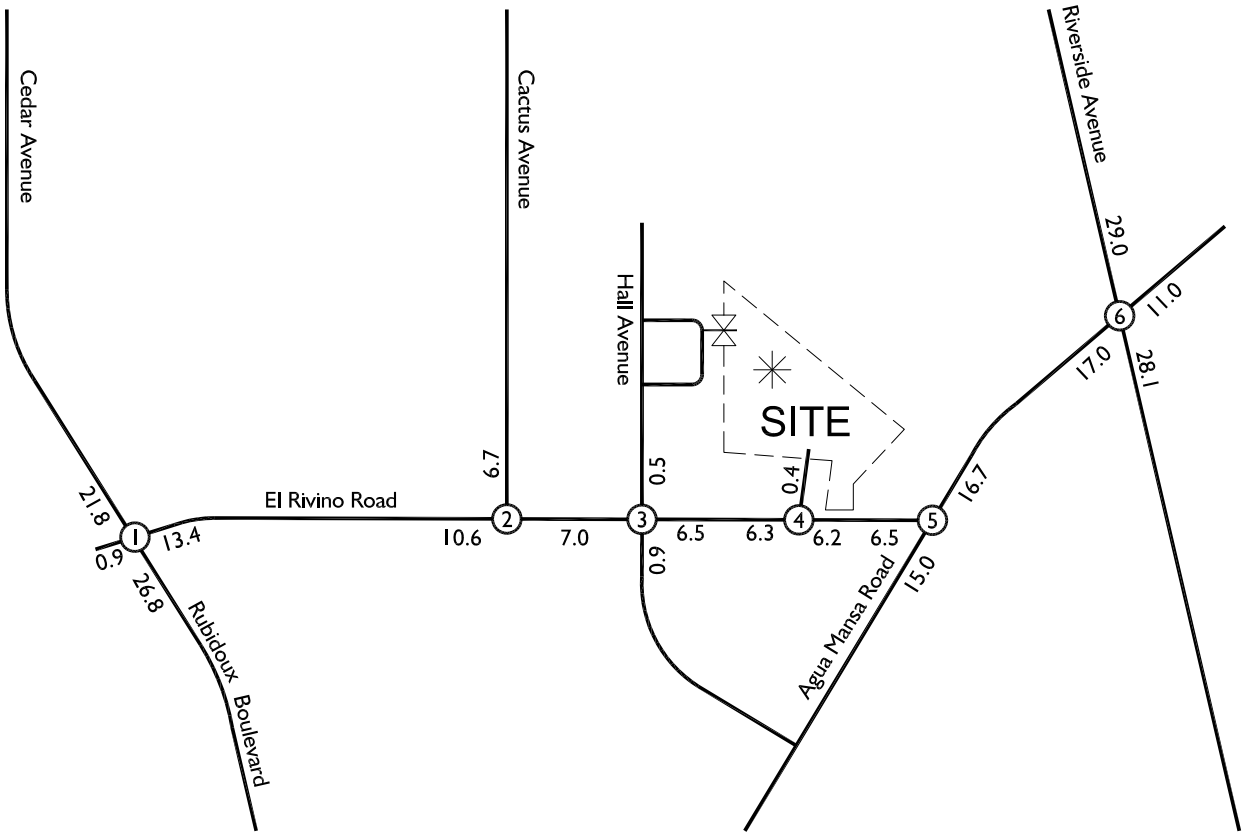
Legend:

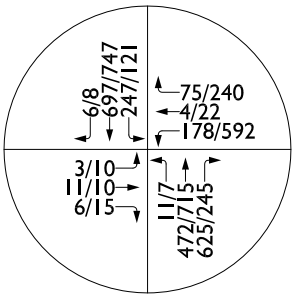
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)

N

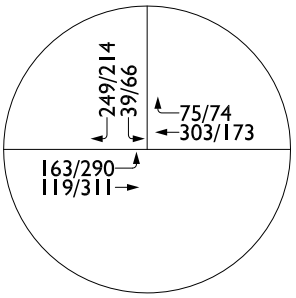
Exhibit N

Project Opening Year (2017) With Related Projects and Without Project Traffic Volumes

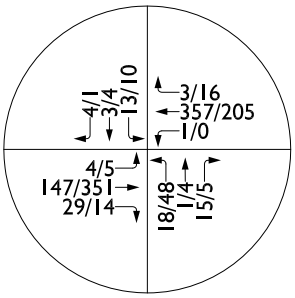




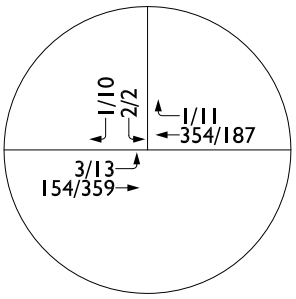
1. Cedar Avenue (NS) & El Rivino Road (EW)



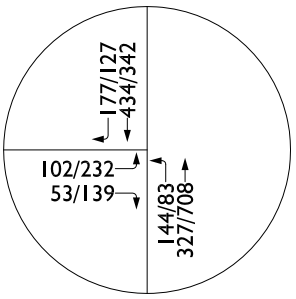
2. Cactus Avenue (NS) & El Rivino Road (EW)



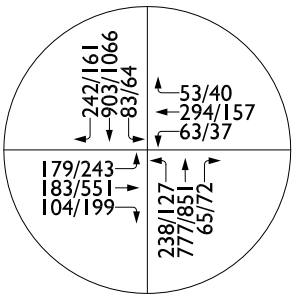
3. Hall Avenue (NS) & El Rivino Road (EW)



4. Kiningham Drive (NS) & El Rivino Road (EW)



5. Agua Mansa Road (NS) & El Rivino Road (EW)



6. Riverside Avenue (NS) & Agua Mansa Road (EW)

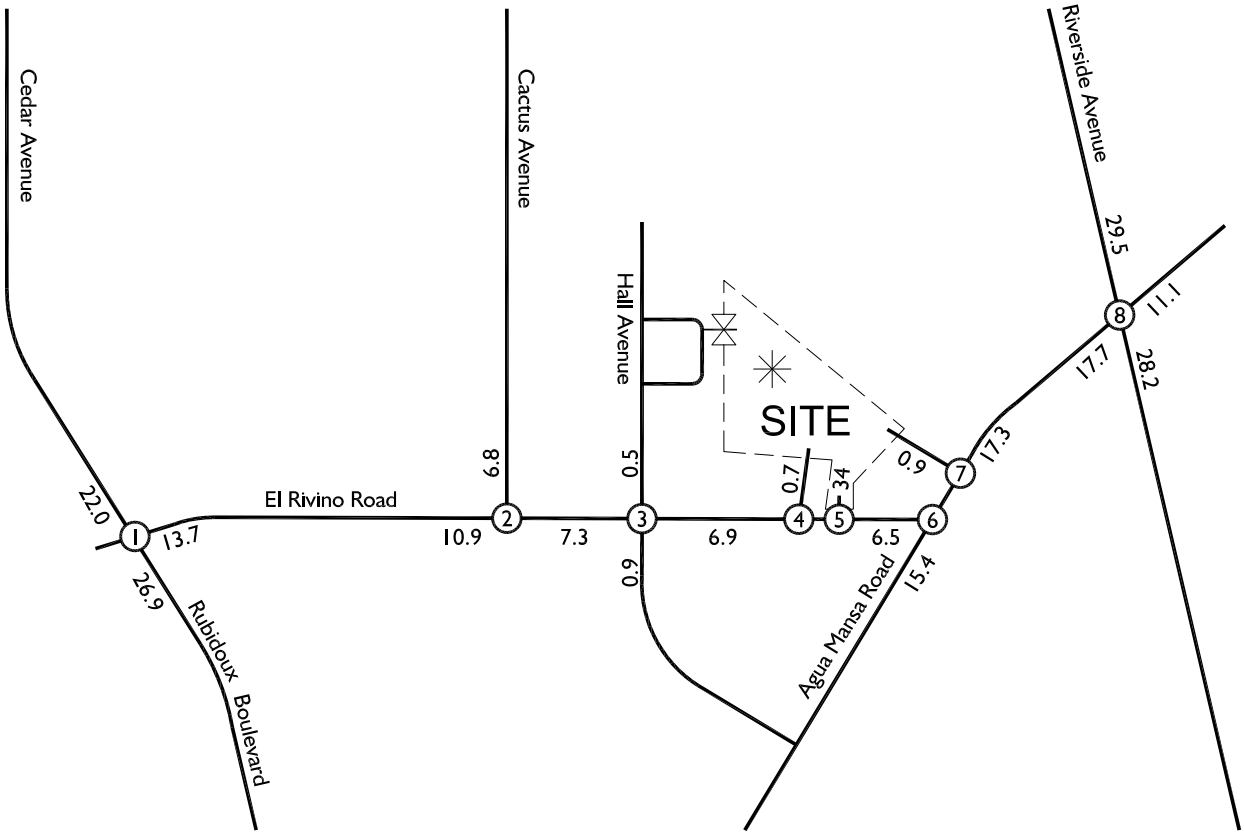
Legend:

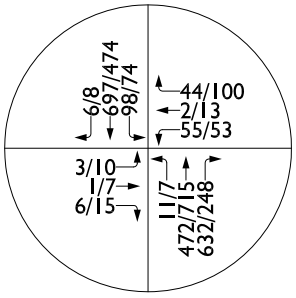
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)

N

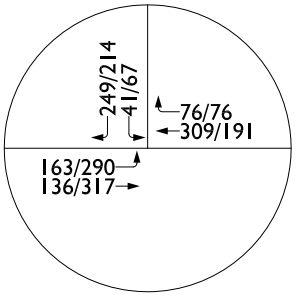
Exhibit O

Project Opening Year (2017) With Related Projects and With Project Traffic Volumes

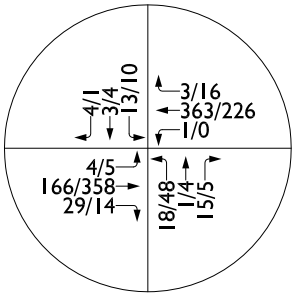




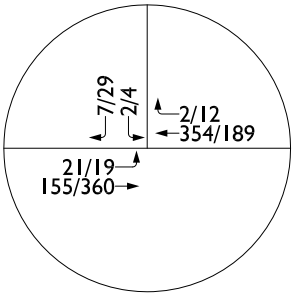
1. Cedar Avenue (NS) & El Ravino Road (EW)



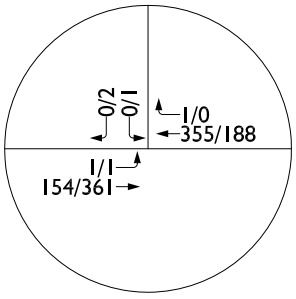
2. Cactus Avenue (NS) & El Ravino Road (EW)



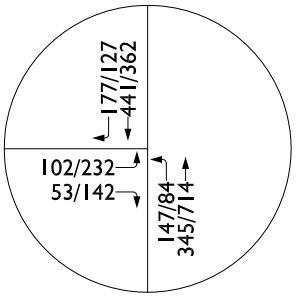
3. Hall Avenue (NS) & El Ravino Road (EW)



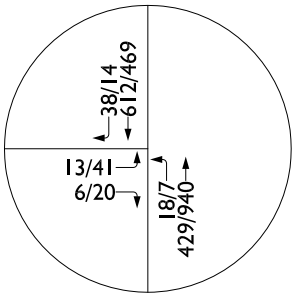
4. Kiningham Drive (NS) & El Ravino Road (EW)



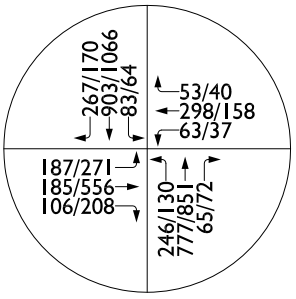
5. Project Access 1 (NS) & El Ravino Road (EW)



6. Agua Mansa Road (NS) & El Ravino Road (EW)



7. Agua Mansa Road (NS) & Project Access 2 (EW)



8. Riverside Avenue (NS) & Agua Mansa Road (EW)

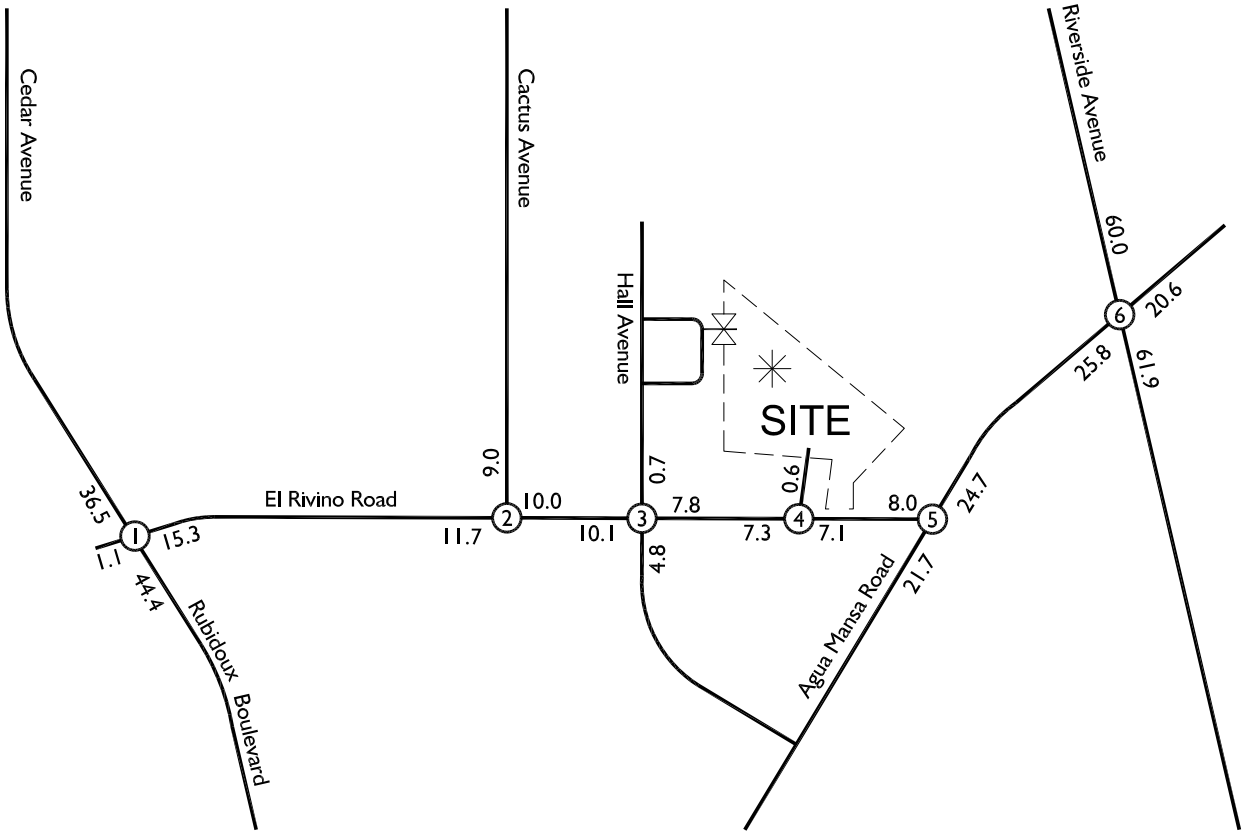
Legend:

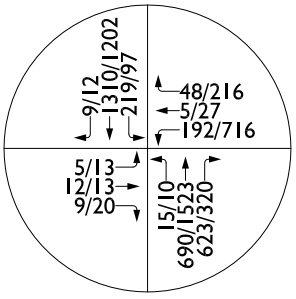
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)

N

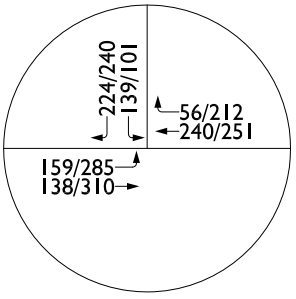
Exhibit P

Buildout Year (2035) Without Project Traffic Volumes

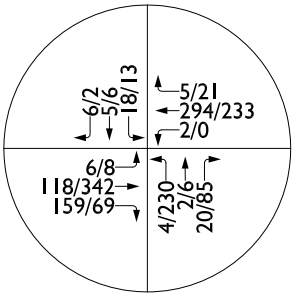




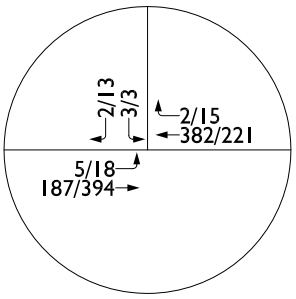
1. Cedar Avenue (NS) & El Rivino Road (EW)



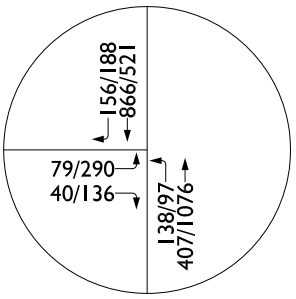
2. Cactus Avenue (NS) & El Rivino Road (EW)



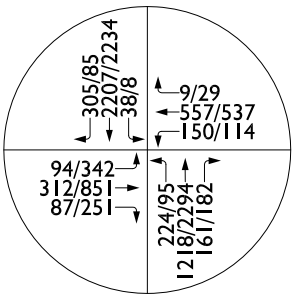
3. Hall Avenue (NS) & El Rivino Road (EW)



4. Kiningham Drive (NS) & El Rivino Road (EW)



5. Agua Mansa Road (NS) & El Rivino Road (EW)



6. Riverside Avenue (NS) & Agua Mansa Road (EW)

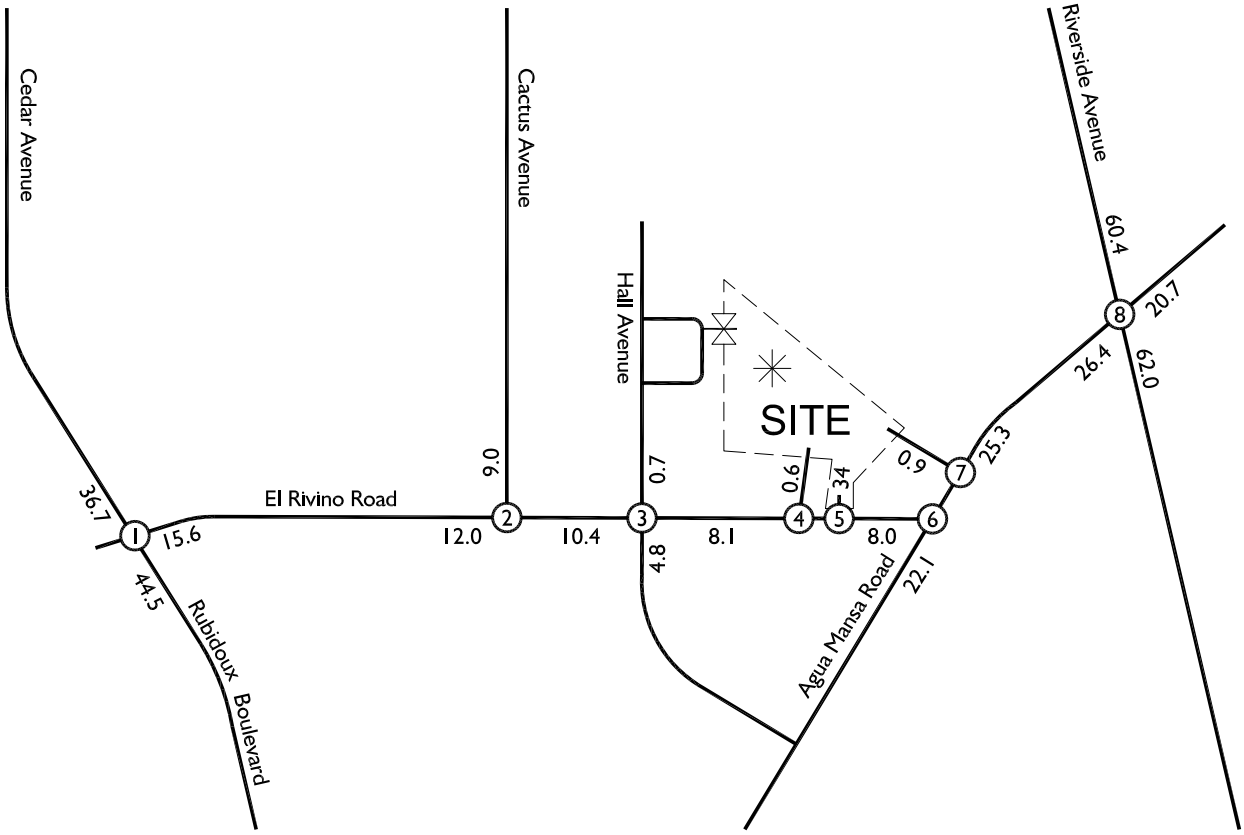
Legend:

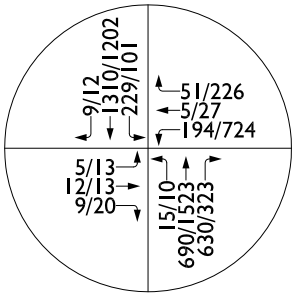
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)

N

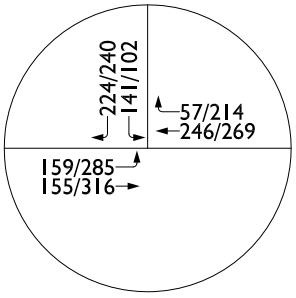
Exhibit Q

Buildout Year (2035) With Project Traffic Volumes

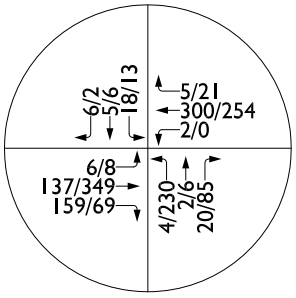




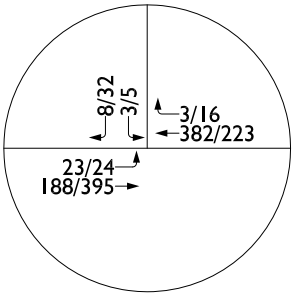
1. Cedar Avenue (NS) & El Ravino Road (EW)



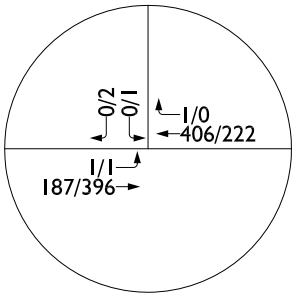
2. Cactus Avenue (NS) & El Ravino Road (EW)



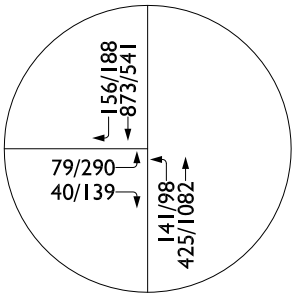
3. Hall Avenue (NS) & El Ravino Road (EW)



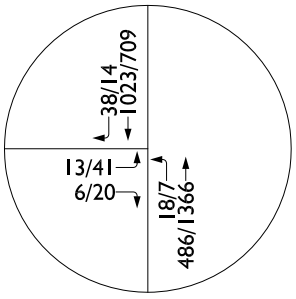
4. Kiningham Drive (NS) & El Ravino Road (EW)



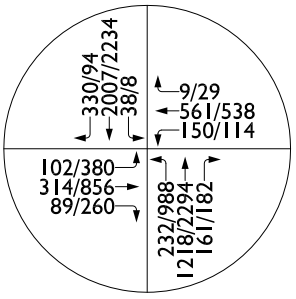
5. Project Access 1 (NS) & El Ravino Road (EW)



6. Agua Mansa Road (NS) & El Ravino Road (EW)



7. Agua Mansa Road (NS) & Project Access 2 (EW)



8. Riverside Avenue (NS) & Agua Mansa Road (EW)

N

Legend:

10/20 = AM/PM Peak Hour Volumes

10.0 = Average Daily Traffic (1000's)

Exhibit R

Truck Hauling Routes

Legend:

= Site Boundaries

= Recommended Truck Hauling Route

N

RK engineering group, inc.

Exhibit S-1

Sight Distance (North of Project Access)

Legend:

- = Limited Use Area
- = Road Centerline
- = Proposed Driveway
- = Right-of-Way (See Note #1)
- = Driver Making Right Turn Location
- = Oncoming Driver Location

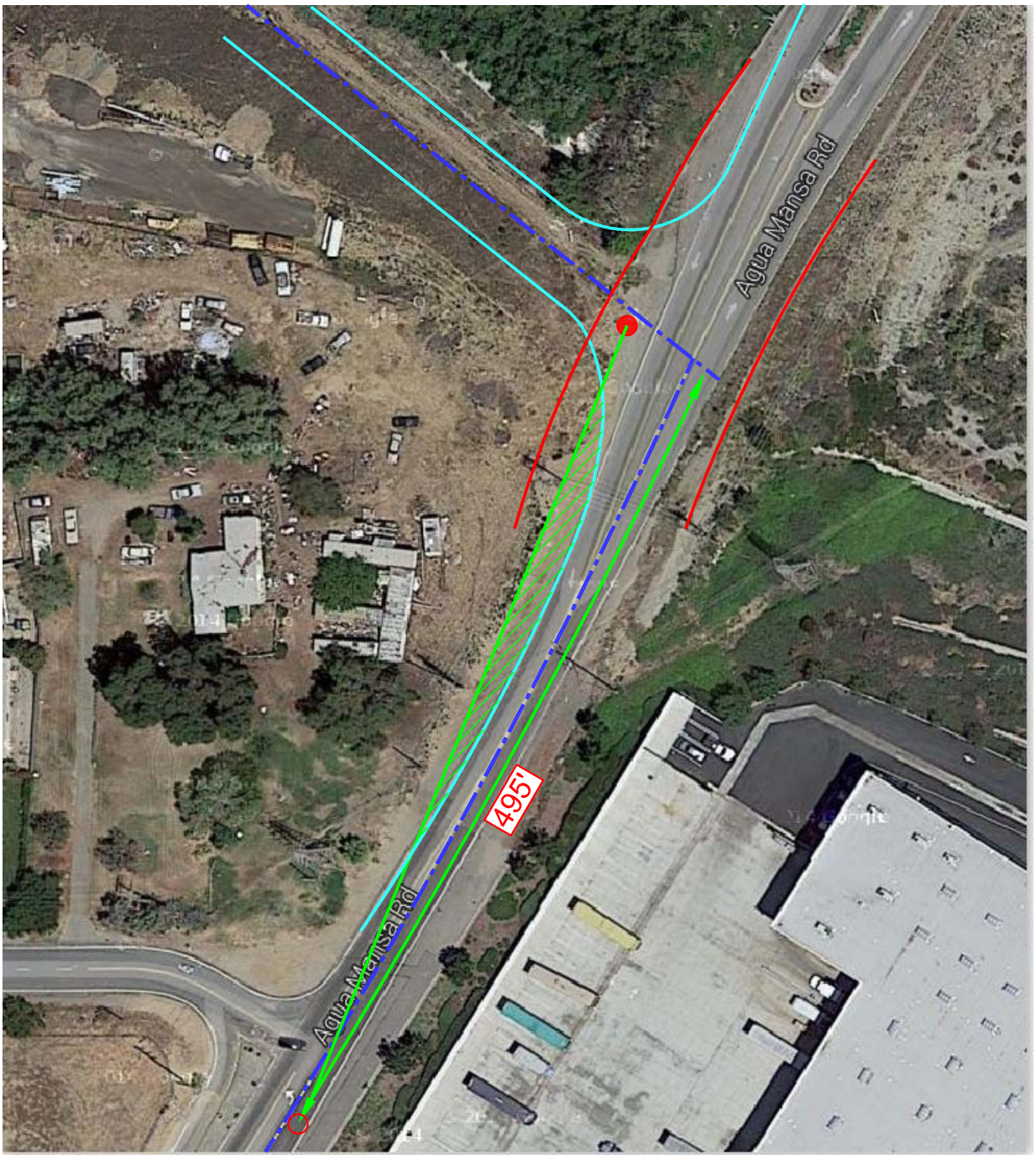
N

Notes

1. Agua Mansa Road is classified as a major highway with a 104' Right-of-Way. The project will be required to provide sufficient dedication to accomodate the ultimate buildout width. The Right-of-Way shown in the above figure is an estimate of where the future inner sidewalk curb may be located. The approximate location assists in determining the future roadway centerline.
2. A limited use area should be established and maintained to provide a clear line of sight for vehicles negotiating the project access intersection. Trees, bushes, and architectural decor should not block the line of sight requirements at this intersection.
3. Sight Distance for a design speed of 45 MPH equals 495 feet along the roadway alignment.

Exhibit S-2

Sight Distance (South of Project Access)



Notes

1. Agua Mansa Road is classified as a major highway with a 104' Right-of-Way. The project will be required to provide sufficient dedication to accomodate the ultimate buildout width. The Right-of-Way shown in the above figure is an estimate of where the future inner sidewalk curb may be located. The approximate location assists in determining the future roadway centerline.
2. A limited use area should be established and maintained to provide a clear line of sight for vehicles negotiating the project access intersection. Trees, bushes, and architectural decor should not block the line of sight requirements at this intersection.
3. Sight Distance for a design speed of 45 MPH equals 495 feet along the roadway alignment.

Legend:

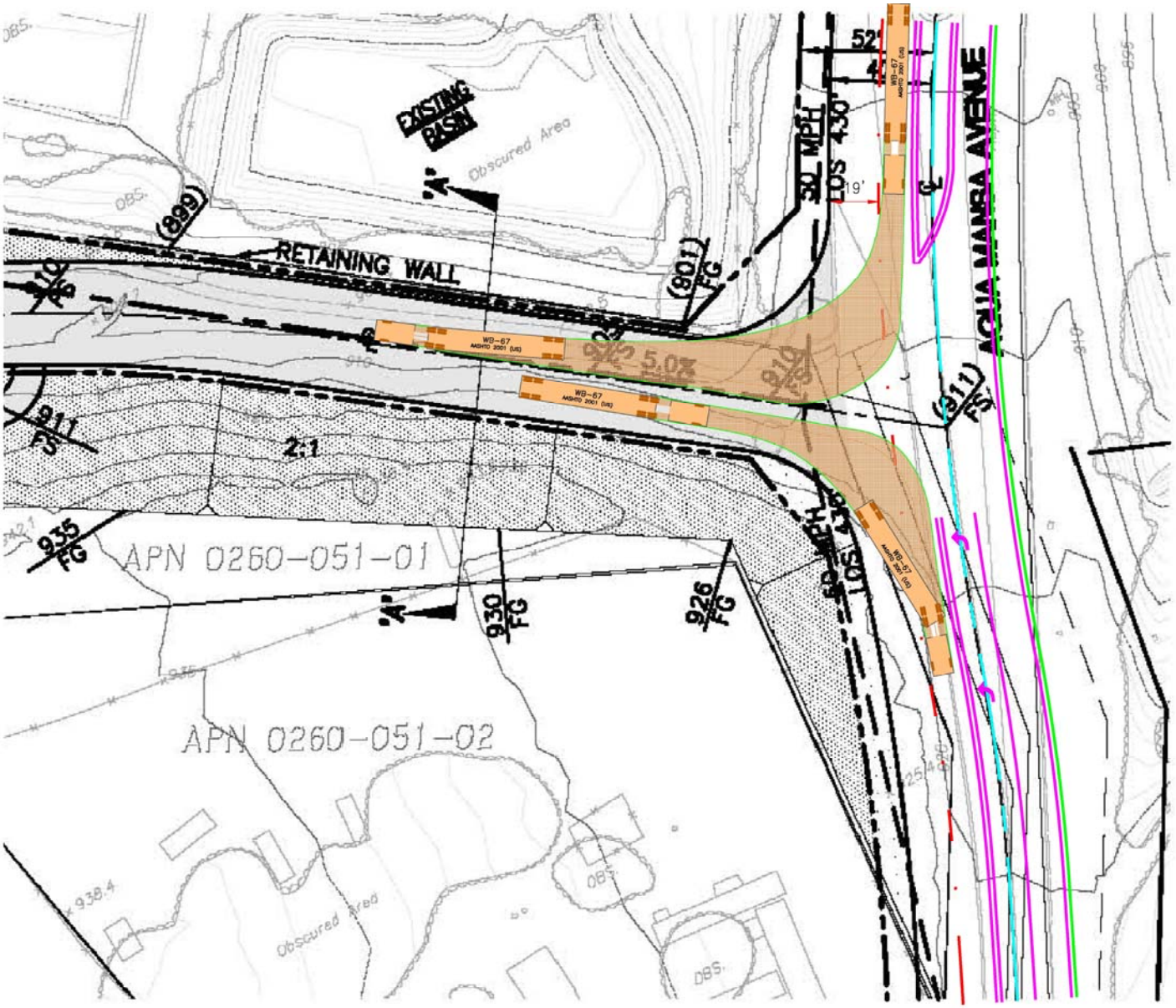
- = Limited Use Area
- = Road Centerline
- = Proposed Driveway
- = Right-of-Way (See Note #1)
- = Driver Making Right Turn Location
- = Oncoming Driver Location

N

RK engineering group, inc.

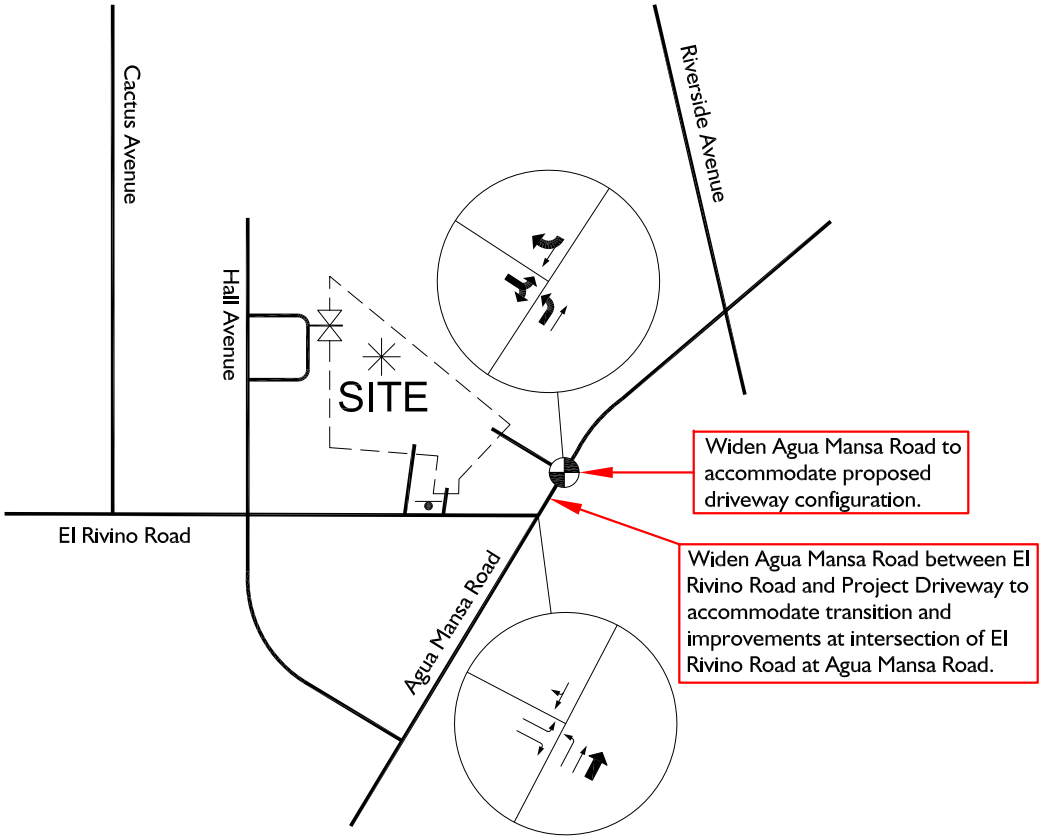
Exhibit T

Truck Turning Templates



N

Exhibit U
Recommendations



Legend:

= Traffic Signal

= Install Stop Sign, Stop Bar, and Stop Legend

= Existing Lane Geometry

= Proposed Improvement

N

Recommendations

A. Site Access

I. Sight distance at all project access points should be reviewed with respect to Caltrans and County of San Bernardino sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

II. Install a traffic signal at Agua Mansa Road at Project Access 2.

III. Install stop signs, stop bars, and stop legends at all unsignalized project access points.

B. Off-Site Improvements for Direct Impacts

Recommendations for the project are graphically depicted on Exhibit U.

I. Complete any remaining half-section improvements to Agua Mansa Road, adjacent to the site. This would include providing designated right-of-way for ultimate roadway buildout width.

II. Install northbound left turn lane on Agua Mansa Road at Project Access and provide additional roadway widening on Agua Mansa to accommodate wider southbound right turn lane.

III. Additional widening along the east side of Agua Mansa Road, between the project access and El Rivino Road, will be needed to allow sufficient space for roadway transition.

IV. Install northbound through lane on Agua Mansa Road at El Rivino Road. Alternatively, a traffic signal may be installed with the existing lane configuration.

IV. The project should contribute towards the cost of the recommended off-site intersection improvements for cumulative conditions on a fair-share or "pro-rata" basis. The recommended intersection improvements for cumulative conditions are described in Tables 12 and 13.

Tables

TABLE 1

Intersection Analysis for Existing Conditions

Intersection	Jurisdiction[4]	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Secs)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Cedar Avenue (NS) at:																		
• El Rivino Road (EW)	J.V.	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.5	0.5	1.0	17.3	17.3	B	B
Cactus Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V./Rialto	TS	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.5	0.0	0.0	0.5	0.5	12.2	11.6	B	B
Hall Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	10.0	10.8	B	B
Kiningham Drive (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	0.0	0.0	0.0	1!	0.0	0.5	0.5	0.0	0.0	0.5	0.5	9.4	9.0	A	A
Agua Mansa Road (NS) at:																		
• El Rivino Road (EW)	S.B.C.	CSS	1.0	1.0	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	17.5	67.8	C	F
Riverside Avenue (NS) at:																		
• Agua Mansa Road (EW)	Rialto/Colton	TS	1.0	1.5	0.5	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	29.8	32.4	C	C
Project Access 1 (NS) at:																		
• El Rivino Road (EW)	S.B.C.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Agua Mansa Road (NS) at:																		
• Project Access 2 (EW)	S.B.C.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

CSS = Cross-Street Stop

[4] S.B.C = San Bernardino County; J.V. = Jurupa Valley

j:/rktables/RK10607TB.xls
JN:0995-2014-06

TABLE 2

Trip Generation Rates

Land Use[2]	Units[1]	Peak Hour						Daily
		AM			PM			
		In	Out	Total	In	Out	Total	
High-Cube Warehouse	TSF	0.076	0.034	0.110	0.037	0.083	0.120	1.680
General Light Industrial	TSF	0.810	0.110	0.920	0.116	0.854	0.970	6.970
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[3]		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor[4]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
2-Axle Trucks								
Recommended Mix (%)[3]		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor[4]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
3-Axle Trucks								
Recommended Mix (%)[3]		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor[4]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
4-Axle Trucks								
Recommended Mix (%)[3]		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor[4]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Final Rates High Cube Warehouse Rates (In Passenger Car Equivalents)								
Passenger Cars		0.060	0.027	0.088	0.030	0.066	0.095	1.337
2-Axle Trucks		0.004	0.002	0.006	0.002	0.004	0.006	0.087
3-Axle Trucks		0.007	0.003	0.010	0.003	0.008	0.011	0.156
4-Axle+ Trucks		0.028	0.013	0.041	0.014	0.031	0.044	0.621
Final Rates General Light Industrial Rates (In Passenger Car Equivalents)								
Passenger Cars		0.644	0.088	0.732	0.093	0.679	0.772	5.546
2-Axle Trucks		0.042	0.006	0.048	0.006	0.044	0.050	0.362
3-Axle Trucks		0.075	0.010	0.085	0.011	0.079	0.090	0.647
4-Axle+ Trucks		0.299	0.041	0.340	0.043	0.316	0.359	2.578

Building A (High Cube Warehouse) Building Size: 475.847 TSF
Building B (General Light Industrial) Building Size: 30.059 TSF

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[1] TSF = Thousand Square Feet

[2] Source: ITE Trip Generation, 9th Ed./National Association of Industrial and Office Properties (NAIOP) Adjusted Rates

[3] Recommended Vehicle Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003 (Page 40)

[4] Recommended PCE Factor per San Bernardino County CMP, 2005 Update

Table 3
Project Trip Generation in Passenger Car Equivalents (PCE)

Project Trip Generation (Without PCE Adjustment)									
			Weekday Peak Hour						
			AM			PM			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Building A: High Cube Warehouse	475.847	TSF	36	16	52	18	39	57	799
Building B: General Light Industrial	30.059	TSF	24	3	27	3	26	29	210
Total Project Trip Generation (Without PCE Adjustment)			**60**	**20**	**79**	**21**	**65**	**86**	**1,009**

Project Trip Generation (With PCE Adjustment)								
		Weekday Peak Hour						
		AM			PM			
Land Use	Vehicle Mix	In	Out	Total	In	Out	Total	Daily
Bulding A: High Cube Warehouse	Passenger Cars	29	13	42	14	31	45	636
	2-Axle Trucks (1.5 x)	2	1	3	1	2	3	41
	3-Axle Trucks (2.0 x)	3	2	5	2	4	6	74
	4-Axle+ Trucks (3.0 x)	13	6	19	7	15	22	296
	Trucks Subtotal	18	9	27	10	21	31	411
	Building A Trip Generation (In Passenger Car Equivalents)	47	22	69	24	52	76	1,047
Bulding B: General Light Industrial	Passenger Cars	19	3	22	3	20	23	167
	2-Axle Trucks (1.5 x)	1	0	1	0	1	2	11
	3-Axle Trucks (2.0 x)	2	0	2	0	2	3	19
	4-Axle+ Trucks (3.0 x)	9	1	10	1	9	10	77
	Trucks Subtotal	12	1	13	1	12	15	107
	Building B Trip Generation (In Passenger Car Equivalents)	31	4	35	4	32	36	274
Total Project Trip Generation (With PCE Adjustment)	**Passenger Cars**	**48**	**16**	**64**	**17**	**51**	**68**	**803**
	2-Axle Trucks (1.5 x)	**3**	**1**	**4**	**1**	**3**	**5**	**52**
	3-Axle Trucks (2.0 x)	**5**	**2**	**7**	**2**	**6**	**9**	**93**
	4-Axle+ Trucks (3.0 x)	**22**	**7**	**29**	**8**	**24**	**32**	**373**
	Trucks Subtotal	**30**	**10**	**40**	**11**	**33**	**46**	**518**
	Total Project Trip Generation (With PCE Adjustment)	**78**	**26**	**104**	**28**	**84**	**112**	**1,321**

[1] TSF = Thousand Square Feet

TABLE 4

Other Developments Trip Generation[1]

Zone	Jurisdiction	Project	Land Use	Quantity	Units[2]	Peak Hour						Daily
						AM			PM			
						In	Out	Total	In	Out	Total	
1	Jurupa Valley	Kamps Propane	General Light Industrial	13.332	TSF	8	2	10	4	6	10	51
2	Jurupa Valley	Lytle Development	General Light Industrial	120	EMP	50	17	67	24	50	74	986
3	Rialto	Rialto Commerce Center [3]	Warehouse	3,659.000	TSF	1,749	379	2,128	567	1,656	2,223	23,448
4	Rialto	Cap Rock III	Warehouse	527.900	TSF	210	55	265	70	212	282	3,151
CUMULATIVE DEVELOPMENTS TOTAL TRIP GENERATION						**2,017**	**453**	**2,470**	**665**	**1,924**	**2,589**	**27,636**

[1] Other Developments provided by the County of San Bernardino, City of Jurupa Valley and City of Rialto.

[2] TSF = Thousand Square Feet
EMP = Employees

[3] Trip Generation based on Rialto Commerce Center Traffic Impact Study, prepared by Kunzman Associates (1.28.09)

TABLE 5

Intersection Analysis for Project Opening Year (2017)

Without Related Projects Without Project Conditions

Intersection	Jurisdiction[4]	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Secs)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Cedar Avenue (NS) at:																		
• El Rivino Road (EW)	J.V.	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.5	0.5	1.0	17.3	17.4	B	B
Cactus Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V./Rialto	TS	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.5	0.0	0.0	0.5	0.5	12.2	11.7	B	B
Hall Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	10.1	10.9	B	B
Kiningham Drive (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	0.0	0.0	0.0	1!	0.0	0.5	0.5	0.0	0.0	0.5	0.5	9.4	9.1	A	A
Agua Mansa Road (NS) at:																		
• El Rivino Road (EW)	S.B.C.	CSS	1.0	1.0	0.0	0.00	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	18.7	97.8	C	F
Riverside Avenue (NS) at:																		
• Agua Mansa Road (EW)	Rialto/Colton	TS	1.0	1.5	0.5	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	31.1	34.8	C	C
Project Access 1 (NS) at:																		
• El Rivino Road (EW)	S.B.C.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Agua Mansa Road (NS) at:																		
• Project Access 2 (EW)	S.B.C.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] S.B.C = San Bernardino County; J.V. = Jurupa Valley

TABLE 6

Intersection Analysis for Project Opening Year (2017)

Without Related Projects With Project Conditions

Intersection	Jurisdiction[4]	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Secs)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Cedar Avenue (NS) at:																		
• El Rivino Road (EW)	J.V.	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.5	0.5	1.0	17.5	17.6	B	B
Cactus Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V./Rialto	TS	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.5	0.0	0.0	0.5	0.5	12.0	11.6	B	B
Hall Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	10.4	11.3	B	B
Kiningham Drive (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	0.0	0.0	0.0	1!	0.0	0.5	0.5	0.0	0.0	0.5	0.5	9.1	9.2	A	A
Agua Mansa Road (NS) at:																		
• El Rivino Road (EW)	S.B.C.	CSS	1.0	1.0	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	19.5	111.4	C	F
-With Mitigation		CSS	1.0	**2.0**	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	15.6	32.0	C	D
Riverside Avenue (NS) at:																		
• Agua Mansa Road (EW)	Rialto/Colton	TS	1.0	1.5	0.5	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	31.7	35.2	C	D
Project Access 1 (NS) at:																		
• El Rivino Road (EW)	S.B.C.	**CSS**	0.0	0.0	0.0	0.0	**1!**	0.0	**0.5**	**0.5**	0.0	0.0	**0.5**	**0.5**	7.4	9.1	A	A
Agua Mansa Road (NS) at:																		
• Project Access 2 (EW)	S.B.C.	**TS**	**1.0**	**1.0**	0.0	0.0	**1.0**	**1.0**	**1.0**	0.0	**1.0**	0.0	0.0	0.0	2.2	3.9	A	A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] S.B.C = San Bernardino County; J.V. = Jurupa Valley

TABLE 7

Intersection Analysis for Project Opening Year (2017)

With Related Projects Without Project Conditions

Intersection	Jurisdiction[4]	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Secs)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Cedar Avenue (NS) at:																		
• El Rivino Road (EW)	J.V.	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.5	0.5	1.0	28.4	54.1	C	D
Cactus Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V./Rialto	TS	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.5	0.0	0.0	0.5	0.5	23.8	28.1	C	C
Hall Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	12.8	14.5	B	B
Kiningham Drive (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	0.0	0.0	0.0	1!	0.0	0.5	0.5	0.0	0.0	0.5	0.5	11.4	9.9	B	A
Agua Mansa Road (NS) at:																		
• El Rivino Road (EW)	S.B.C.	CSS	1.0	1.0	0.0	0.00	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	40.7	234.3	E	F
-With Mitigation		**TS**	1.0	1.0	0.0	0.00	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	11.7	17.3	B	B
Riverside Avenue (NS) at:																		
• Agua Mansa Road (EW)	Rialto/Colton	TS	1.0	1.5	0.5	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	35.2	37.8	D	D
Project Access 1 (NS) at:																		
• El Rivino Road (EW)	S.B.C.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Agua Mansa Road (NS) at:																		
• Project Access 2 (EW)	S.B.C.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] S.B.C = San Bernardino County; J.V. = Jurupa Valley

TABLE 8

Intersection Analysis for Project Opening Year (2017)

With Related Projects With Project Conditions

Intersection	Jurisdiction[4]	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Secs)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Cedar Avenue (NS) at:																		
• El Rivino Road (EW)	J.V.	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.5	0.5	1.0	29.4	55.9	C	E
-With Mitigation		TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	**1.5**	0.5	1.0	28.3	22.5	C	C
Cactus Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V./Rialto	TS	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.5	0.0	0.0	0.5	0.5	24.5	29.9	C	C
Hall Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	14.8	18.0	B	B
Kiningham Drive (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	0.0	0.0	0.0	1!	0.0	0.5	0.5	0.0	0.0	0.5	0.5	11.7	10.1	B	B
Agua Mansa Road (NS) at:																		
• El Rivino Road (EW)	S.B.C.	CSS	1.0	1.0	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	60.4	831.5	F	F
-With Mitigation		**TS**	1.0	1.0	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	11.7	17.6	B	B
Riverside Avenue (NS) at:																		
• Agua Mansa Road (EW)	Rialto/Colton	TS	1.0	1.5	0.5	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	36.0	38.7	D	D
Project Access 1 (NS) at:																		
• El Rivino Road (EW)	S.B.C.	**CSS**	0.0	0.0	0.0	0.0	**1!**	0.0	**0.5**	**0.5**	0.0	0.0	**0.5**	**0.5**	8.0	10.4	A	B
Agua Mansa Road (NS) at:																		
• Project Access 2 (EW)	S.B.C.	**TS**	**1.0**	**1.0**	0.0	0.0	**1.0**	**1.0**	**1.0**	0.0	**1.0**	0.0	0.0	0.0	2.2	4.3	A	A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] S.B.C = San Bernardino County; J.V. = Jurupa Valley

TABLE 9

Intersection Analysis for Buildout Year (2035)

With Related Projects Without Project Conditions

Intersection	Jurisdiction[4]	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Secs)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Cedar Avenue (NS) at:																		
• El Rivino Road (EW)	J.V.	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.5	0.5	1.0	25.4	159.6	C	F
-With Mitigation		TS	1.0	1.5	**0.5**	1.0	2.0	1.0	0.0	1!	0.0	**1.5**	0.5	1.0	23.2	33.6	C	C
Cactus Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V./Rialto	TS	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.5	0.0	0.0	0.5	0.5	20.2	37.0	C	D
Hall Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	12.9	33.6	B	D
Kiningham Drive (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	0.0	0.0	0.0	1!	0.0	0.5	0.5	0.0	0.0	0.5	0.5	11.7	10.3	B	B
Agua Mansa Road (NS) at:																		
• El Rivino Road (EW)	S.B.C.	CSS	1.0	1.0	0.0	0.00	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	127.1	1477.2	F	F
-With Mitigation		**TS**	1.0	**2.0**	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	15.4	16.4	B	B
Riverside Avenue (NS) at:																		
• Agua Mansa Road (EW)	Rialto/Colton	TS	1.0	1.5	0.5	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	100.4	244.9	F	F
-With Mitigation			1.0	**2.5**	0.5	1.0	**2.5**	**0.5**	**2.0**	**2.0**	1.0	1.0	**2.0**	1.0	44.1	43.8	D	D
Project Access 1 (NS) at:																		
• El Rivino Road (EW)	S.B.C.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Agua Mansa Road (NS) at:																		
• Project Access 2 (EW)	S.B.C.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] S.B.C = San Bernardino County; J.V. = Jurupa Valley

TABLE 10

Intersection Analysis for Buildout Year (2035)

With Related Projects With Project Conditions

Intersection	Jurisdiction[4]	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Secs)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Cedar Avenue (NS) at:																		
• El Rivino Road (EW)	J.V.	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.5	0.5	1.0	25.9	162.3	C	F
-With Mitigation		TS	1.0	1.5	**0.5**	1.0	2.0	1.0	0.0	1!	0.0	**1.5**	0.5	1.0	24.7	52.1	C	D
Cactus Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V./Rialto	TS	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.5	0.0	0.0	0.5	0.5	20.4	39.4	C	D
Hall Avenue (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	13.1	37.1	B	E
-With Mitigation		CSS	**1.0**	0.5	0.5	0.0	1!	0.0	0.0	1!	0.0	0.0	1!	0.0	13.2	29.9	B	D
Kiningham Drive (NS) at:																		
• El Rivino Road (EW)	S.B.C./J.V.	CSS	0.0	0.0	0.0	0.0	1!	0.0	0.5	0.5	0.0	0.0	0.5	0.5	11.2	10.3	B	B
Agua Mansa Road (NS) at:																		
• El Rivino Road (EW)	S.B.C.	CSS	1.0	1.0	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	141.3	1560.1	F	F
-With Mitigation		**TS**	1.0	**2.0**	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.0	15.7	16.8	B	B
Riverside Avenue (NS) at:																		
• Agua Mansa Road (EW)	Rialto/Colton	TS	1.0	1.5	0.5	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	102.6	248.1	F	F
-With Mitigation		TS	1.0	**2.5**	0.5	1.0	**2.5**	**0.5**	**2.0**	**2.0**	1.0	1.0	**2.0**	1.0	45.9	44.6	D	D
Project Access 1 (NS) at:																		
• El Rivino Road (EW)	S.B.C.	**CSS**	0.0	0.0	0.0	0.0	**1!**	0.0	**0.5**	**0.5**	0.0	0.0	**0.5**	**0.5**	8.1	10.6	A	B
Agua Mansa Road (NS) at:																		
• Project Access 2 (EW)	S.B.C.	**TS**	**1.0**	**1.0**	0.0	0.0	**1.0**	**1.0**	**1.0**	0.0	**1.0**	0.0	0.0	0.0	3.0	8.9	A	A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] S.B.C = San Bernardino County; J.V. = Jurupa Valley

TABLE 11
Recommended Off-Site Intersection Improvements and Cost Estimate[1]
Project Opening Year (2017) Without Related Projects With Project Conditions
(DIRECT IMPACTS)

Intersection	Recommended Improvements for Project Opening Year (2017) Without Related Projects With Project Conditions[2]	County of San Bernardino CMP Improvement Description[3]	Estimated Total Cost	Project Fair Share Percentage[2]	Estimated Project Cost
Agua Mansa Road (NS) at: El Rivino Road (EW)	- Install one (1) northbound thru lane	- Widen conventional highway, one lane ($1,000,000/mile) x 1,200 feet	$ 227,273	100%	$ 227,273
Agua Mansa Road (NS) at: Project Access (EW)	- Install Traffic Signal	- Signalization of local intersection	$ 250,000	100%	$ 250,000
Total Estimated Project Cost for Off-Site Intersection Improvements					**$ 477,273**

[1] Recommended improvements would satisfy County of San Bernardino requirements to restore intersection Level of Service to "without project" conditions.

[2] Project impacts are considered "Direct" and project would be responsible to implement all off-site recommended improvements

[3] Improvement costs are based on County of San Bernardino Congestion Management Plan Preliminary Construction Cost Estimates, as shown in Appendix L.

TABLE 12
Recommended Off-Site Intersection Improvements and Cost Estimate[1]
Project Opening Year (2017) With Related Projects With Project Conditions
(CUMULATIVE IMPACTS)

Intersection	Recommended Improvements for Project Opening Year (2017) With Related Projects With Project Conditions[2]	County of San Bernardino CMP Improvement Description[3]	Estimated Total Cost[3]	Project Fair Share Percentage[4]	Estimated Project Cost
Cedar Avenue (NS) at: El Rivino Road (EW)	- Install one (1) westbound left lane	- Construct left-turn lane (240' long)	$ 50,000	2.23%	$ 1,117
Agua Mansa Road (NS) at: El Rivino Road (EW)	- Install Traffic Signal	- Signalization of local intersection	$ 598,400	6.58%	$ 39,385
Total Estimated Project Cost for Off-Site Intersection Improvements					**$ 40,502**

[1] Recommended improvements would satisfy County of San Bernardino requirements to restore intersection Level of Service to D or better.

[2] Project impacts are considered "Cumulative" and project would be responsible to contribute fair share towards off-site recommended improvements.

[3] Improvement costs are based on County of San Bernardino Congestion Management Plan Preliminary Construction Cost Estimates, as shown in Appendix L.

TABLE 13
Recommended Off-Site Intersection Improvements and Cost Estimate[1]
Buildout Year (2035) With Related Projects With Project Conditions
(CUMULATIVE IMPACTS)

Intersection	Recommended Improvements for Project Opening Year (2017) With Related Projects With Project Conditions[2]	County of San Bernardino CMP Improvement Description[3]	Estimated Cost[3]	Project Fair Share Percentage[4]	Estimated Project Cost
Cedar Avenue (NS) at: El Rivino Road (EW)[5]	- [Install one (1) westbound left turn lane]	- Construct left-turn lane (240' long)	$ 50,000	1.21%	$ 607
Hall Avenue (NS) at: El Rivino Road (EW)	- Install one (1) northbound left turn lane	- Construct left-turn lane (240' long)	$ 50,000	6.02%	$ 3,012
Agua Mansa Road (NS) at: El Rivino Road (EW)[5]	- [Install Traffic Signal]	- Signalization of local intersection	$ 598,400	3.07%	$ 18,381
Riverside Avenue (NS) at: Agua Mansa Road (EW)	- Install one (1) northbound thru lane	- Signalization of local intersection	$ 250,000	2.20%	$ 5,493
	- Reconfigure southbound right lane to be shared thru/right lane	- Widen conventional highway, one lane ($1,000,000/mile) x 1,200 feet	$ 227,273	2.20%	$ 4,994
	- Install eastbound left turn lane	- Construct left-turn lane (240' long)	$ 50,000	2.20%	$ 1,099
	- Install eastbound thru lane	- Widen conventional highway, one lane ($1,000,000/mile) x 1,200 feet	$ 227,273	2.20%	$ 4,994
	- Install westbound thru lane	- Widen conventional highway, one lane ($1,000,000/mile) x 1,200 feet	$ 227,273	2.20%	$ 4,994
Total Estimated Project Cost for Off-Site Intersection Improvements					**$ 43,574**

[1] Recommended improvements would satisfy County of San Bernardino requirements to restore intersection Level of Service to D or better.

[2] Project impacts are considered "Cumulative" and project would be responsible to contribute fair share towards off-site recommended improvements.

[3] Improvement costs are based on County of San Bernardino Congestion Management Plan Preliminary Construction Cost Estimates, as shown in Appendix L.

[4] Fair share calculations are shown in Table 15.

[5] [ ] = Previous phase recommendations

TABLE 14
Project Fair-Share Intersection Contribution for
Project Opening Year (2017) With Related Projects With Project Conditions

Intersection	Existing Traffic		Year 2017 With Related Projects With Project Traffic		Growth in Traffic		Project Traffic		Project % of Year 2017 With Related With Project Growth in Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cedar Avenue (NS) at:										
• El Rivino Road (EW)	1,346	1,684	2,358	2,758	1,012	1,074	22	24	2.17%	2.23%
Agua Mansa Road (NS) at:										
• El Rivino Road (EW)	835	1,189	1,266	1,660	431	471	27	31	6.26%	6.58%

TABLE 15
Project Fair-Share Intersection Contribution for Buildout Year (2035) With Related Projects With Project Conditions

Intersection	Existing Traffic		Year 2035 With Related Projects With Project Traffic		Growth in Traffic		Project Traffic		Project % of Year 2035 With Related With Project Growth in Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cedar Avenue (NS) at:										
• El Rivino Road (EW)	1,346	1,684	3,159	4,194	1,813	2,510	22	24	1.21%	0.96%
Hall Avenue (NS) at:										
• El Rivino Road (EW)	249	300	664	1,043	415	743	25	27	6.02%	3.63%
Agua Mansa Road (NS) at:										
• El Rivino Road (EW)	835	1,189	1,714	2,338	879	1,149	27	31	3.07%	2.70%
Riverside Avenue (NS) at:										
• Agua Mansa Road (EW)	2,799	3,153	5,211	7,087	2,412	3,934	53	55	2.20%	1.40%

Appendices

Appendix A

Traffic Count Worksheets

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/12/14	LOCATION:	San Bernardino	PROJECT #:	SC0399	
THURSDAY	NORTH & SOUTH:	Cedar	LOCATION #:	A	
	EAST & WEST:	El Rivino	CONTROL:	SIGNAL	

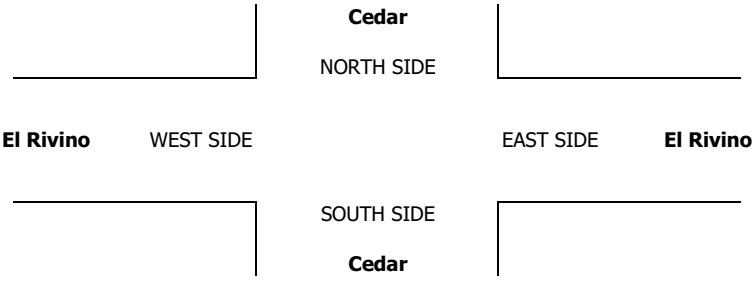
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Cedar			SOUTHBOUND Cedar			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	57	2	7	89	1	1	0	4	8	0	7	176					0
7:15 AM	1	65	9	12	131	2	0	1	2	1	0	3	227					0
7:30 AM	2	91	3	18	156	0	1	0	1	4	0	6	282					0
7:45 AM	2	78	9	12	113	2	1	0	0	5	1	6	229					0
8:00 AM	2	78	9	12	113	2	1	0	0	5	1	6	229					0
8:15 AM	1	72	6	9	90	1	0	0	2	2	1	3	187					0
8:30 AM	0	62	8	12	88	2	5	1	0	5	0	6	189					0
8:45 AM	0	63	7	7	95	2	2	2	0	1	2	9	190					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	8	566	53	89	875	12	11	4	9	31	5	46	1,709	0	0	0	0	0
APPROACH %	1%	90%	8%	9%	90%	1%	46%	17%	38%	38%	6%	56%						
APP/DEPART	627	/	623	976	/	915	24	/	146	82	/	25	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	7	312	30	54	513	6	3	1	3	15	2	21	967					
APPROACH %	2%	89%	9%	9%	90%	1%	43%	14%	43%	39%	5%	55%						
PEAK HR FACTOR		0.909			0.823			0.583			0.792		0.857					
APP/DEPART	349	/	336	573	/	531	7	/	85	38	/	15	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	3	120	7	14	117	0	1	2	0	13	1	32	310					0
4:15 PM	4	146	6	15	108	1	2	0	2	12	0	12	308					0
4:30 PM	1	166	8	14	121	3	0	1	3	13	0	12	342					0
4:45 PM	1	137	16	9	140	2	4	1	1	9	0	13	333					0
5:00 PM	2	127	7	7	142	1	2	1	4	15	2	23	333					0
5:15 PM	1	155	8	8	162	2	0	1	1	11	4	16	369					0
5:30 PM	1	139	9	16	166	1	1	2	3	4	2	13	357					0
5:45 PM	2	143	4	10	163	4	1	1	2	7	1	12	350					0
VOLUMES	15	1,133	65	93	1,119	14	11	9	16	84	10	133	2,702	0	0	0	0	0
APPROACH %	1%	93%	5%	8%	91%	1%	31%	25%	44%	37%	4%	59%						
APP/DEPART	1,213	/	1,277	1,226	/	1,219	36	/	167	227	/	39	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	6	564	28	41	633	8	4	5	10	37	9	64	1,409					
APPROACH %	1%	94%	5%	6%	93%	1%	21%	26%	53%	34%	8%	58%						
PEAK HR FACTOR		0.912			0.932			0.679			0.688		0.955					
APP/DEPART	598	/	632	682	/	680	19	/	74	110	/	23	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

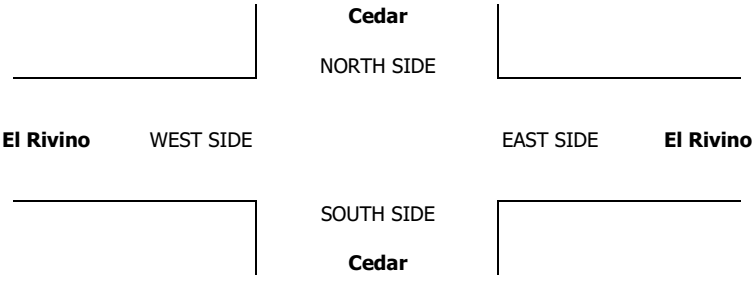
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cedar	LOCATION #:	A
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Cedar)			SOUTHBOUND (Cedar)			EASTBOUND (El Rivino)			WESTBOUND (El Rivino)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	15	2	1	19	0	0	0	0	1	0	4	42					0
	7:15 AM	1	14	0	1	10	0	0	0	2	3	0	3	34					0
	7:30 AM	1	7	1	3	13	0	0	0	0	3	0	3	31					0
	7:45 AM	0	11	0	6	11	0	0	0	0	3	0	3	34					0
	8:00 AM	0	11	0	6	11	0	0	0	0	3	0	3	34					0
	8:15 AM	1	7	1	0	8	0	0	0	0	2	0	0	19					0
	8:30 AM	0	9	2	0	15	0	0	0	1	2	0	0	29					0
	8:45 AM	1	6	0	2	11	0	0	0	0	2	0	1	23					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	4	80	6	19	98	0	0	0	3	19	0	17	246	0	0	0	0	0
	APPROACH %	4%	89%	7%	16%	84%	0%	0%	0%	100%	53%	0%	47%						
	APP/DEPART	90	/	97	117	/	120	3	/	25	36	/	4	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	2	47	3	11	53	0	0	0	2	10	0	13	141					
	APPROACH %	4%	90%	6%	17%	83%	0%	0%	0%	100%	43%	0%	57%						
	PEAK HR FACTOR		0.765			0.800			0.250			0.958		0.839					
	APP/DEPART	52	/	60	64	/	65	2	/	14	23	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	13	3	5	9	0	0	0	0	0	0	1	31					0
	4:15 PM	1	9	3	6	6	0	1	0	0	2	0	2	30					0
	4:30 PM	0	16	2	1	4	0	0	0	1	1	0	1	26					0
	4:45 PM	0	10	1	2	5	0	0	0	1	1	0	5	25					0
	5:00 PM	0	12	0	1	7	1	0	0	0	0	0	2	23					0
	5:15 PM	0	8	2	1	7	0	0	0	1	1	1	3	24					0
	5:30 PM	0	4	0	3	11	0	1	1	0	2	0	1	23					0
	5:45 PM	0	5	0	0	7	0	0	0	0	0	0	1	13					0
	VOLUMES	1	77	11	19	56	1	2	1	3	7	1	16	195	0	0	0	0	0
	APPROACH %	1%	87%	12%	25%	74%	1%	33%	17%	50%	29%	4%	67%						
	APP/DEPART	89	/	95	76	/	66	6	/	31	24	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	48	9	14	24	0	1	0	2	4	0	9	112					
	APPROACH %	2%	83%	16%	37%	63%	0%	33%	0%	67%	31%	0%	69%						
	PEAK HR FACTOR		0.806			0.679			0.750			0.542		0.903					
	APP/DEPART	58	/	58	38	/	30	3	/	23	13	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cedar	LOCATION #:	A
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Cedar			SOUTHBOUND Cedar			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	3	4					0
7:15 AM	0	1	0	0	1	0	0	0	0	2	0	0	4					0
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	6					0
7:45 AM	0	1	1	0	0	0	0	0	0	1	0	0	3					0
8:00 AM	0	1	1	0	0	0	0	0	0	1	0	0	3					0
8:15 AM	0	1	0	1	3	1	0	0	0	0	0	0	6					0
8:30 AM	0	4	0	0	3	0	0	0	0	0	0	0	7					0
8:45 AM	0	6	0	0	4	0	0	0	0	0	0	0	10					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	18	2	1	14	1	0	0	0	4	0	3	43	0	0	0	0	0
APPROACH %	0%	90%	10%	6%	88%	6%	0%	0%	0%	57%	0%	43%						
APP/DEPART	20	/	21	16	/	18	0	/	3	7	/	1	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	12	1	1	10	1	0	0	0	1	0	0	26					
APPROACH %	0%	92%	8%	8%	83%	8%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.542			0.600			0.000			0.250		0.650					
APP/DEPART	13	/	12	12	/	11	0	/	2	1	/	1	0					
PM																		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	6					0
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	6					0
4:30 PM	0	7	1	0	3	0	0	0	1	1	0	0	13					0
4:45 PM	1	3	0	1	5	0	0	0	1	0	0	0	11					0
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	4					0
5:15 PM	0	3	1	0	2	0	0	0	0	0	0	0	6					0
5:30 PM	0	1	0	1	1	0	0	0	0	0	1	0	4					0
5:45 PM	0	2	0	1	1	0	0	0	0	0	0	0	4					0
VOLUMES	1	24	2	3	20	0	0	0	2	1	1	0	54	0	0	0	0	0
APPROACH %	4%	89%	7%	13%	87%	0%	0%	0%	100%	50%	50%	0%						
APP/DEPART	27	/	24	23	/	23	2	/	5	2	/	2	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	1	16	1	1	14	0	0	0	2	1	0	0	36					
APPROACH %	6%	89%	6%	7%	93%	0%	0%	0%	100%	100%	0%	0%						
PEAK HR FACTOR		0.563			0.625			0.500			0.250		0.692					
APP/DEPART	18	/	16	15	/	17	2	/	2	1	/	1	0					

Cedar

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Cedar

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

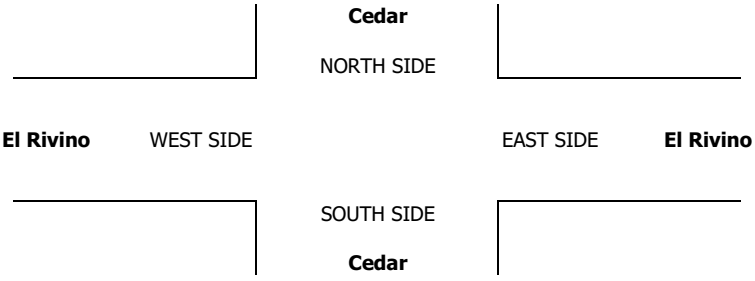
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cedar	LOCATION #:	A
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Cedar)			SOUTHBOUND (Cedar)			EASTBOUND (El Rivino)			WESTBOUND (El Rivino)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	0	0	0	0	0	0	1	0	0	4					0
	7:15 AM	0	4	0	1	4	0	0	0	0	1	0	0	10					0
	7:30 AM	0	4	1	0	3	0	0	0	0	2	0	0	10					0
	7:45 AM	0	5	1	1	7	0	0	0	0	0	0	0	14					0
	8:00 AM	0	5	1	1	7	0	0	0	0	0	0	0	14					0
	8:15 AM	0	0	0	0	4	0	0	0	0	0	0	1	5					0
	8:30 AM	0	5	1	2	5	0	0	0	0	2	0	0	15					0
	8:45 AM	0	2	1	2	4	0	0	0	0	0	0	0	9					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	28	5	7	34	0	0	0	0	6	0	1	81	0	0	0	0	0
	APPROACH %	0%	85%	15%	17%	83%	0%	0%	0%	0%	86%	0%	14%						
	APP/DEPART	33	/	29	41	/	40	0	/	12	7	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	15	3	4	23	0	0	0	0	2	0	1	48					
	APPROACH %	0%	83%	17%	15%	85%	0%	0%	0%	0%	67%	0%	33%						
	PEAK HR FACTOR		0.750			0.844			0.000			0.375		0.800					
	APP/DEPART	18	/	16	27	/	25	0	/	7	3	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	8	0	2	1	0	0	0	0	0	0	1	12					0
	4:15 PM	0	8	0	0	1	0	0	0	0	0	0	1	10					0
	4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3					0
	4:45 PM	0	2	2	3	2	0	0	0	0	0	0	0	9					0
	5:00 PM	0	6	1	1	0	0	0	0	0	0	0	0	8					0
	5:15 PM	0	2	0	0	5	0	0	0	0	0	0	1	8					0
	5:30 PM	0	4	0	0	2	0	0	0	0	0	0	1	7					0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1					0
	VOLUMES	0	33	3	6	12	0	0	0	0	0	0	4	58	0	0	0	0	0
	APPROACH %	0%	92%	8%	33%	67%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	36	/	37	18	/	12	0	/	9	4	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	20	2	5	5	0	0	0	0	0	0	2	34					
	APPROACH %	0%	91%	9%	50%	50%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.688			0.500			0.000			0.500		0.708					
	APP/DEPART	22	/	22	10	/	5	0	/	7	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

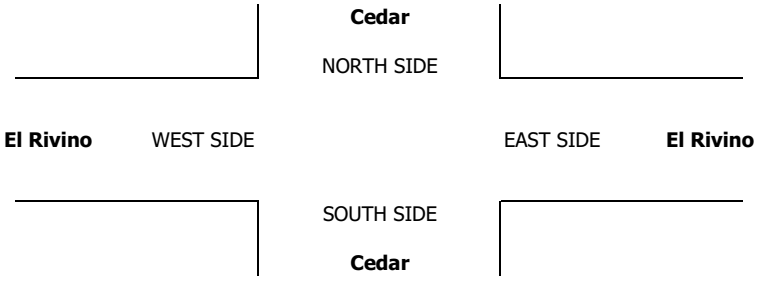
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cedar	LOCATION #:	A
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cedar			SOUTHBOUND Cedar			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cedar	LOCATION #:	A
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cedar			SOUTHBOUND Cedar			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Cedar

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Cedar

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
Thu, Jun 12, 14	NORTH & SOUTH:	Cedar	LOCATION #:	A
	EAST & WEST:	El Rivino	CONTROL:	SIGNAL

NOTES:
PCE ADJUSTED

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Cedar			SOUTHBOUND Cedar			EASTBOUND El Rivino			WESTBOUND El Rivino			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
7:00 AM	0	91	5	9	118	1	1	0	4	13	0	19	259
7:15 AM	3	100	9	17	160	2	0	1	5	13	0	8	316
7:30 AM	4	120	10	23	191	0	1	0	1	15	0	11	373
7:45 AM	2	112	14	24	151	2	1	0	0	12	1	11	328
8:00 AM	2	112	14	24	151	2	1	0	0	12	1	11	328
8:15 AM	3	85	8	11	120	3	0	0	2	5	1	6	243
8:30 AM	0	99	14	18	132	2	5	1	2	14	0	6	292
8:45 AM	2	90	10	16	132	2	2	2	0	4	2	11	272
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	14	806	83	141	1,152	14	11	4	14	86	5	81	2,409
APPROACH %	2%	89%	9%	11%	88%	1%	39%	14%	47%	50%	3%	47%	
APP/DEPART	903	/	898	1,307	/	1,251	29	/	228	171	/	33	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	10	443	47	87	652	6	3	1	6	50	2	39	1,345
APPROACH %	2%	89%	9%	12%	88%	1%	30%	10%	60%	55%	2%	43%	
PEAK HR FACTOR		0.942			0.874			0.417			0.910		0.902
APP/DEPART	499	/	485	745	/	708	10	/	135	91	/	18	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	170	12	28	140	0	1	2	0	13	1	37	405
4:15 PM	6	190	11	24	126	1	4	0	2	15	0	18	395
4:30 PM	1	210	13	16	136	3	0	1	7	17	0	14	416
4:45 PM	3	164	24	23	164	2	4	1	5	11	0	21	420
5:00 PM	2	167	10	12	157	3	2	1	4	15	2	26	400
5:15 PM	1	179	13	10	192	2	0	1	3	13	6	24	441
5:30 PM	1	159	9	23	191	1	3	4	3	7	4	18	421
5:45 PM	2	158	4	12	176	4	1	1	2	7	1	14	381
VOLUMES	19	1,396	95	146	1,279	16	14	11	25	97	14	169	3,277
APPROACH %	1%	93%	6%	10%	89%	1%	29%	21%	50%	35%	5%	61%	
APP/DEPART	1,509	/	1,579	1,440	/	1,400	49	/	251	279	/	48	0
BEGIN PEAK HR		4:45 PM											
VOLUMES	7	669	56	67	702	8	9	7	14	45	12	88	1,681
APPROACH %	1%	91%	8%	9%	90%	1%	29%	22%	48%	31%	8%	61%	
PEAK HR FACTOR		0.948			0.907			0.763			0.837		0.953
APP/DEPART	732	/	765	776	/	761	29	/	129	144	/	26	0

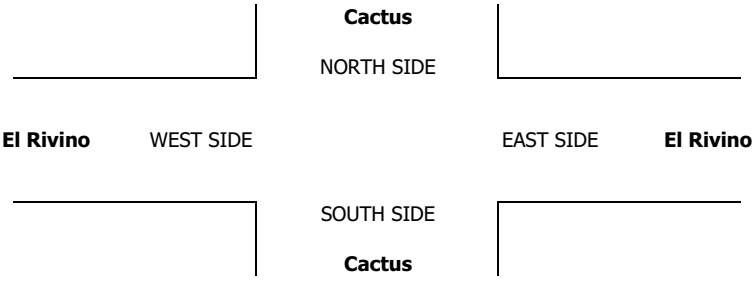
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/12/14	LOCATION:	San Bernardino	PROJECT #:	SC0399	
THURSDAY	NORTH & SOUTH:	Cactus	LOCATION #:	B	
	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S	

CLASS 1:	NOTES:	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Cactus			SOUTHBOUND Cactus			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	11	0	5	5	12	0	0	10	3	46					0
	7:15 AM	0	0	0	2	0	6	1	8	0	0	7	2	26					0
	7:30 AM	0	0	0	4	0	1	6	17	0	0	4	2	34					0
	7:45 AM	0	0	0	2	0	6	4	19	0	0	9	4	44					0
	8:00 AM	0	0	0	2	0	2	8	18	0	0	9	4	43					0
	8:15 AM	0	0	0	4	0	2	2	10	0	0	3	1	22					0
	8:30 AM	0	0	0	4	0	1	3	9	0	0	5	2	24					0
	8:45 AM	0	0	0	2	0	5	5	15	0	0	12	2	41					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	31	0	28	34	108	0	0	59	20	280	0	0	0	0	0
	APPROACH %	0%	0%	0%	53%	0%	47%	24%	76%	0%	0%	75%	25%						
	APP/DEPART	0	/	54	59	/	0	142	/	139	79	/	87	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	19	0	18	16	56	0	0	30	11	150					
	APPROACH %	0%	0%	0%	51%	0%	49%	22%	78%	0%	0%	73%	27%						
	PEAK HR FACTOR		0.000			0.578			0.783			0.788		0.815					
	APP/DEPART	0	/	27	37	/	0	72	/	75	41	/	48	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	1	0	8	8	15	0	0	35	17	84					0
	4:15 PM	0	0	0	3	0	5	4	20	0	0	13	12	57					0
	4:30 PM	0	0	0	4	0	6	3	19	0	0	14	7	53					0
	4:45 PM	0	0	0	4	0	4	12	14	0	0	21	7	62					0
	5:00 PM	0	0	0	4	0	13	4	13	0	0	27	8	69					0
	5:15 PM	0	0	0	0	0	5	1	14	0	0	20	6	46					0
	5:30 PM	0	0	0	3	0	3	5	20	0	0	16	4	51					0
	5:45 PM	0	0	0	3	0	4	4	14	0	0	14	4	43					0
	VOLUMES	0	0	0	22	0	48	41	129	0	0	160	65	465	0	0	0	0	0
	APPROACH %	0%	0%	0%	31%	0%	69%	24%	76%	0%	0%	71%	29%						
	APP/DEPART	0	/	106	70	/	0	170	/	151	225	/	208	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	12	0	23	27	68	0	0	83	43	256					
	APPROACH %	0%	0%	0%	34%	0%	66%	28%	72%	0%	0%	66%	34%						
	PEAK HR FACTOR		0.000			0.875			0.913			0.606		0.762					
	APP/DEPART	0	/	70	35	/	0	95	/	80	126	/	106	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cactus	LOCATION #:	B
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Cactus)			SOUTHBOUND (Cactus)			EASTBOUND (El Rivino)			WESTBOUND (El Rivino)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	2	0	4	0	0	10	0	18					0
	7:15 AM	0	0	0	1	0	0	1	2	0	0	14	1	19					0
	7:30 AM	0	0	0	1	0	0	1	1	0	0	5	2	10					0
	7:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	4					0
	8:00 AM	0	0	0	0	0	2	0	3	0	0	2	0	7					0
	8:15 AM	0	0	0	1	0	0	1	0	0	0	0	0	2					0
	8:30 AM	0	0	0	1	0	0	0	0	0	0	2	1	4					0
	8:45 AM	0	0	0	0	0	1	0	4	0	0	0	1	6					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	6	0	6	3	15	0	0	34	6	70	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	17%	83%	0%	0%	85%	15%						
	APP/DEPART	0	/	9	12	/	0	18	/	21	40	/	40	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	4	0	3	2	8	0	0	30	4	51					
	APPROACH %	0%	0%	0%	57%	0%	43%	20%	80%	0%	0%	88%	12%						
	PEAK HR FACTOR		0.000			0.438			0.625			0.567		0.671					
	APP/DEPART	0	/	6	7	/	0	10	/	12	34	/	33	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	1	7	0	0	0	0	8					0
	4:15 PM	0	0	0	0	0	1	1	6	0	0	2	3	13					0
	4:30 PM	0	0	0	0	0	1	0	2	0	0	2	1	6					0
	4:45 PM	0	0	0	0	0	0	1	4	0	0	4	0	9					0
	5:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	4					0
	5:15 PM	0	0	0	3	0	0	1	2	0	0	2	2	10					0
	5:30 PM	0	0	0	0	0	2	1	2	0	0	0	2	7					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	3	5					0
	VOLUMES	0	0	0	3	0	5	5	24	0	0	13	12	62	0	0	0	0	0
	APPROACH %	0%	0%	0%	38%	0%	63%	17%	83%	0%	0%	52%	48%						
	APP/DEPART	0	/	17	8	/	0	29	/	27	25	/	18	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	2	3	19	0	0	8	4	36					
	APPROACH %	0%	0%	0%	0%	0%	100%	14%	86%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.500			0.688			0.600		0.692					
	APP/DEPART	0	/	7	2	/	0	22	/	19	12	/	10	0					

Cactus

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Cactus

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

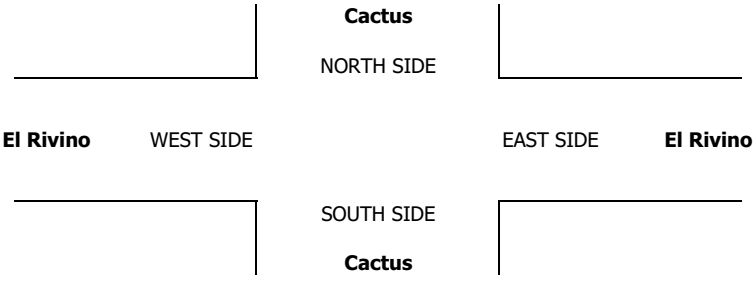
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cactus	LOCATION #:	B
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Cactus)			SOUTHBOUND (Cactus)			EASTBOUND (El Rivino)			WESTBOUND (El Rivino)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	2					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2					0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	1	0	1	0	0	5	1	8	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	83%	17%						
	APP/DEPART	0	/	1	1	/	0	1	/	1	6	/	6	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	1	0	0	0	0	4	1	6					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	80%	20%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.625		0.750					
	APP/DEPART	0	/	1	1	/	0	0	/	0	5	/	5	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1					0
	4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	4:30 PM	0	0	0	1	0	0	1	0	0	0	1	0	3					0
	4:45 PM	0	0	0	0	0	0	1	1	0	0	0	1	3					0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	2					0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	VOLUMES	0	0	0	1	0	0	3	4	0	0	1	3	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	43%	57%	0%	0%	25%	75%						
	APP/DEPART	0	/	6	1	/	0	7	/	5	4	/	1	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	1	0	0	3	2	0	0	1	1	8					
	APPROACH %	0%	0%	0%	100%	0%	0%	60%	40%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.250			0.625			0.500		0.667					
	APP/DEPART	0	/	4	1	/	0	5	/	3	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cactus	LOCATION #:	B
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Cactus)			SOUTHBOUND (Cactus)			EASTBOUND (El Rivino)			WESTBOUND (El Rivino)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1					0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	2					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	2	1	0	0	0	0	3					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	2	2	1	0	0	0	1	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	67%	33%	0%	0%	0%	100%						
	APP/DEPART	0	/	3	2	/	0	3	/	1	1	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	1	2	1	0	0	0	1	5					
	APPROACH %	0%	0%	0%	0%	0%	100%	67%	33%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.250		0.417					
	APP/DEPART	0	/	3	1	/	0	3	/	1	1	/	1	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	2	0	/	0	2	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	2	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.000		0.500					
	APP/DEPART	0	/	2	0	/	0	2	/	0	0	/	0	0					

Cactus

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Cactus

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cactus	LOCATION #:	B
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Cactus)			SOUTHBOUND (Cactus)			EASTBOUND (El Rivino)			WESTBOUND (El Rivino)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Cactus

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Cactus

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Cactus	LOCATION #:	B
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cactus			SOUTHBOUND Cactus			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Cactus

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Cactus

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
Thu, Jun 12, 14	NORTH & SOUTH:	Cactus	LOCATION #:	B
	EAST & WEST:	El Rivino	CONTROL:	SIGNAL

NOTES:
PCE ADJUSTED

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Cactus			SOUTHBOUND Cactus			EASTBOUND El Rivino			WESTBOUND El Rivino			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	0	14	0	8	5	18	0	0	27	3	75
	7:15 AM	0	0	0	4	0	9	3	11	0	0	28	4	58
	7:30 AM	0	0	0	6	0	6	8	19	0	0	14	8	59
	7:45 AM	0	0	0	2	0	8	4	21	0	0	13	6	52
	8:00 AM	0	0	0	2	0	5	8	23	0	0	12	6	56
	8:15 AM	0	0	0	6	0	2	10	13	0	0	7	1	38
	8:30 AM	0	0	0	6	0	1	3	11	0	0	8	4	32
	8:45 AM	0	0	0	2	0	7	5	21	0	0	12	4	50
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	40	0	45	45	136	0	0	120	34	419
	APPROACH %	0%	0%	0%	47%	0%	53%	25%	75%	0%	0%	78%	22%	
	APP/DEPART	0	/	79	85	/	0	180	/	176	154	/	165	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	25	0	31	19	68	0	0	81	20	244
	APPROACH %	0%	0%	0%	45%	0%	55%	22%	78%	0%	0%	80%	20%	
	PEAK HR FACTOR		0.000			0.631			0.837			0.802		0.812
	APP/DEPART	0	/	39	56	/	0	87	/	93	101	/	112	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	8	10	26	0	0	35	19	98
	4:15 PM	0	0	0	3	0	7	8	29	0	0	16	17	79
	4:30 PM	0	0	0	6	0	8	5	22	0	0	19	9	68
	4:45 PM	0	0	0	4	0	4	19	22	0	0	27	9	85
	5:00 PM	0	0	0	4	0	15	7	17	0	0	29	10	80
	5:15 PM	0	0	0	5	0	5	3	17	0	0	23	9	61
	5:30 PM	0	0	0	3	0	6	7	25	0	0	16	9	66
	5:45 PM	0	0	0	3	0	4	4	16	0	0	17	9	53
	VOLUMES	0	0	0	29	0	56	61	173	0	0	182	89	588
	APPROACH %	0%	0%	0%	34%	0%	66%	26%	74%	0%	0%	67%	33%	
	APP/DEPART	0	/	150	84	/	0	234	/	202	271	/	237	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	14	0	26	41	99	0	0	97	53	329
	APPROACH %	0%	0%	0%	35%	0%	65%	29%	71%	0%	0%	65%	35%	
	PEAK HR FACTOR		0.000			0.741			0.858			0.694		0.839
	APP/DEPART	0	/	94	40	/	0	139	/	113	150	/	123	0

Cactus

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Cactus

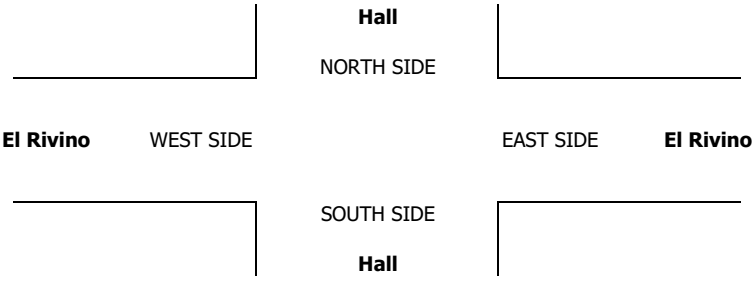
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/12/14	LOCATION:	San Bernardino	PROJECT #:	SC0399	
THURSDAY	NORTH & SOUTH:	Hall	LOCATION #:	C	
	EAST & WEST:	El Rivino	CONTROL:	Stop 2way S/N	

CLASS 1:	NOTES:	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

	NORTHBOUND Hall			SOUTHBOUND Hall			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
AM 7:00 AM	1	0	0	3	1	0	0	10	6	0	11	1	33					0
7:15 AM	2	0	0	1	0	1	2	0	7	1	7	1	22					0
7:30 AM	3	0	0	1	1	1	0	9	1	0	2	0	18					0
7:45 AM	0	1	1	3	1	2	0	11	8	0	10	1	38					0
8:00 AM	0	0	1	3	2	1	0	12	4	1	11	2	37					0
8:15 AM	0	0	0	1	2	0	0	8	4	0	3	1	19					0
8:30 AM	0	0	0	0	0	0	0	11	2	0	6	2	21					0
8:45 AM	2	1	0	0	0	0	1	9	3	0	12	0	28					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	8	2	2	12	7	5	3	70	35	2	62	8	216	0	0	0	0	0
APPROACH %	67%	17%	17%	50%	29%	21%	3%	65%	32%	3%	86%	11%						
APP/DEPART	12	/	13	24	/	44	108	/	84	72	/	75	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	1	2	7	5	3	0	42	18	1	30	6	115					
APPROACH %	0%	33%	67%	47%	33%	20%	0%	70%	30%	3%	81%	16%						
PEAK HR FACTOR		0.250			0.625			0.789			0.661		0.757					
APP/DEPART	3	/	7	15	/	24	60	/	51	37	/	33	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	17	0	2	1	1	0	0	18	4	0	36	3	82					0
4:15 PM	6	1	0	0	0	0	1	22	0	0	21	2	53					0
4:30 PM	6	1	1	2	3	1	0	20	1	0	15	2	52					0
4:45 PM	6	0	0	4	0	0	2	19	1	0	24	3	59					0
5:00 PM	14	3	1	5	1	4	1	15	1	0	15	4	64					0
5:15 PM	5	3	1	2	0	3	0	17	1	0	16	2	50					0
5:30 PM	4	1	0	3	0	1	3	18	1	0	15	3	49					0
5:45 PM	3	1	0	3	2	2	1	13	3	0	11	1	40					0
VOLUMES	61	10	5	20	7	11	8	142	12	0	153	20	449	0	0	0	0	0
APPROACH %	80%	13%	7%	53%	18%	29%	5%	88%	7%	0%	88%	12%						
APP/DEPART	76	/	38	38	/	19	162	/	167	173	/	225	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	35	2	3	7	4	1	3	79	6	0	96	10	246					
APPROACH %	88%	5%	8%	58%	33%	8%	3%	90%	7%	0%	91%	9%						
PEAK HR FACTOR		0.526			0.500			0.957			0.679		0.750					
APP/DEPART	40	/	15	12	/	10	88	/	89	106	/	132	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Hall	LOCATION #:	C
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 2way S/N

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Hall)			SOUTHBOUND (Hall)			EASTBOUND (El Rivino)			WESTBOUND (El Rivino)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	0	1	0	0	0	0	11	1	0	7	0	23					0
	7:15 AM	1	0	1	0	0	0	0	15	0	0	14	0	31					0
	7:30 AM	2	0	0	1	0	0	0	5	1	0	5	0	14					0
	7:45 AM	1	0	0	0	0	0	1	0	1	0	1	0	4					0
	8:00 AM	2	0	0	0	0	0	0	2	0	0	0	0	4					0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	8:30 AM	1	0	0	0	0	0	0	3	0	1	2	0	7					0
	8:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	2					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	11	0	2	1	0	0	1	37	4	1	29	0	86	0	0	0	0	0
	APPROACH %	85%	0%	15%	100%	0%	0%	2%	88%	10%	3%	97%	0%						
	APP/DEPART	13	/	1	1	/	5	42	/	40	30	/	40	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	7	0	2	1	0	0	1	31	3	0	27	0	72					
	APPROACH %	78%	0%	22%	100%	0%	0%	3%	89%	9%	0%	100%	0%						
	PEAK HR FACTOR		0.563			0.250			0.583			0.482		0.581					
	APP/DEPART	9	/	1	1	/	3	35	/	34	27	/	34	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	2					0
	4:15 PM	2	0	0	0	0	0	0	1	1	0	3	0	7					0
	4:30 PM	0	0	0	1	0	0	1	1	0	0	3	0	6					0
	4:45 PM	2	0	0	0	0	0	0	3	1	0	2	0	8					0
	5:00 PM	0	0	0	0	0	1	1	0	0	0	1	0	3					0
	5:15 PM	1	0	0	0	0	0	0	5	0	0	3	1	10					0
	5:30 PM	1	1	0	1	0	0	0	0	2	0	1	0	6					0
	5:45 PM	1	0	0	0	0	0	0	2	0	0	4	0	7					0
	VOLUMES	7	1	0	2	0	1	2	12	5	0	17	2	49	0	0	0	0	0
	APPROACH %	88%	13%	0%	67%	0%	33%	11%	63%	26%	0%	89%	11%						
	APP/DEPART	8	/	5	3	/	5	19	/	14	19	/	25	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	4	1	0	1	0	1	1	8	3	0	7	1	27					
	APPROACH %	80%	20%	0%	50%	0%	50%	8%	67%	25%	0%	88%	13%						
	PEAK HR FACTOR		0.625			0.500			0.600			0.500		0.675					
	APP/DEPART	5	/	3	2	/	3	12	/	9	8	/	12	0					

Hall

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Hall

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

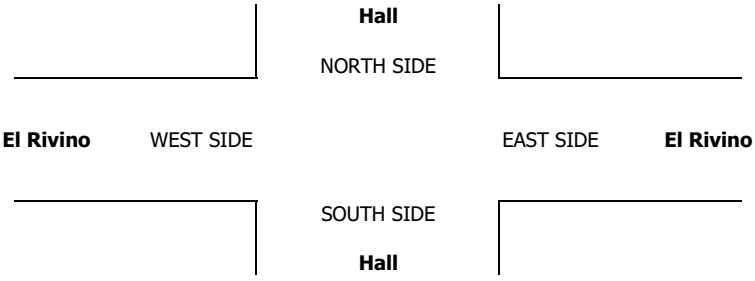
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Hall	LOCATION #:	C
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 2way S/N

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Hall			SOUTHBOUND Hall			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30 AM	0	0	0	1	0	0	0	1	0	0	1	0	3					0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
8:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4					0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	2					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	1	1	0	0	5	1	0	6	0	14	0	0	0	0	0
APPROACH %	0%	0%	0%	50%	50%	0%	0%	83%	17%	0%	100%	0%						
APP/DEPART	0	/	0	2	/	2	6	/	6	6	/	6	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	1	0	0	0	4	0	0	5	0	10					
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.250			0.500			0.625		0.625					
APP/DEPART	0	/	0	1	/	0	4	/	5	5	/	5	0					
PM																		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1					0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:30 PM	0	1	1	0	0	0	0	1	1	0	1	0	5					0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1					0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
5:45 PM	0	1	0	0	0	0	1	0	1	0	0	0	3					0
VOLUMES	2	2	1	0	0	0	1	1	2	0	2	0	11	0	0	0	0	0
APPROACH %	40%	40%	20%	0%	0%	0%	25%	25%	50%	0%	100%	0%						
APP/DEPART	5	/	3	0	/	2	4	/	2	2	/	4	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	2	1	1	0	0	0	0	1	1	0	1	0	7					
APPROACH %	50%	25%	25%	0%	0%	0%	0%	50%	50%	0%	100%	0%						
PEAK HR FACTOR		0.500			0.000			0.250			0.250		0.350					
APP/DEPART	4	/	1	0	/	1	2	/	2	1	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

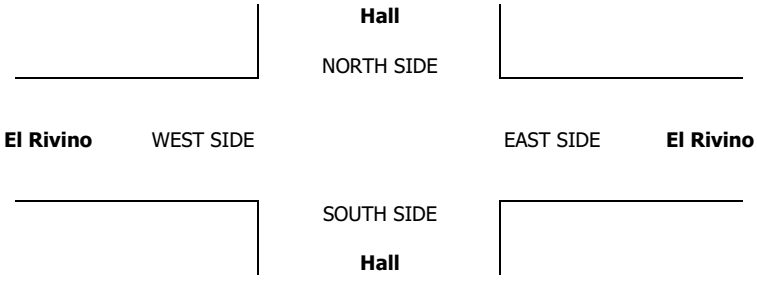
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Hall	LOCATION #:	C
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 2way S/N

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Hall			SOUTHBOUND Hall			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	1	1	/	0	1	/	1	0					
BEGIN PEAK HR		8:45 AM																
VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0					
PM																		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1					0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Hall	LOCATION #:	C
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 2way S/N

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Hall			SOUTHBOUND Hall			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Hall

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Hall

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Hall	LOCATION #:	C
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 2way S/N

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Hall)			SOUTHBOUND (Hall)			EASTBOUND (El Rivino)			WESTBOUND (El Rivino)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Hall

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Hall

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
Thu, Jun 12, 14	NORTH & SOUTH:	Hall	LOCATION #:	C
	EAST & WEST:	El Rivino	CONTROL:	Stop 2way S/N

NOTES:

PCE ADJUSTED

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Hall			SOUTHBOUND Hall			EASTBOUND El Rivino			WESTBOUND El Rivino			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
7:00 AM	6	0	2	3	1	0	0	29	8	0	24	1	72
7:15 AM	4	0	2	1	0	1	2	23	7	1	28	1	69
7:30 AM	6	0	0	5	1	1	0	19	3	0	15	0	48
7:45 AM	2	1	1	3	1	2	2	13	10	0	14	1	48
8:00 AM	3	0	1	3	2	1	0	15	4	1	13	2	45
8:15 AM	0	0	0	1	2	0	0	14	4	0	7	1	29
8:30 AM	2	0	0	0	0	0	0	16	2	2	9	2	32
8:45 AM	4	1	0	0	2	0	1	9	10	0	12	0	38
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	25	2	5	16	9	5	5	136	46	4	121	8	379
APPROACH %	78%	6%	16%	53%	31%	17%	2%	73%	25%	3%	91%	6%	
APP/DEPART	32	/	15	30	/	59	186	/	156	132	/	150	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	17	1	4	12	3	4	4	83	27	1	80	3	236
APPROACH %	77%	5%	19%	62%	16%	22%	3%	73%	24%	1%	95%	4%	
PEAK HR FACTOR		0.768			0.712			0.781			0.696		0.825
APP/DEPART	22	/	8	19	/	31	113	/	98	84	/	100	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	19	0	2	1	1	0	0	18	6	0	36	8	90
4:15 PM	9	1	0	0	0	0	1	24	2	0	26	2	64
4:30 PM	6	3	3	4	3	1	2	24	3	0	22	2	71
4:45 PM	11	0	0	4	0	0	2	24	3	0	27	3	73
5:00 PM	14	3	1	5	1	6	3	15	1	0	17	4	69
5:15 PM	7	3	1	2	0	3	0	25	1	0	21	4	65
5:30 PM	6	3	0	5	0	1	3	18	4	0	19	3	60
5:45 PM	5	3	0	3	2	2	3	16	5	0	17	1	57
VOLUMES	76	16	7	23	7	13	13	162	24	0	183	26	548
APPROACH %	77%	16%	7%	54%	16%	29%	7%	82%	12%	0%	88%	12%	
APP/DEPART	98	/	55	43	/	31	199	/	192	209	/	271	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	45	4	5	9	4	1	5	89	13	0	110	15	298
APPROACH %	83%	7%	9%	63%	30%	7%	4%	84%	12%	0%	88%	12%	
PEAK HR FACTOR		0.643			0.450			0.942			0.716		0.826
APP/DEPART	54	/	23	14	/	17	106	/	102	125	/	156	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Kiningham	LOCATION #:	D
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

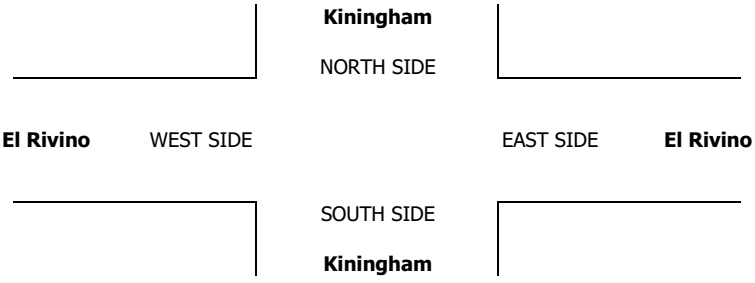
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Kiningham			SOUTHBOUND Kiningham			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	0	0	13	0	0	8	0	21					0
7:15 AM	0	0	0	0	0	0	1	0	0	0	9	1	11					0
7:30 AM	0	0	0	0	0	0	1	8	0	0	1	0	10					0
7:45 AM	0	0	0	0	0	1	1	14	0	0	9	0	25					0
8:00 AM	0	0	0	0	0	0	1	15	0	0	15	0	31					0
8:15 AM	0	0	0	0	0	0	0	9	0	0	5	1	15					0
8:30 AM	0	0	0	1	0	0	0	11	0	0	8	0	20					0
8:45 AM	0	0	0	1	0	0	0	9	0	0	7	0	17					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
AM VOLUMES	0	0	0	2	0	1	4	79	0	0	62	2	150	0	0	0	0	0
APPROACH %	0%	0%	0%	67%	0%	33%	5%	95%	0%	0%	97%	3%						
APP/DEPART	0	/	6	3	/	0	83	/	81	64	/	63	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	0	0	1	0	1	2	49	0	0	37	1	91					
APPROACH %	0%	0%	0%	50%	0%	50%	4%	96%	0%	0%	97%	3%						
PEAK HR FACTOR		0.000			0.500			0.797			0.633		0.734					
APP/DEPART	0	/	3	2	/	0	51	/	50	38	/	38	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	0	0	0	0	1	20	0	0	19	0	40					0
4:15 PM	0	0	0	0	0	0	0	22	0	0	23	1	46					0
4:30 PM	0	0	0	0	0	1	0	22	0	0	16	0	39					0
4:45 PM	0	0	0	0	0	0	3	20	0	0	27	2	52					0
5:00 PM	0	0	0	2	0	0	2	19	0	0	19	2	44					0
5:15 PM	0	0	0	1	0	1	2	18	0	0	17	1	40					0
5:30 PM	0	0	0	2	0	3	0	20	0	0	15	0	40					0
5:45 PM	0	0	0	0	0	0	0	16	0	0	11	2	29					0
PM VOLUMES	0	0	0	5	0	5	8	157	0	0	147	8	330	0	0	0	0	0
APPROACH %	0%	0%	0%	50%	0%	50%	5%	95%	0%	0%	95%	5%						
APP/DEPART	0	/	16	10	/	0	165	/	162	155	/	152	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	2	0	1	5	83	0	0	85	5	181					
APPROACH %	0%	0%	0%	67%	0%	33%	6%	94%	0%	0%	94%	6%						
PEAK HR FACTOR		0.000			0.150			0.957			0.776		0.870					
APP/DEPART	0	/	10	3	/	0	88	/	85	90	/	86	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

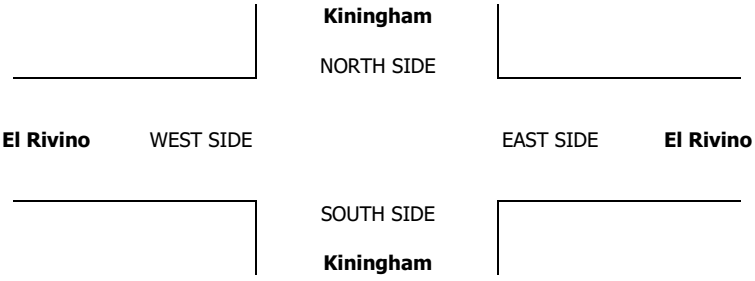
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Kiningham	LOCATION #:	D
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Kiningham			SOUTHBOUND Kiningham			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	8	0	0	7	0	15					0
	7:15 AM	0	0	0	0	0	0	0	15	0	0	14	0	29					0
	7:30 AM	0	0	0	1	0	0	0	5	0	0	5	0	11					0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
	8:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	3					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	1	1	1	0	0	2	0	5					0
	8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	1	0	4	3	30	0	0	29	0	67	0	0	0	0	0
	APPROACH %	0%	0%	0%	20%	0%	80%	9%	91%	0%	0%	100%	0%						
	APP/DEPART	0	/	3	5	/	0	33	/	31	29	/	33	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	1	0	0	0	29	0	0	27	0	57					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.483			0.482		0.491					
	APP/DEPART	0	/	0	1	/	0	29	/	30	27	/	27	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2					0
	4:15 PM	0	0	0	0	0	0	2	1	0	0	3	0	6					0
	4:30 PM	0	0	0	0	0	2	0	4	0	0	1	2	9					0
	4:45 PM	0	0	0	0	0	2	0	2	0	0	0	1	5					0
	5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	2					0
	5:15 PM	0	0	0	0	0	2	0	3	0	0	2	0	7					0
	5:30 PM	0	0	0	1	0	0	0	2	0	0	1	0	4					0
	5:45 PM	0	0	0	0	0	0	0	4	0	0	4	1	9					0
	VOLUMES	0	0	0	1	0	7	3	16	0	0	12	5	44	0	0	0	0	0
	APPROACH %	0%	0%	0%	13%	0%	88%	16%	84%	0%	0%	71%	29%						
	APP/DEPART	0	/	8	8	/	0	19	/	17	17	/	19	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	7	1	9	0	0	3	3	23					
	APPROACH %	0%	0%	0%	0%	0%	100%	10%	90%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.875			0.625			0.500		0.639					
	APP/DEPART	0	/	4	7	/	0	10	/	9	6	/	10	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Kiningham	LOCATION #:	D
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Kiningham			SOUTHBOUND Kiningham			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0.5	X	0.5	0	1	X	X	1	0						
AM																		
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3					0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
8:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4					0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	0	0	7	0	0	6	0	13	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	0	7	/	7	6	/	6	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	6	0	0	5	0	11					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.750			0.625		0.688					
APP/DEPART	0	/	0	0	/	0	6	/	6	5	/	5	0					
PM																		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:30 PM	0	0	0	1	0	0	0	1	0	0	1	0	3					0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	1	0	0	1	2	0	0	2	0	6	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	33%	67%	0%	0%	100%	0%						
APP/DEPART	0	/	1	1	/	0	3	/	3	2	/	2	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	1	0	0	1	1	0	0	1	0	4					
APPROACH %	0%	0%	0%	100%	0%	0%	50%	50%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.250			0.500			0.250		0.333					
APP/DEPART	0	/	1	1	/	0	2	/	2	1	/	1	0					

Kiningham

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Kiningham

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Kiningham	LOCATION #:	D
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Kiningham			SOUTHBOUND Kiningham			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					

Kiningham

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Kiningham

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Kiningham	LOCATION #:	D
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Kiningham			SOUTHBOUND Kiningham			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Kiningham

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Kiningham

INTERSECTION TURNING MOVEMENT COUNTS

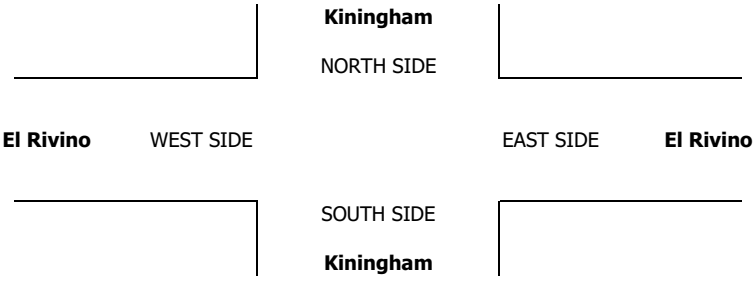
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Kiningham	LOCATION #:	D
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Kiningham			SOUTHBOUND Kiningham			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		9:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
Thu, Jun 12, 14	NORTH & SOUTH:	Kiningham	LOCATION #:	D
	EAST & WEST:	El Rivino	CONTROL:	Stop 1way S

NOTES:

PCE ADJUSTED

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Kiningham			SOUTHBOUND Kiningham			EASTBOUND El Rivino			WESTBOUND El Rivino			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	27	0	0	21	0	48
	7:15 AM	0	0	0	0	0	0	1	23	0	0	30	1	55
	7:30 AM	0	0	0	2	0	0	1	23	0	0	14	0	39
	7:45 AM	0	0	0	0	0	1	1	18	0	0	13	0	32
	8:00 AM	0	0	0	0	0	2	4	17	0	0	17	0	40
	8:15 AM	0	0	0	0	0	0	0	13	0	0	9	1	23
	8:30 AM	0	0	0	1	0	2	2	13	0	0	11	0	28
	8:45 AM	0	0	0	1	0	3	0	9	0	0	7	0	20
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	4	0	7	9	141	0	0	121	2	283
	APPROACH %	0%	0%	0%	33%	0%	67%	6%	94%	0%	0%	98%	2%	
	APP/DEPART	0	/	11	11	/	0	150	/	145	123	/	128	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	2	0	1	3	90	0	0	77	1	173
	APPROACH %	0%	0%	0%	60%	0%	40%	3%	97%	0%	0%	99%	1%	
	PEAK HR FACTOR		0.000			0.417			0.856			0.625		0.791
	APP/DEPART	0	/	4	3	/	0	93	/	91	78	/	78	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	1	20	0	0	24	2	46
	4:15 PM	0	0	0	0	0	0	3	24	0	0	28	1	55
	4:30 PM	0	0	0	0	0	4	0	30	0	0	20	3	57
	4:45 PM	0	0	0	0	0	3	5	23	0	0	27	4	62
	5:00 PM	0	0	0	2	0	2	4	19	0	0	19	2	47
	5:15 PM	0	0	0	1	0	4	2	23	0	0	20	1	51
	5:30 PM	0	0	0	6	0	3	0	25	0	0	19	0	52
	5:45 PM	0	0	0	0	0	0	0	22	0	0	17	4	43
	VOLUMES	0	0	0	9	0	16	15	185	0	0	172	16	411
	APPROACH %	0%	0%	0%	35%	0%	65%	7%	93%	0%	0%	92%	8%	
	APP/DEPART	0	/	30	24	/	0	200	/	194	188	/	188	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	2	0	9	12	96	0	0	93	10	220
	APPROACH %	0%	0%	0%	19%	0%	81%	11%	89%	0%	0%	91%	9%	
	PEAK HR FACTOR		0.000			0.656			0.892			0.840		0.894
	APP/DEPART	0	/	21	11	/	0	107	/	98	103	/	102	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:					
6/12/14	LOCATION:	San Bernardino	PROJECT #:	SC0399	
THURSDAY	NORTH & SOUTH:	Agua Mansa	LOCATION #:	E	
	EAST & WEST:	El Rivino	CONTROL:	Stop 1way E	

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Agua Mansa			SOUTHBOUND Agua Mansa			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	2	35	0	0	53	9	11	0	1	0	0	0	111					0
7:15 AM	0	37	0	0	63	5	7	0	4	0	0	0	116					0
7:30 AM	1	31	0	0	38	4	13	0	2	0	0	0	89					0
7:45 AM	2	50	0	0	48	11	12	0	6	0	0	0	129					0
8:00 AM	0	39	0	0	31	6	11	0	1	0	0	0	88					0
8:15 AM	1	40	0	0	25	6	4	0	2	0	0	0	78					0
8:30 AM	2	33	0	0	25	7	8	0	1	0	0	0	76					0
8:45 AM	0	31	0	0	28	3	13	0	0	0	0	0	75					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	8	296	0	0	311	51	79	0	17	0	0	0	762	0	0	0	0	0
APPROACH %	3%	97%	0%	0%	86%	14%	82%	0%	18%	0%	0%	0%						
APP/DEPART	304	/	375	362	/	328	96	/	0	0	/	59	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	5	153	0	0	202	29	43	0	13	0	0	0	445					
APPROACH %	3%	97%	0%	0%	87%	13%	77%	0%	23%	0%	0%	0%						
PEAK HR FACTOR		0.760			0.849			0.778			0.000		0.862					
APP/DEPART	158	/	196	231	/	215	56	/	0	0	/	34	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	16	153	0	0	31	11	20	0	2	0	0	0	233					0
4:15 PM	7	95	0	0	31	18	21	0	0	0	0	0	172					0
4:30 PM	3	97	0	0	33	16	29	0	3	0	0	0	181					0
4:45 PM	3	72	0	0	32	16	22	0	1	0	0	0	146					0
5:00 PM	3	113	0	0	33	12	19	0	5	0	0	0	185					0
5:15 PM	5	89	0	0	38	22	11	0	2	0	0	0	167					0
5:30 PM	0	78	0	0	36	7	17	0	6	0	0	0	144					0
5:45 PM	7	64	0	0	28	10	12	0	1	0	0	0	122					0
VOLUMES	44	761	0	0	262	112	151	0	20	0	0	0	1,350	0	0	0	0	0
APPROACH %	5%	95%	0%	0%	70%	30%	88%	0%	12%	0%	0%	0%						
APP/DEPART	805	/	912	374	/	282	171	/	0	0	/	156	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	29	417	0	0	127	61	92	0	6	0	0	0	732					
APPROACH %	7%	93%	0%	0%	68%	32%	94%	0%	6%	0%	0%	0%						
PEAK HR FACTOR		0.660			0.783			0.766			0.000		0.785					
APP/DEPART	446	/	509	188	/	133	98	/	0	0	/	90	0					

Agua Mansa

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Agua Mansa

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Agua Mansa	LOCATION #:	E
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way E

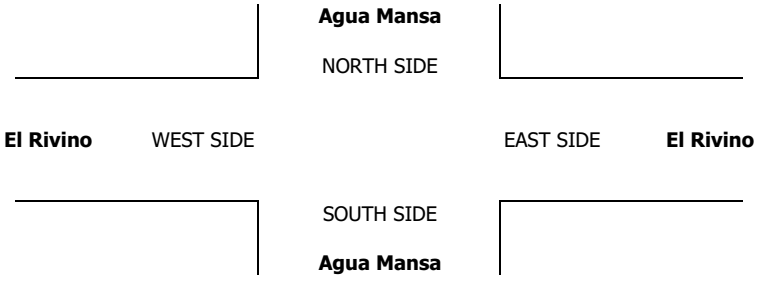
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Agua Mansa			SOUTHBOUND Agua Mansa			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	6	0	0	4	2	8	0	1	0	0	0	21					0
7:15 AM	1	4	0	0	6	2	0	0	0	0	0	0	13					0
7:30 AM	0	5	0	0	9	3	2	0	2	0	0	0	21					0
7:45 AM	1	5	0	0	7	0	2	0	0	0	0	0	15					0
8:00 AM	0	6	0	0	9	0	1	0	1	0	0	0	17					0
8:15 AM	0	8	0	0	14	2	1	0	0	0	0	0	25					0
8:30 AM	0	5	0	0	15	3	2	0	0	0	0	0	25					0
8:45 AM	0	6	0	0	7	2	1	0	0	0	0	0	16					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	2	45	0	0	71	14	17	0	4	0	0	0	153	0	0	0	0	0
APPROACH %	4%	96%	0%	0%	84%	16%	81%	0%	19%	0%	0%	0%						
APP/DEPART	47	/	62	85	/	75	21	/	0	0	/	16	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	25	0	0	45	7	5	0	1	0	0	0	83					
APPROACH %	0%	100%	0%	0%	87%	13%	83%	0%	17%	0%	0%	0%						
PEAK HR FACTOR		0.781			0.722			0.750			0.000		0.830					
APP/DEPART	25	/	30	52	/	46	6	/	0	0	/	7	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	12	0	0	7	2	1	0	0	0	0	0	22					0
4:15 PM	0	8	0	0	7	3	2	0	1	0	0	0	21					0
4:30 PM	2	6	0	0	4	2	0	0	1	0	0	0	15					0
4:45 PM	1	9	0	0	4	3	1	0	0	0	0	0	18					0
5:00 PM	0	7	0	0	2	1	1	0	0	0	0	0	11					0
5:15 PM	0	5	0	0	1	0	3	0	0	0	0	0	9					0
5:30 PM	0	6	0	0	2	1	2	0	1	0	0	0	12					0
5:45 PM	0	3	0	0	3	0	1	0	0	0	0	0	7					0
VOLUMES	3	56	0	0	30	12	11	0	3	0	0	0	115	0	0	0	0	0
APPROACH %	5%	95%	0%	0%	71%	29%	79%	0%	21%	0%	0%	0%						
APP/DEPART	59	/	67	42	/	33	14	/	0	0	/	15	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	3	35	0	0	22	10	4	0	2	0	0	0	76					
APPROACH %	8%	92%	0%	0%	69%	31%	67%	0%	33%	0%	0%	0%						
PEAK HR FACTOR		0.792			0.800			0.500			0.000		0.864					
APP/DEPART	38	/	39	32	/	24	6	/	0	0	/	13	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Agua Mansa	LOCATION #:	E
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way E

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Agua Mansa			SOUTHBOUND Agua Mansa			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	3	0	2	0	2	0	0	0	9					0
	7:15 AM	0	1	0	0	5	0	0	0	0	0	0	0	6					0
	7:30 AM	0	1	0	0	3	0	2	0	0	0	0	0	6					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	8					0
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2					0
	8:30 AM	0	1	0	0	5	0	0	0	0	0	0	0	6					0
	8:45 AM	0	2	0	0	4	0	1	0	0	0	0	0	7					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	12	0	0	25	0	5	0	2	0	0	0	44	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	71%	0%	29%	0%	0%	0%						
	APP/DEPART	12	/	17	25	/	27	7	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	8	0	0	14	0	1	0	0	0	0	0	23					
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.700			0.250			0.000		0.719					
	APP/DEPART	8	/	9	14	/	14	1	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	2	0	0	3	1	0	0	0	0	0	0	6					0
	4:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	12					0
	4:30 PM	0	6	0	0	4	0	0	0	0	0	0	0	10					0
	4:45 PM	0	5	0	0	3	0	0	0	0	0	0	0	8					0
	5:00 PM	0	5	0	0	2	0	0	0	0	0	0	0	7					0
	5:15 PM	0	2	0	0	4	0	0	0	0	0	0	0	6					0
	5:30 PM	0	7	0	0	4	0	0	0	0	0	0	0	11					0
	5:45 PM	0	8	0	0	4	0	0	0	1	0	0	0	13					0
	VOLUMES	0	41	0	0	30	1	0	0	1	0	0	0	73	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	97%	3%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	41	/	41	31	/	31	1	/	0	0	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	22	0	0	14	0	0	0	1	0	0	0	37					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.688			0.583			0.250			0.000		0.712					
	APP/DEPART	22	/	22	14	/	15	1	/	0	0	/	0	0					

Agua Mansa

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Agua Mansa

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Agua Mansa	LOCATION #:	E
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way E

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Agua Mansa			SOUTHBOUND Agua Mansa			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	9	0	0	10	0	0	0	0	0	0	0	19					0
7:15 AM	0	8	0	0	8	0	0	0	0	0	0	0	16					0
7:30 AM	0	12	0	0	10	0	0	0	0	0	0	0	22					0
7:45 AM	0	7	0	0	14	0	0	0	0	0	0	0	21					0
8:00 AM	0	4	0	0	11	0	0	0	0	0	0	0	15					0
8:15 AM	0	15	0	0	12	0	0	0	0	0	0	0	27					0
8:30 AM	0	14	0	0	9	0	0	0	0	0	0	0	23					0
8:45 AM	1	8	0	0	8	0	0	0	0	0	0	0	17					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	1	77	0	0	82	0	0	0	0	0	0	0	160	0	0	0	0	0
APPROACH %	1%	99%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	78	/	77	82	/	82	0	/	0	0	/	1	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	40	0	0	46	0	0	0	0	0	0	0	86					
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.667			0.821			0.000			0.000		0.796					
APP/DEPART	40	/	40	46	/	46	0	/	0	0	/	0	0					
PM 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	1	14	0	0	14	0	0	0	0	0	0	0	29					0
4:15 PM	0	17	0	0	8	0	0	0	0	0	0	0	25					0
4:30 PM	0	9	0	0	8	0	0	0	0	0	0	0	17					0
4:45 PM	0	8	0	0	11	0	0	0	0	0	0	0	19					0
5:00 PM	0	12	0	0	6	1	1	0	0	0	0	0	20					0
5:15 PM	0	9	0	0	6	0	0	0	0	0	0	0	15					0
5:30 PM	0	14	0	0	9	0	0	0	0	0	0	0	23					0
5:45 PM	0	11	0	0	7	1	0	0	0	0	0	0	19					0
VOLUMES	1	94	0	0	69	2	1	0	0	0	0	0	167	0	0	0	0	0
APPROACH %	1%	99%	0%	0%	97%	3%	100%	0%	0%	0%	0%	0%						
APP/DEPART	95	/	95	71	/	69	1	/	0	0	/	3	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	1	48	0	0	41	0	0	0	0	0	0	0	90					
APPROACH %	2%	98%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.721			0.732			0.000			0.000		0.776					
APP/DEPART	49	/	48	41	/	41	0	/	0	0	/	1	0					

Agua Mansa

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Agua Mansa

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

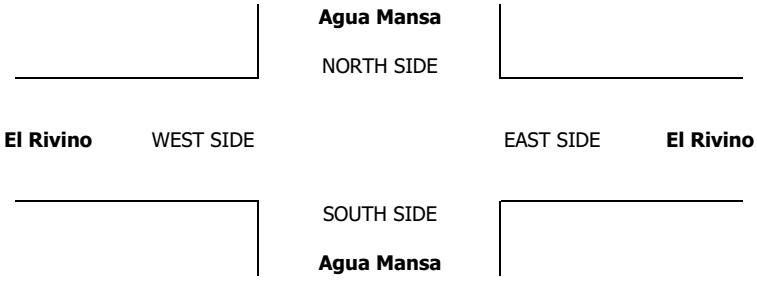
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Agua Mansa	LOCATION #:	E
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way E

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Agua Mansa			SOUTHBOUND Agua Mansa			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		9:45 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		5:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
6/12/14	NORTH & SOUTH:	Agua Mansa	LOCATION #:	E
THURSDAY	EAST & WEST:	El Rivino	CONTROL:	Stop 1way E

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Agua Mansa			SOUTHBOUND Agua Mansa			EASTBOUND El Rivino			WESTBOUND El Rivino				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.000			0.000		0.333					
	APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Agua Mansa

NORTH SIDE

El Rivino WEST SIDE EAST SIDE **El Rivino**

SOUTH SIDE

Agua Mansa

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
Thu, Jun 12, 14	NORTH & SOUTH:	Agua Mansa	LOCATION #:	E
	EAST & WEST:	El Rivino	CONTROL:	Stop 1way E

NOTES:

PCE ADJUSTED

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Agua Mansa			SOUTHBOUND Agua Mansa			EASTBOUND El Rivino			WESTBOUND El Rivino			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	2	77	0	0	99	12	27	0	7	0	0	0	224
	7:15 AM	2	69	0	0	106	8	7	0	4	0	0	0	196
	7:30 AM	1	77	0	0	88	9	20	0	5	0	0	0	199
	7:45 AM	4	81	0	0	101	11	15	0	6	0	0	0	217
	8:00 AM	0	68	0	0	86	6	13	0	3	0	0	0	175
	8:15 AM	1	99	0	0	84	9	6	0	2	0	0	0	201
	8:30 AM	2	85	0	0	85	12	11	0	1	0	0	0	195
	8:45 AM	3	68	0	0	71	6	17	0	0	0	0	0	164
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	14	623	0	0	718	72	115	0	27	0	0	0	1,568
	APPROACH %	2%	98%	0%	0%	91%	9%	81%	0%	19%	0%	0%	0%	
	APP/DEPART	637	/	737	790	/	745	142	/	0	0	/	86	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	8	303	0	0	393	40	69	0	22	0	0	0	834
	APPROACH %	3%	97%	0%	0%	91%	9%	76%	0%	24%	0%	0%	0%	
	PEAK HR FACTOR		0.926			0.948			0.675			0.000		0.933
	APP/DEPART	311	/	372	433	/	415	91	/	0	0	/	48	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	19	217	0	0	90	16	22	0	2	0	0	0	365
	4:15 PM	7	170	0	0	78	23	24	0	2	0	0	0	303
	4:30 PM	6	145	0	0	71	19	29	0	5	0	0	0	275
	4:45 PM	5	120	0	0	77	21	24	0	1	0	0	0	246
	5:00 PM	3	170	0	0	58	17	24	0	5	0	0	0	276
	5:15 PM	5	128	0	0	66	22	16	0	2	0	0	0	238
	5:30 PM	0	143	0	0	74	9	20	0	8	0	0	0	253
	5:45 PM	7	118	0	0	62	13	14	0	3	0	0	0	216
	VOLUMES	52	1,209	0	0	574	138	171	0	27	0	0	0	2,170
	APPROACH %	4%	96%	0%	0%	81%	19%	87%	0%	13%	0%	0%	0%	
	APP/DEPART	1,261	/	1,380	712	/	601	197	/	0	0	/	190	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	37	652	0	0	315	78	98	0	9	0	0	0	1,188
	APPROACH %	5%	95%	0%	0%	80%	20%	92%	0%	8%	0%	0%	0%	
	PEAK HR FACTOR		0.729			0.931			0.799			0.000		0.814
	APP/DEPART	688	/	750	393	/	324	107	/	0	0	/	115	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0367
6/12/14	NORTH & SOUTH:	Riverside	LOCATION #:	F
THURSDAY	EAST & WEST:	Agua Mansa	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM / PM / MD / OTHER / OTHER
PASSENGER VEHICLES		▲ N ◄ W E ► S ▼

	NORTHBOUND Riverside			SOUTHBOUND Riverside			EASTBOUND Agua Mansa			WESTBOUND Agua Mansa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	1	1	1	1	
AM													
7:00 AM	23	168	7	4	149	23	21	22	4	11	44	3	479
7:15 AM	23	139	8	3	152	20	24	30	11	7	37	7	461
7:30 AM	12	173	16	4	170	26	16	29	7	14	44	1	512
7:45 AM	21	165	7	8	182	21	13	23	11	17	52	4	524
8:00 AM	18	162	12	4	122	16	19	18	13	12	20	6	422
8:15 AM	16	95	7	3	142	18	27	18	9	5	17	7	364
8:30 AM	11	118	15	4	90	14	22	21	9	10	16	3	333
8:45 AM	12	106	6	9	102	23	29	13	10	6	13	1	330
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	136	1,126	78	39	1,109	161	171	174	74	82	243	32	3,425
APPROACH %	10%	84%	6%	3%	85%	12%	41%	42%	18%	23%	68%	9%	
APP/DEPART	1,340	/	1,329	1,309	/	1,265	419	/	291	357	/	540	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	79	645	38	19	653	90	74	104	33	49	177	15	1,976
APPROACH %	10%	85%	5%	2%	86%	12%	35%	49%	16%	20%	73%	6%	
PEAK HR FACTOR		0.948			0.903			0.812			0.825		0.943
APP/DEPART	762	/	734	762	/	735	211	/	161	241	/	346	0
PM													
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	16	187	11	13	154	20	33	96	50	9	27	5	621
4:15 PM	18	174	17	11	176	20	14	74	16	10	20	4	554
4:30 PM	15	166	11	11	204	20	28	95	18	2	20	4	594
4:45 PM	19	195	15	9	204	16	27	92	13	5	21	3	619
5:00 PM	13	139	18	15	193	21	28	105	24	8	22	8	594
5:15 PM	13	204	10	8	220	28	21	112	16	12	34	-2	676
5:30 PM	17	178	18	14	185	14	29	85	12	5	24	5	586
5:45 PM	8	186	20	5	170	18	27	75	18	10	18	3	558
VOLUMES	119	1,429	120	86	1,506	157	207	734	167	61	186	30	4,802
APPROACH %	7%	86%	7%	5%	86%	9%	19%	66%	15%	22%	67%	11%	
APP/DEPART	1,668	/	1,666	1,749	/	1,734	1,108	/	940	277	/	462	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	60	704	54	43	821	85	104	404	71	27	97	13	2,483
APPROACH %	7%	86%	7%	5%	87%	9%	18%	70%	12%	20%	71%	9%	
PEAK HR FACTOR		0.893			0.927			0.922			0.778		0.918
APP/DEPART	818	/	821	949	/	919	579	/	501	137	/	242	0

Riverside

NORTH SIDE

Agua Mansa WEST SIDE EAST SIDE **Agua Mansa**

SOUTH SIDE

Riverside

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0367
6/12/14	NORTH & SOUTH:	Riverside	LOCATION #:	F
THURSDAY	EAST & WEST:	Agua Mansa	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Riverside)			SOUTHBOUND (Riverside)			EASTBOUND (Agua Mansa)			WESTBOUND (Agua Mansa)				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	4	1	1	0	15	3	3	4	1	2	6	1	41					0
7:15 AM	2	6	2	0	7	2	4	3	2	0	0	3	31					0
7:30 AM	3	7	1	0	14	0	3	7	0	0	1	1	37					0
7:45 AM	4	2	0	1	16	1	1	4	1	1	5	0	36					0
8:00 AM	5	6	0	1	15	5	0	7	0	0	8	0	47					0
8:15 AM	3	11	2	1	21	1	3	4	3	0	2	1	52					0
8:30 AM	2	5	1	3	18	2	0	3	6	1	2	0	43					0
8:45 AM	8	5	1	1	15	4	6	7	4	1	1	0	53					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	31	43	8	7	121	18	20	39	17	5	25	6	340	0	0	0	0	0
APPROACH %	38%	52%	10%	5%	83%	12%	26%	51%	22%	14%	69%	17%						
APP/DEPART	82	/	69	146	/	143	76	/	54	36	/	74	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	18	27	4	6	69	12	9	21	13	2	13	1	195					
APPROACH %	37%	55%	8%	7%	79%	14%	21%	49%	30%	13%	81%	6%						
PEAK HR FACTOR		0.766			0.946			0.632			0.500		0.920					
APP/DEPART	49	/	37	87	/	84	43	/	31	16	/	43	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	5	0	1	0	9	3	3	6	1	1	5	1	35					0
4:15 PM	3	9	0	1	7	0	2	5	2	1	3	0	33					0
4:30 PM	0	6	2	0	11	3	0	10	2	2	1	3	40					0
4:45 PM	4	6	0	0	9	1	3	13	4	0	4	1	45					0
5:00 PM	3	6	1	2	15	2	1	6	1	1	1	3	42					0
5:15 PM	5	4	0	0	7	0	2	5	3	0	1	0	27					0
5:30 PM	3	13	0	0	11	1	2	5	1	0	0	0	36					0
5:45 PM	4	7	2	0	11	0	1	1	0	1	0	0	27					0
VOLUMES	27	51	6	3	80	10	14	51	14	6	15	8	285	0	0	0	0	0
APPROACH %	32%	61%	7%	3%	86%	11%	18%	65%	18%	21%	52%	28%						
APP/DEPART	84	/	73	93	/	100	79	/	60	29	/	52	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	10	27	3	3	42	6	6	34	9	4	9	7	160					
APPROACH %	25%	68%	8%	6%	82%	12%	12%	69%	18%	20%	45%	35%						
PEAK HR FACTOR		0.833			0.671			0.613			0.833		0.889					
APP/DEPART	40	/	40	51	/	55	49	/	40	20	/	25	0					

Riverside (NORTH SIDE)

Agua Mansa (WEST SIDE) — (EAST SIDE) **Agua Mansa**

(SOUTH SIDE) **Riverside**

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0367
6/12/14	NORTH & SOUTH:	Riverside	LOCATION #:	F
THURSDAY	EAST & WEST:	Agua Mansa	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Riverside)			SOUTHBOUND (Riverside)			EASTBOUND (Agua Mansa)			WESTBOUND (Agua Mansa)				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	1	3	1	1	2	1	0	1	1	1	0	1	13					0
7:15 AM	2	0	1	0	3	4	1	2	1	0	1	0	15					0
7:30 AM	3	0	2	1	4	0	1	2	0	0	1	1	15					0
7:45 AM	1	4	0	1	4	1	1	0	3	0	3	0	18					0
8:00 AM	2	8	0	3	5	3	1	5	0	0	1	1	29					0
8:15 AM	2	2	0	2	3	2	1	2	3	0	3	0	20					0
8:30 AM	2	1	2	3	5	2	0	1	0	0	3	0	19					0
8:45 AM	1	5	0	2	3	2	2	2	2	0	1	0	20					0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
VOLUMES	14	23	6	13	29	15	7	15	10	1	13	3	149	0	0	0	0	0
APPROACH %	33%	53%	14%	23%	51%	26%	22%	47%	31%	6%	76%	18%						
APP/DEPART	43	/	33	57	/	40	32	/	34	17	/	42	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	7	16	2	10	16	9	4	10	5	0	8	1	88					
APPROACH %	28%	64%	8%	29%	46%	26%	21%	53%	26%	0%	89%	11%						
PEAK HR FACTOR		0.625			0.795			0.792			0.750		0.759					
APP/DEPART	25	/	21	35	/	21	19	/	22	9	/	24	0					
PM																		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
4:00 PM	4	4	1	0	5	1	2	0	2	0	3	1	23					0
4:15 PM	3	2	0	2	10	2	0	1	1	0	0	0	21					0
4:30 PM	1	8	1	0	11	0	2	0	1	0	0	0	24					0
4:45 PM	0	3	0	0	3	1	1	1	1	0	2	1	13					0
5:00 PM	2	3	1	0	8	1	1	1	3	0	0	0	20					0
5:15 PM	0	2	1	1	5	2	0	0	1	0	3	0	15					0
5:30 PM	0	4	0	3	2	2	2	1	3	0	0	0	17					0
5:45 PM	0	5	1	0	10	2	1	3	1	0	0	0	23					0
VOLUMES	10	31	5	6	54	11	9	7	13	0	8	2	156	0	0	0	0	0
APPROACH %	22%	67%	11%	8%	76%	15%	31%	24%	45%	0%	80%	20%						
APP/DEPART	46	/	42	71	/	67	29	/	18	10	/	29	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	8	17	2	2	29	4	5	2	5	0	5	2	81					
APPROACH %	30%	63%	7%	6%	83%	11%	42%	17%	42%	0%	71%	29%						
PEAK HR FACTOR		0.675			0.625			0.750			0.438		0.844					
APP/DEPART	27	/	24	35	/	34	12	/	6	7	/	17	0					

Riverside

NORTH SIDE

Agua Mansa WEST SIDE EAST SIDE **Agua Mansa**

SOUTH SIDE

Riverside

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

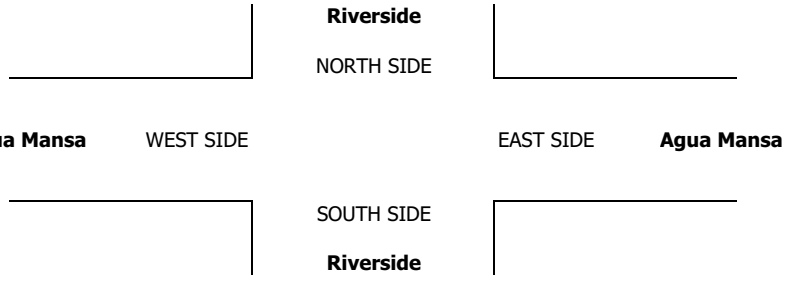
DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0367
6/12/14	NORTH & SOUTH:	Riverside	LOCATION #:	F
THURSDAY	EAST & WEST:	Agua Mansa	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Riverside)			SOUTHBOUND (Riverside)			EASTBOUND (Agua Mansa)			WESTBOUND (Agua Mansa)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	0	3	13	6	3	3	2	0	5	3	40					0
	7:15 AM	2	1	2	1	5	5	3	3	3	1	1	0	27					0
	7:30 AM	3	3	0	8	8	4	7	0	3	0	1	1	38					0
	7:45 AM	7	5	1	5	3	11	7	2	3	0	3	3	50					0
	8:00 AM	1	5	0	1	7	8	5	4	2	2	3	3	41					0
	8:15 AM	2	0	1	2	5	10	4	3	4	1	3	4	39					0
	8:30 AM	2	10	0	2	9	3	8	4	4	1	0	6	49					0
	8:45 AM	5	7	0	5	8	4	6	0	1	0	9	0	45					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	23	32	4	27	58	51	43	19	22	5	25	20	329	0	0	0	0	0
	APPROACH %	39%	54%	7%	20%	43%	38%	51%	23%	26%	10%	50%	40%						
	APP/DEPART	59	/	95	136	/	85	84	/	50	50	/	99	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	12	20	2	10	24	32	24	13	13	4	9	16	179					
	APPROACH %	35%	59%	6%	15%	36%	48%	48%	26%	26%	14%	31%	55%						
	PEAK HR FACTOR		0.654			0.868			0.781			0.906		0.895					
	APP/DEPART	34	/	60	66	/	41	50	/	25	29	/	53	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	1	1	1	3	0	5	4	1	3	0	0	1	20					0
	4:15 PM	2	3	0	2	1	2	11	1	4	0	1	3	30					0
	4:30 PM	2	2	0	1	0	3	5	1	2	0	1	1	18					0
	4:45 PM	0	2	1	0	9	4	6	3	1	0	1	2	29					0
	5:00 PM	0	2	0	1	3	3	7	3	2	0	3	0	24					0
	5:15 PM	2	3	0	2	4	2	7	1	2	1	1	1	26					0
	5:30 PM	2	2	0	1	5	1	7	1	1	1	1	2	24					0
	5:45 PM	0	5	1	4	2	5	9	1	4	0	2	0	33					0
	VOLUMES	9	20	3	14	24	25	56	12	19	2	10	10	204	0	0	0	0	0
	APPROACH %	28%	63%	9%	22%	38%	40%	64%	14%	22%	9%	45%	45%						
	APP/DEPART	32	/	86	63	/	45	87	/	29	22	/	44	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	4	12	1	8	14	11	30	6	9	2	7	3	107					
	APPROACH %	24%	71%	6%	24%	42%	33%	67%	13%	20%	17%	58%	25%						
	PEAK HR FACTOR		0.708			0.750			0.804			0.750		0.811					
	APP/DEPART	17	/	45	33	/	25	45	/	15	12	/	22	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0367
6/12/14	NORTH & SOUTH:	Riverside	LOCATION #:	F
THURSDAY	EAST & WEST:	Agua Mansa	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Riverside			SOUTHBOUND Riverside			EASTBOUND Agua Mansa			WESTBOUND Agua Mansa				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1					0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	2	/	2	0					
	BEGIN PEAK HR		8:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.250					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					

Riverside

NORTH SIDE

Agua Mansa WEST SIDE EAST SIDE **Agua Mansa**

SOUTH SIDE

Riverside

INTERSECTION TURNING MOVEMENT COUNTS

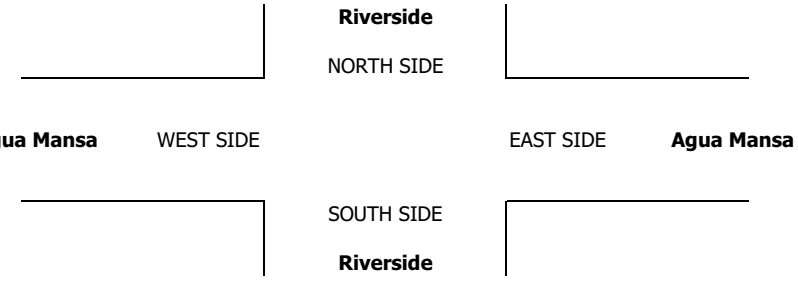
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0367
6/12/14	NORTH & SOUTH:	Riverside	LOCATION #:	F
THURSDAY	EAST & WEST:	Agua Mansa	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Riverside			SOUTHBOUND Riverside			EASTBOUND Agua Mansa			WESTBOUND Agua Mansa				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	2					0
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	1	2					0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1					0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2					0
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	8:30 AM	0	0	0	0	0	1	1	0	0	1	0	0	3					0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	0	1	3	4	0	0	1	2	1	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	25%	75%	100%	0%	0%	25%	50%	25%						
	APP/DEPART	0	/	5	4	/	2	4	/	0	4	/	5	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	1	2	1	0	0	0	2	1	7					
	APPROACH %	0%	0%	0%	0%	33%	67%	100%	0%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.750			0.250			0.750		0.875					
	APP/DEPART	0	/	2	3	/	1	1	/	0	3	/	4	0					
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1					0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1					0
	VOLUMES	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	0	1	/	1	0	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	1	1	2	1	0	0	0	5					
	APPROACH %	0%	0%	0%	0%	0%	100%	25%	50%	25%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			1.000			0.000		1.250					
	APP/DEPART	0	/	1	1	/	1	4	/	2	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	San Bernardino	PROJECT #:	SC0399
Thu, Jun 12, 14	NORTH & SOUTH:	Riverside	LOCATION #:	F
	EAST & WEST:	Agua Mansa	CONTROL:	SIGNAL

NOTES:

PCE ADJUSTED

AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Riverside			SOUTHBOUND Riverside			EASTBOUND Agua Mansa			WESTBOUND Agua Mansa			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	34	179	11	15	215	50	35	39	14	16	70	16	691
	7:15 AM	36	151	19	6	184	48	41	48	25	10	44	14	625
	7:30 AM	32	193	22	30	225	38	44	44	16	14	51	8	714
	7:45 AM	50	191	10	27	223	58	40	35	28	19	77	13	768
	8:00 AM	33	202	12	15	176	54	38	51	19	18	43	17	676
	8:15 AM	31	116	13	15	195	54	46	37	32	8	35	21	599
	8:30 AM	24	158	21	21	154	32	48	40	30	17	27	21	591
	8:45 AM	41	145	8	30	155	45	62	28	23	8	44	1	587
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	280	1,333	114	157	1,525	377	352	320	186	109	390	109	5,248
	APPROACH %	16%	77%	7%	8%	74%	18%	41%	37%	22%	18%	64%	18%	
	APP/DEPART	1,726	/	1,794	2,058	/	1,819	857	/	590	607	/	1,046	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	152	713	61	78	846	193	159	165	82	59	241	50	2,797
	APPROACH %	16%	77%	7%	7%	76%	17%	39%	41%	20%	17%	69%	14%	
	PEAK HR FACTOR		0.922			0.909			0.893			0.808		0.910
	APP/DEPART	926	/	921	1,117	/	987	406	/	304	349	/	586	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	35	200	18	22	180	42	54	108	65	11	41	12	784
	4:15 PM	35	201	17	23	210	30	50	87	33	12	28	13	736
	4:30 PM	23	197	16	14	243	34	47	113	29	5	25	12	756
	4:45 PM	25	216	18	9	251	32	52	125	24	5	34	13	802
	5:00 PM	22	160	22	21	241	35	53	125	38	10	33	13	769
	5:15 PM	27	223	12	16	253	38	45	123	29	15	45	1	825
	5:30 PM	28	212	18	23	221	23	57	98	23	8	27	11	746
	5:45 PM	14	222	28	17	213	39	58	86	32	12	24	3	746
	VOLUMES	207	1,630	148	145	1,808	271	414	863	271	76	255	76	6,162
	APPROACH %	10%	82%	7%	6%	81%	12%	27%	56%	18%	19%	63%	19%	
	APP/DEPART	1,984	/	2,120	2,224	/	2,155	1,548	/	1,155	407	/	732	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	96	796	68	60	986	138	196	485	119	35	136	38	3,151
	APPROACH %	10%	83%	7%	5%	83%	12%	25%	61%	15%	17%	65%	18%	
	PEAK HR FACTOR		0.917			0.966			0.930			0.857		0.955
	APP/DEPART	960	/	1,030	1,184	/	1,140	800	/	613	208	/	370	0

Appendix B

Existing Conditions
Intersection Analysis Worksheets

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	8	Average Delay (sec/veh):	17.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	10	443	47	87	652	6	3	1	6	50	2	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	443	47	87	652	6	3	1	6	50	2	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	11	491	52	96	723	7	3	1	7	55	2	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	491	52	96	723	7	3	1	7	55	2	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	491	52	96	723	7	3	1	7	55	2	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	1.00	0.83	0.88	0.88	0.71	0.76	0.85
Lanes:	1.00	1.81	0.19	1.00	1.98	0.02	0.31	0.10	0.59	0.96	0.04	1.00
Final Sat.:	1615	3209	340	1615	3564	33	466	155	932	1240	50	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.20	0.20	0.01	0.01	0.01	0.04	0.04	0.03
Crit Moves:	****				****						****	
Green/Cycle:	0.09	0.44	0.44	0.26	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.08	0.34	0.34	0.23	0.33	0.33	0.03	0.03	0.03	0.20	0.20	0.13
Delay/Veh:	46.0	20.1	20.1	31.9	10.1	10.1	33.9	33.9	33.9	35.6	35.6	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	20.1	20.1	31.9	10.1	10.1	33.9	33.9	33.9	35.6	35.6	34.8
LOS by Move:	D	C	C	C	B	B	C	C	C	D	D	C
HCM2kAvgQ:	0	6	6	3	6	6	0	0	0	2	2	1

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	105	Critical Vol./Cap.(X):	0.295
Loss Time (sec):	8	Average Delay (sec/veh):	17.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	7	669	56	67	702	8	9	7	14	45	12	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	669	56	67	702	8	9	7	14	45	12	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	702	59	70	737	8	9	7	15	47	13	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	702	59	70	737	8	9	7	15	47	13	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	702	59	70	737	8	9	7	15	47	13	92
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	1.00	0.83	0.88	0.88	0.75	0.79	0.85
Lanes:	1.00	1.85	0.15	1.00	1.98	0.02	0.31	0.23	0.46	0.80	0.20	1.00
Final Sat.:	1615	3282	275	1615	3552	40	467	364	727	1076	287	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.04	0.21	0.21	0.02	0.02	0.02	0.04	0.04	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.48	0.48	0.21	0.60	0.60	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.05	0.44	0.44	0.20	0.35	0.35	0.09	0.09	0.09	0.19	0.19	0.26
Delay/Veh:	43.3	18.2	18.2	34.2	10.7	10.7	32.0	32.0	32.0	33.0	33.0	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	18.2	18.2	34.2	10.7	10.7	32.0	32.0	32.0	33.0	33.0	33.7
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	8	8	2	6	6	1	1	1	2	2	3

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.174
Loss Time (sec):	8	Average Delay (sec/veh):	12.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	25	0	31	19	68	0	0	81	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	31	19	68	0	0	81	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	31	0	38	23	84	0	0	100	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	38	23	84	0	0	100	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	31	0	38	23	84	0	0	100	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.93	0.99	1.00	0.94	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.23	0.77	0.00	0.00	0.80	0.20
Final Sat.:	0	0	0	1615	0	1530	384	1374	0	0	1405	347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.06	0.06	0.00	0.00	0.07	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.32	0.70	0.00	0.00	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.15	0.19	0.09	0.00	0.00	0.19	0.19
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	21.6	14.8	2.9	0.0	0.0	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.4	0.0	21.6	14.8	2.9	0.0	0.0	12.7	12.7
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	1	1	0	0	2	2

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	8	Average Delay (sec/veh):	11.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	14	0	26	41	99	0	0	97	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	26	41	99	0	0	97	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	0	0	17	0	31	49	118	0	0	116	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	31	49	118	0	0	116	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	17	0	31	49	118	0	0	116	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.93	0.99	1.00	0.94	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.30	0.70	0.00	0.00	0.65	0.35
Final Sat.:	0	0	0	1615	0	1530	511	1234	0	0	1108	605
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.10	0.10	0.00	0.00	0.10	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.33	0.70	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.12	0.29	0.14	0.00	0.00	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	21.5	14.9	3.0	0.0	0.0	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.1	0.0	21.5	14.9	3.0	0.0	0.0	13.8	13.8
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	1	1	1	0	0	3	3

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	17	1	14	12	3	4	4	83	27	1	80	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1	14	12	3	4	4	83	27	1	80	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	21	1	17	15	4	5	5	101	33	1	97	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	1	17	15	4	5	5	101	33	1	97	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	232	230	117	237	244	99	101	xxxx	xxxxx	133	xxxx	xxxxx
Potent Cap.:	727	674	941	722	661	963	1505	xxxx	xxxxx	1464	xxxx	xxxxx
Move Cap.:	718	671	941	705	658	963	1505	xxxx	xxxxx	1464	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	0.02	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	799	xxxxx	xxxx	739	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	B	*	*	*	*	*	*	*
ApproachDel:	9.7			10.0			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	45	4	5	9	4	1	5	89	13	0	110	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	4	5	9	4	1	5	89	13	0	110	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	54	5	6	11	5	1	6	108	16	0	133	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	5	6	11	5	1	6	108	16	0	133	18
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	273	279	116	275	278	142	151	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	684	632	942	681	633	911	1442	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	676	630	942	671	631	911	1442	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.01	0.01	0.02	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	691	xxxxx	xxxx	671	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.8	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.8			10.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	90	0	0	77	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	1	3	90	0	0	77	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	3	0	1	4	114	0	0	97	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	1	4	114	0	0	97	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	219	219	98	99	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	773	682	964	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	772	681	964	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	827	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	2	0	9	12	96	0	0	93	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	9	12	96	0	0	93	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	2	0	10	13	107	0	0	104	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	10	13	107	0	0	104	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	244	244	110	115	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	749	662	949	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	744	655	949	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	904	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[17.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	1 0 1 0 0			0 0 0 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	8	303	0	0	393	40	69	0	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	303	0	0	393	40	69	0	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	9	325	0	0	421	43	74	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	325	0	0	421	43	74	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	464	xxxx	xxxxx	xxxx	xxxx	xxxxx	785	xxxx	443	xxxx	xxxx	xxxxx
Potent Cap.:	1108	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	xxxx	619	xxxx	xxxx	xxxxx
Move Cap.:	1108	xxxx	xxxxx	xxxx	xxxx	xxxxx	362	xxxx	619	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.5			xxxxxx		
ApproachLOS:	*			*			C			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: F[67.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	37	652	0	0	315	78	98	0	9	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	652	0	0	315	78	98	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.00	0.81	0.81	0.81
PHF Volume:	45	801	0	0	387	96	120	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	801	0	0	387	96	120	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	483	xxxx	xxxxx	xxxx	xxxx	xxxxx	1327	xxxx	435	xxxx	xxxx	xxxxx
Potent Cap.:	1090	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	xxxx	625	xxxx	xxxx	xxxxx
Move Cap.:	1090	xxxx	xxxxx	xxxx	xxxx	xxxxx	168	xxxx	625	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.72	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	67.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			67.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	8	Average Delay (sec/veh):	29.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	152	713	61		78	846	193		159	165	82		59	241	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	152	713	61		78	846	193		159	165	82		59	241	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	167	784	67		86	930	212		175	181	90		65	265	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	784	67		86	930	212		175	181	90		65	265	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	167	784	67		86	930	212		175	181	90		65	265	55	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.84	0.16		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3276	280		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.24	0.24		0.05	0.26	0.14		0.11	0.10	0.06		0.04	0.15	0.04	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.14	0.37	0.37		0.13	0.36	0.36		0.12	0.30	0.30		0.11	0.29	0.29	
Volume/Cap:	0.72	0.64	0.64		0.41	0.72	0.39		0.87	0.34	0.20		0.36	0.51	0.13	
Delay/Veh:	47.6	24.4	24.4		37.5	27.1	22.1		69.4	24.9	23.6		38.3	27.7	23.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.6	24.4	24.4		37.5	27.1	22.1		69.4	24.9	23.6		38.3	27.7	23.9	
LOS by Move:	D	C	C		D	C	C		E	C	C		D	C	C	
HCM2kAvgQ:	6	10	10		3	12	5		8	4	2		2	7	1	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
EXISTING CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

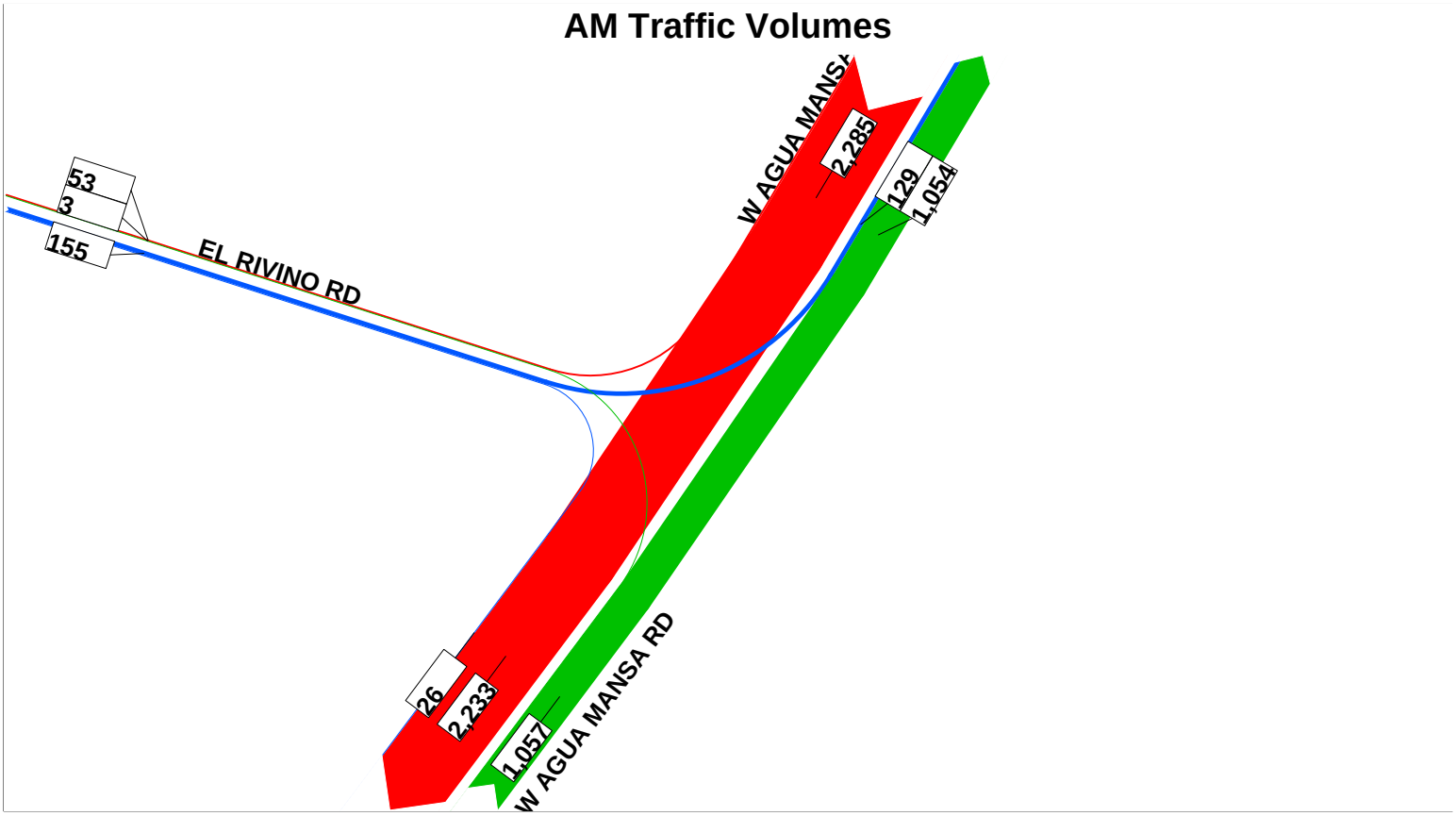
Cycle (sec):	90	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	8	Average Delay (sec/veh):	32.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

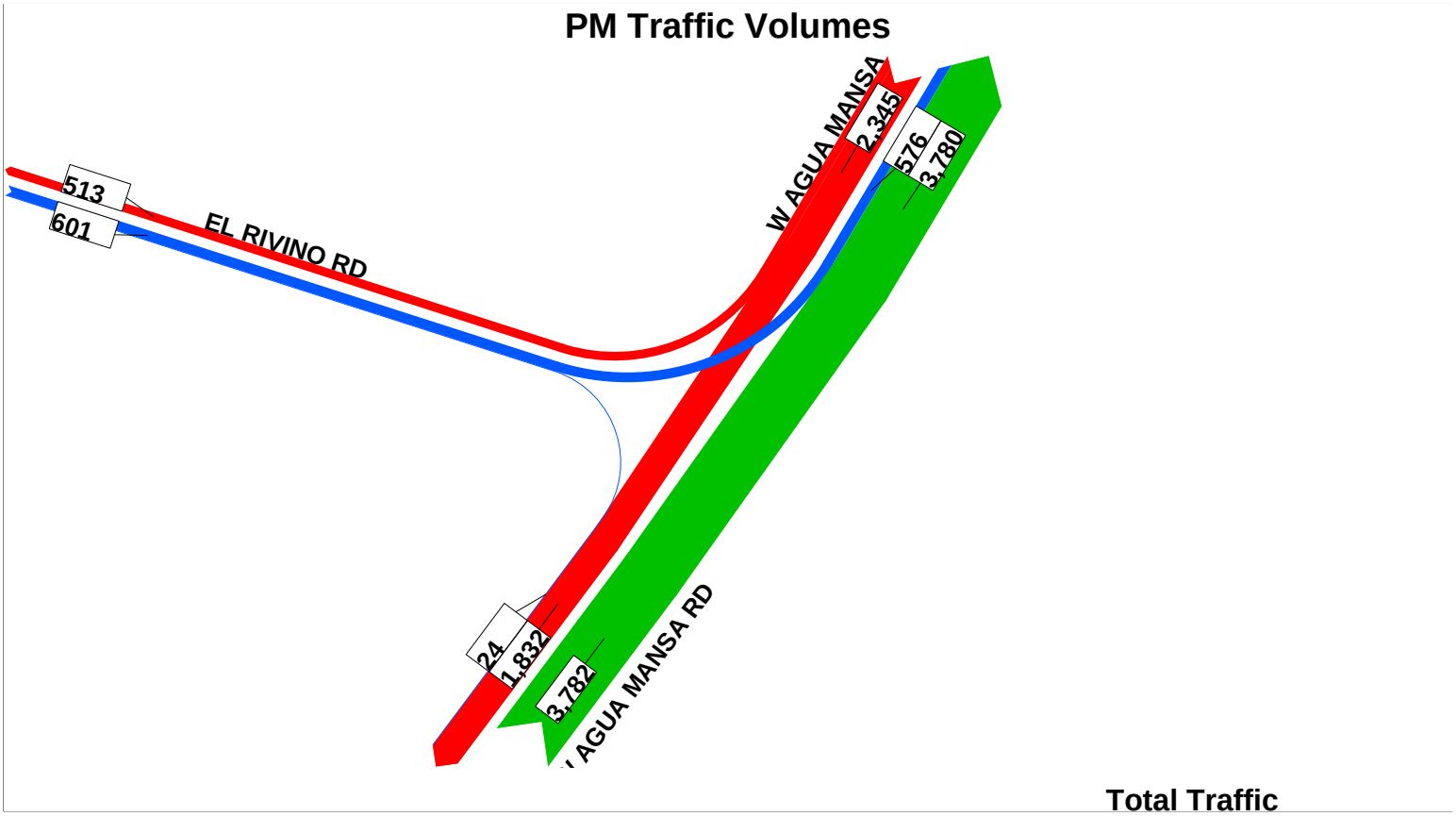
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	96	796	68		60	986	138		196	485	119		35	136	38	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	96	796	68		60	986	138		196	485	119		35	136	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	101	834	71		63	1032	145		205	508	125		37	142	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	834	71		63	1032	145		205	508	125		37	142	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	101	834	71		63	1032	145		205	508	125		37	142	40	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.84	0.16		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3277	280		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.25	0.25		0.04	0.29	0.09		0.13	0.28	0.08		0.02	0.08	0.03	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.11	0.35	0.35		0.12	0.36	0.36		0.15	0.33	0.33		0.11	0.30	0.30	
Volume/Cap:	0.56	0.73	0.73		0.33	0.81	0.27		0.86	0.85	0.24		0.20	0.27	0.09	
Delay/Veh:	41.9	28.0	28.0		37.3	30.1	20.9		63.2	38.6	22.0		36.9	24.4	22.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.9	28.0	28.0		37.3	30.1	20.9		63.2	38.6	22.0		36.9	24.4	22.9	
LOS by Move:	D	C	C		D	C	C		E	D	C		D	C	C	
HCM2kAvgQ:	4	12	12		2	15	3		9	16	3		1	3	1	

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

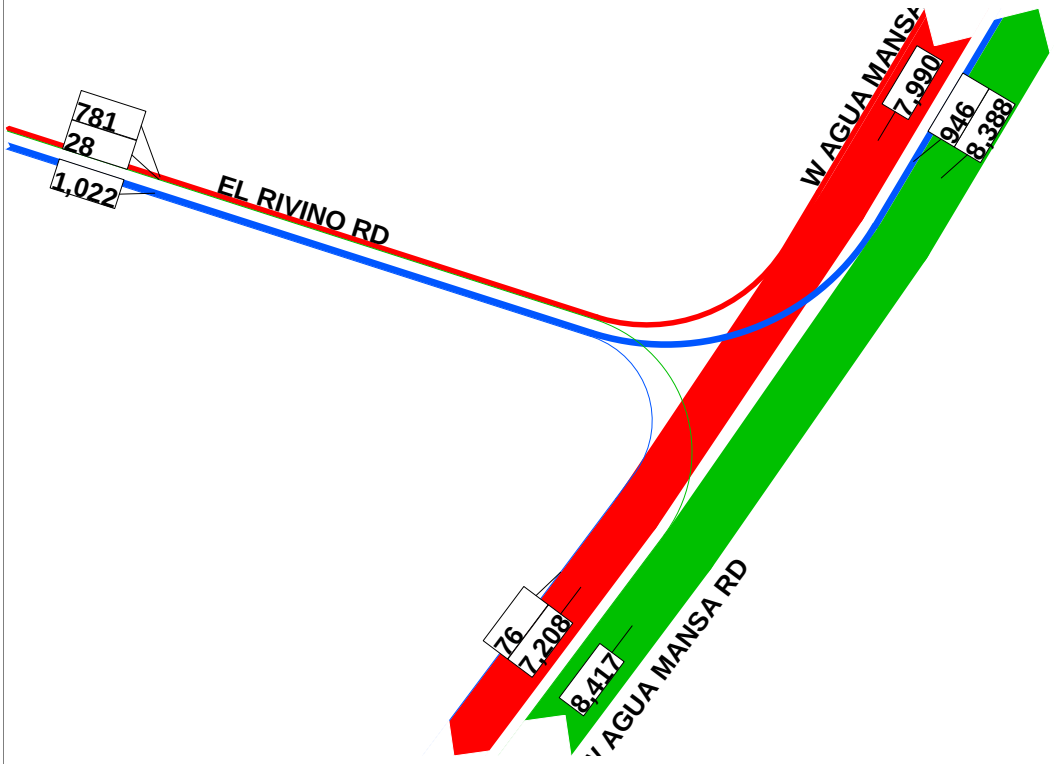
Appendix C

San Bernardino Transportation Analysis Mode (SBTAM) Plots


AM Traffic Volumes
W AGUA MANSA
2,285
129
1,054
53
3
155
EL RIVINO RD
26
2,233
1,057
W AGUA MANSA RD

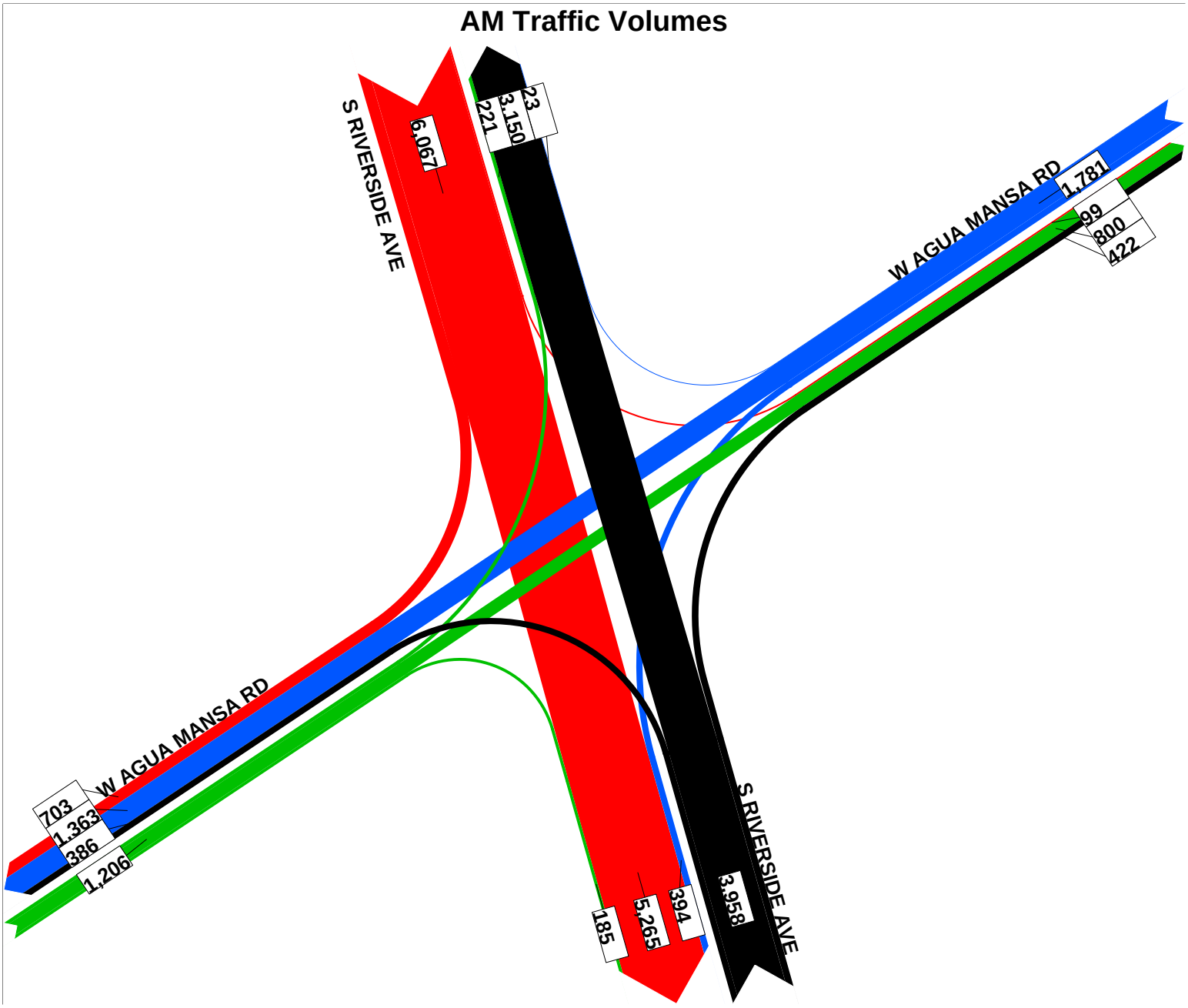

PM Traffic Volumes
513
601
EL RIVINO RD
W AGUA MANSA
2,345
576
3,780
24
1,832
3,782
AGUA MANSA RD
Total Traffic

Daily Traffic Volumes

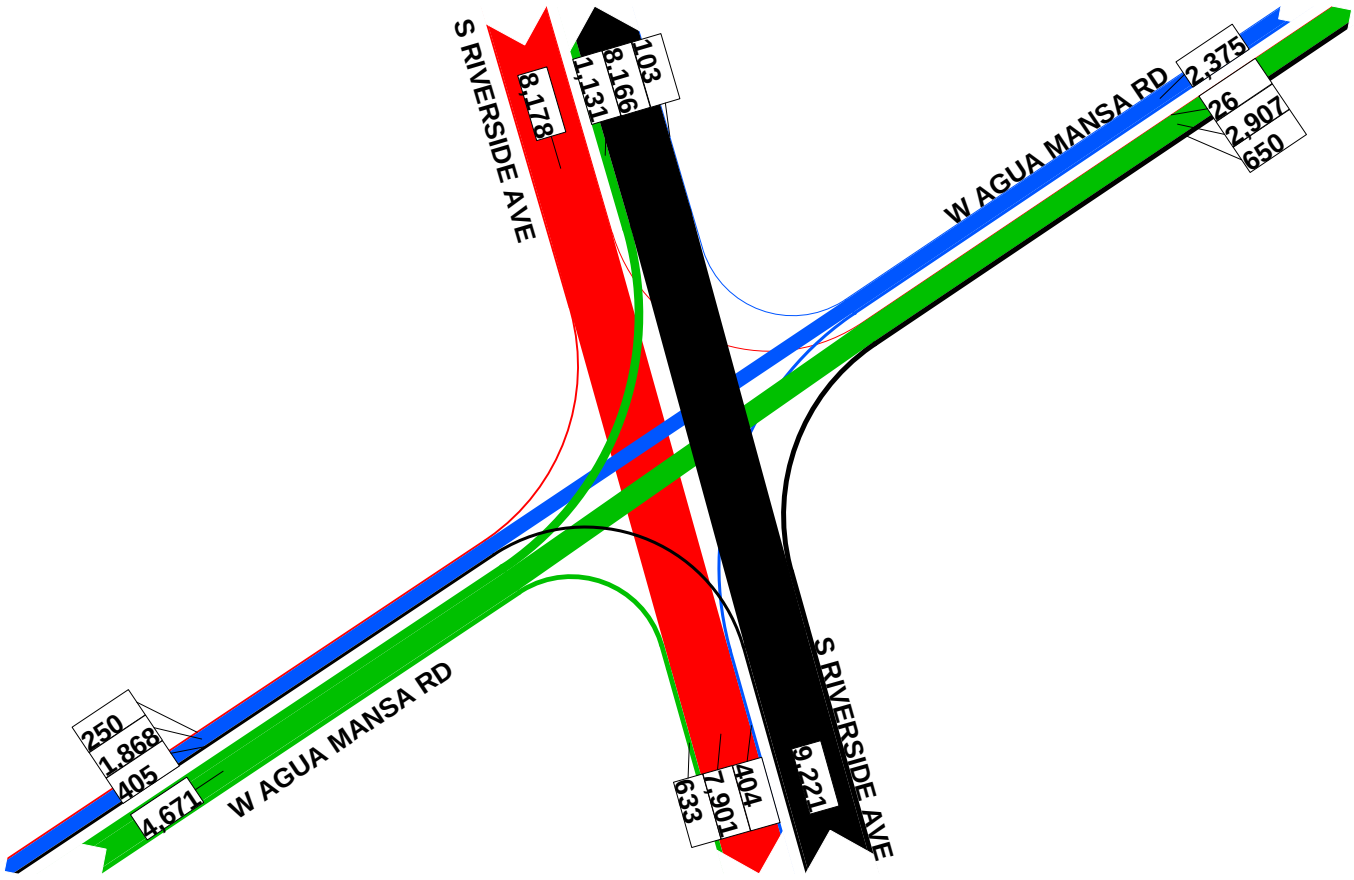


Total Volume

AM Traffic Volumes

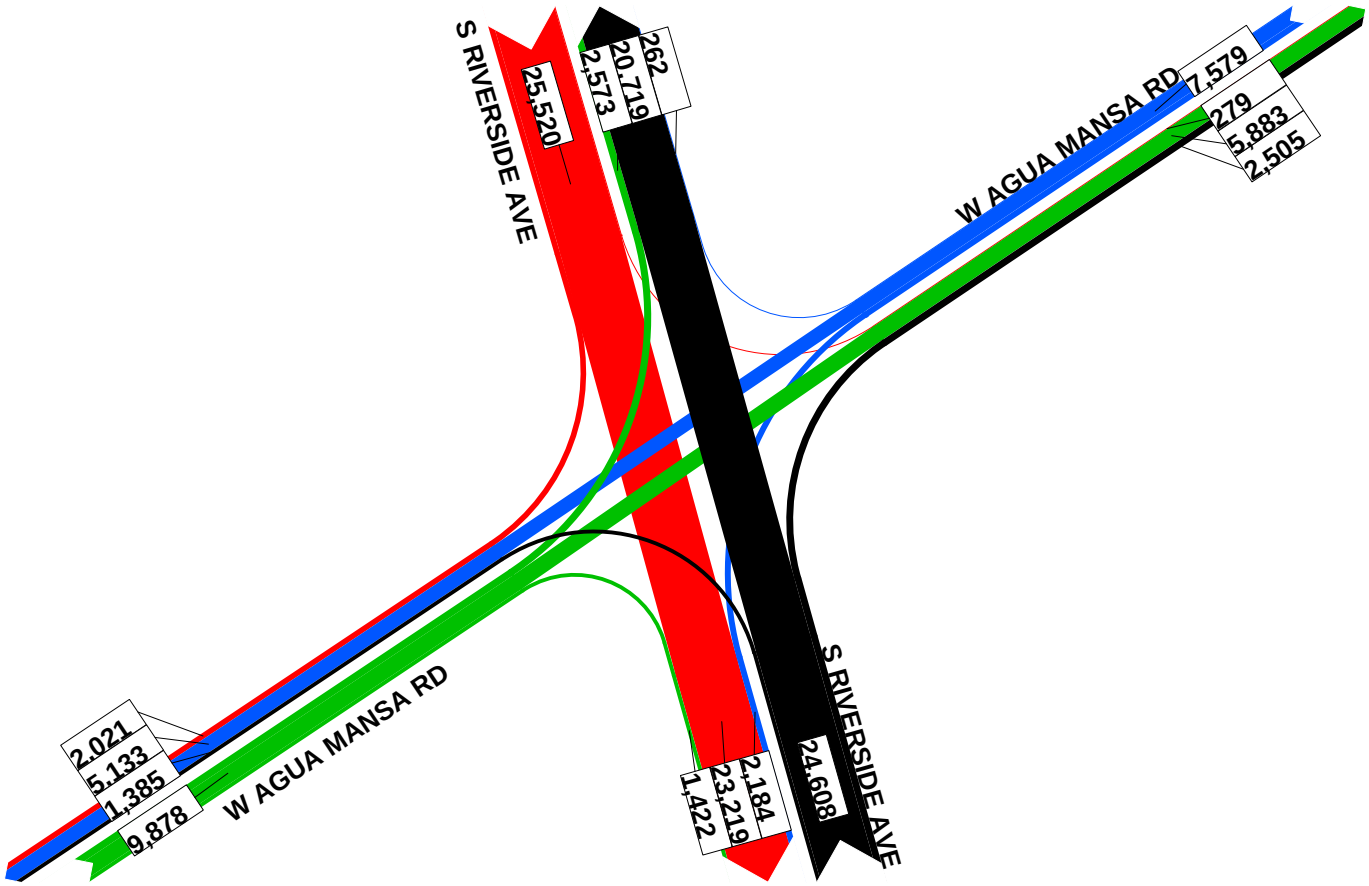


PM Traffic Volumes

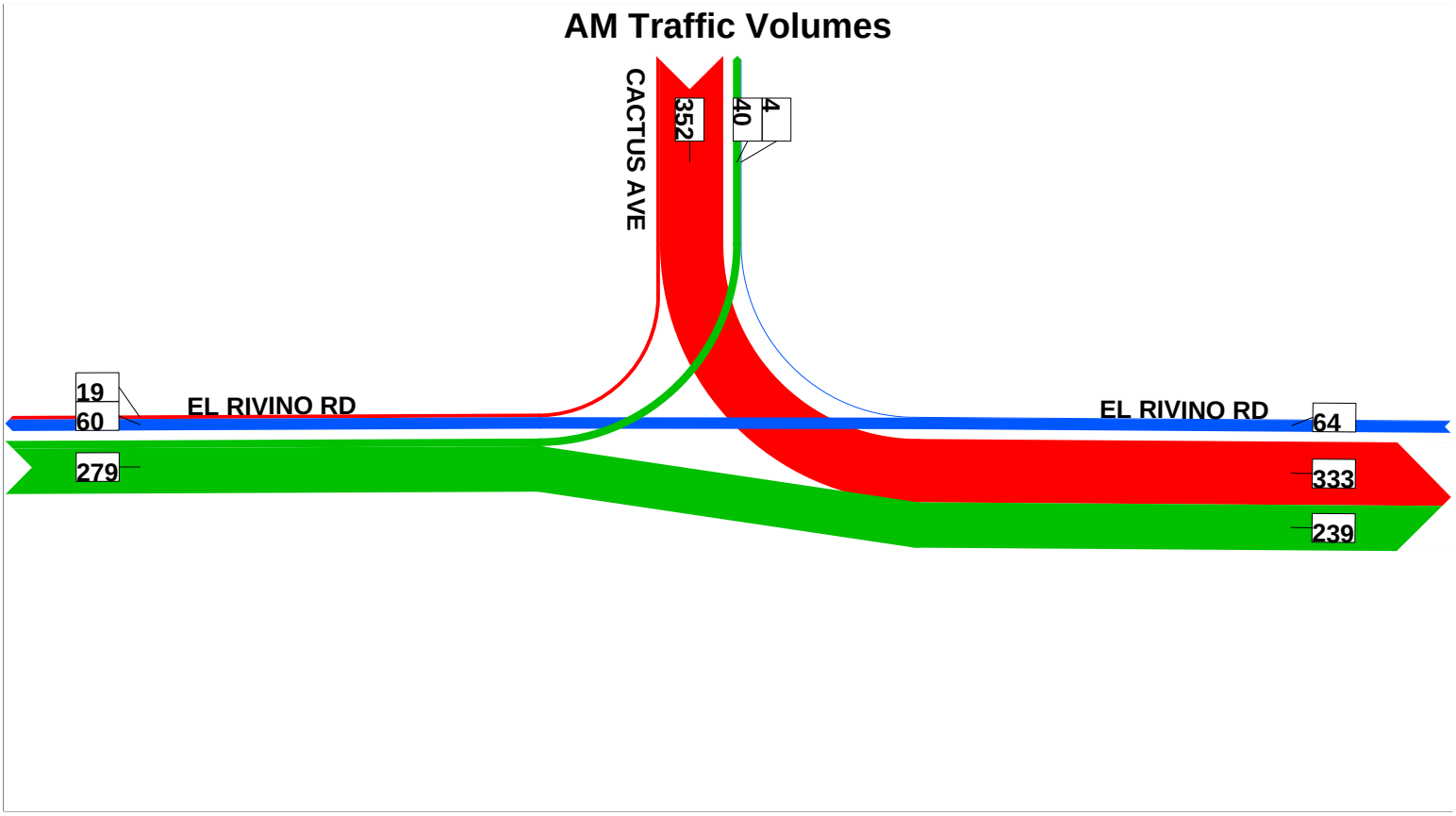


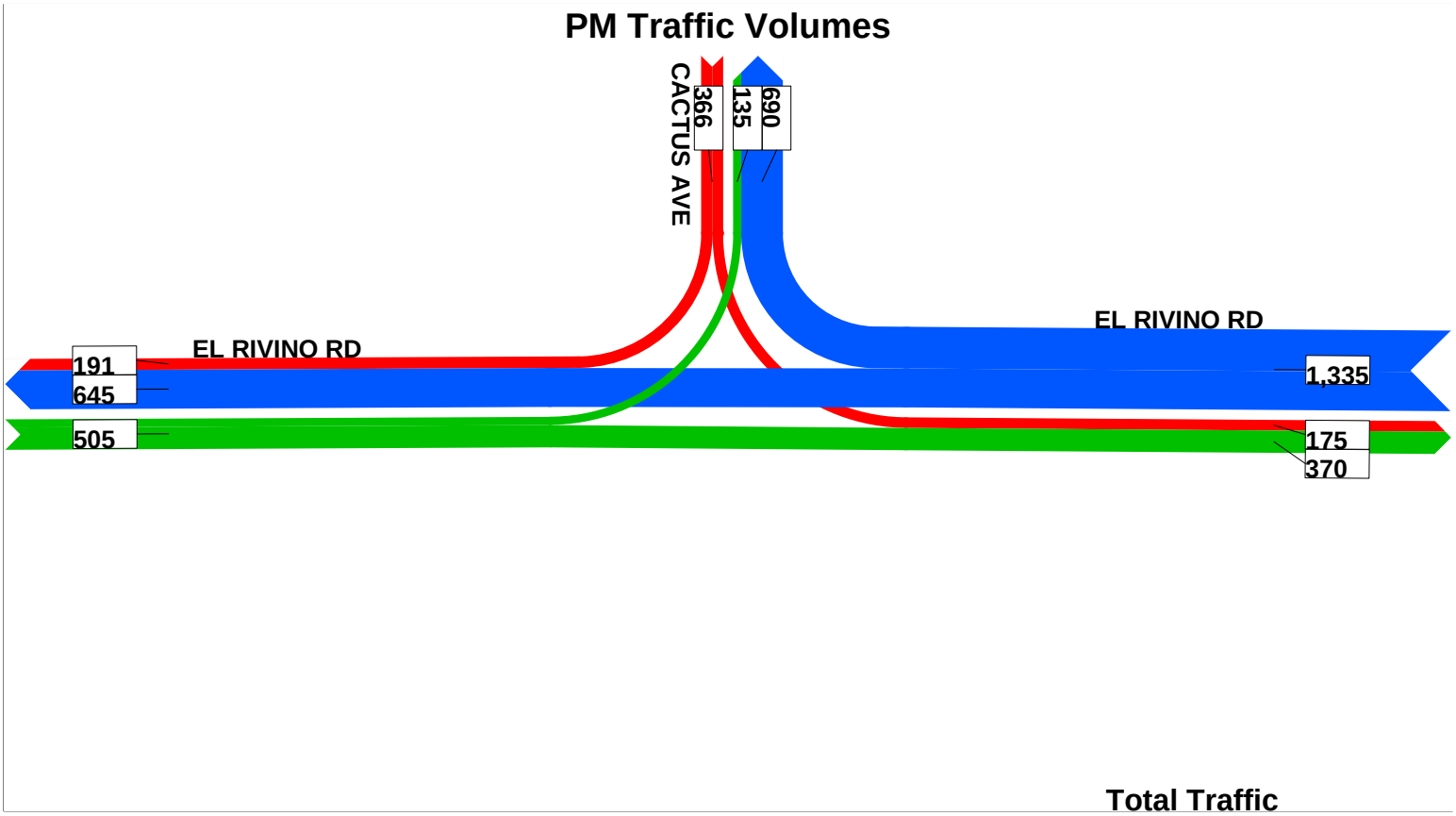
Total Traffic

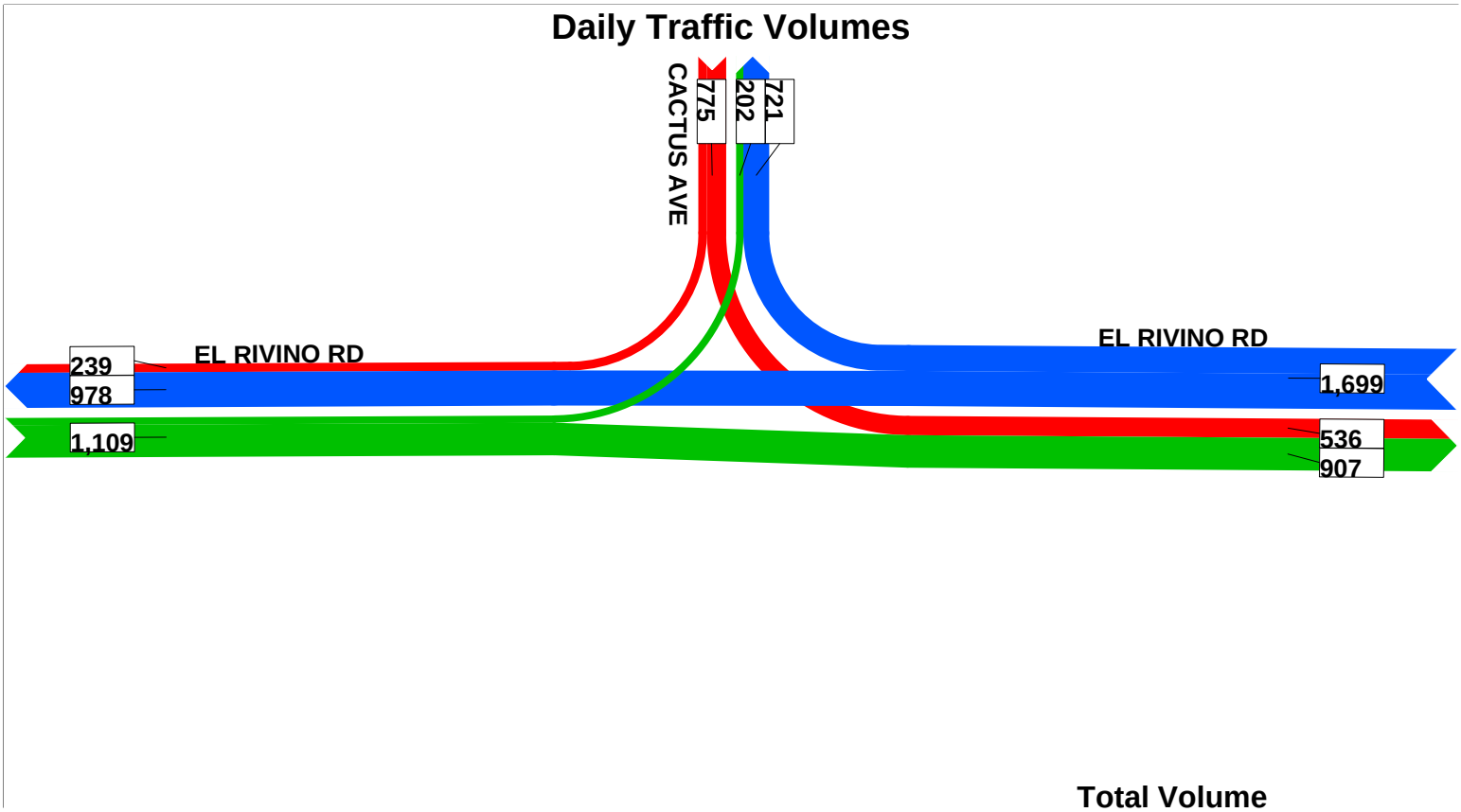
Daily Traffic Volumes



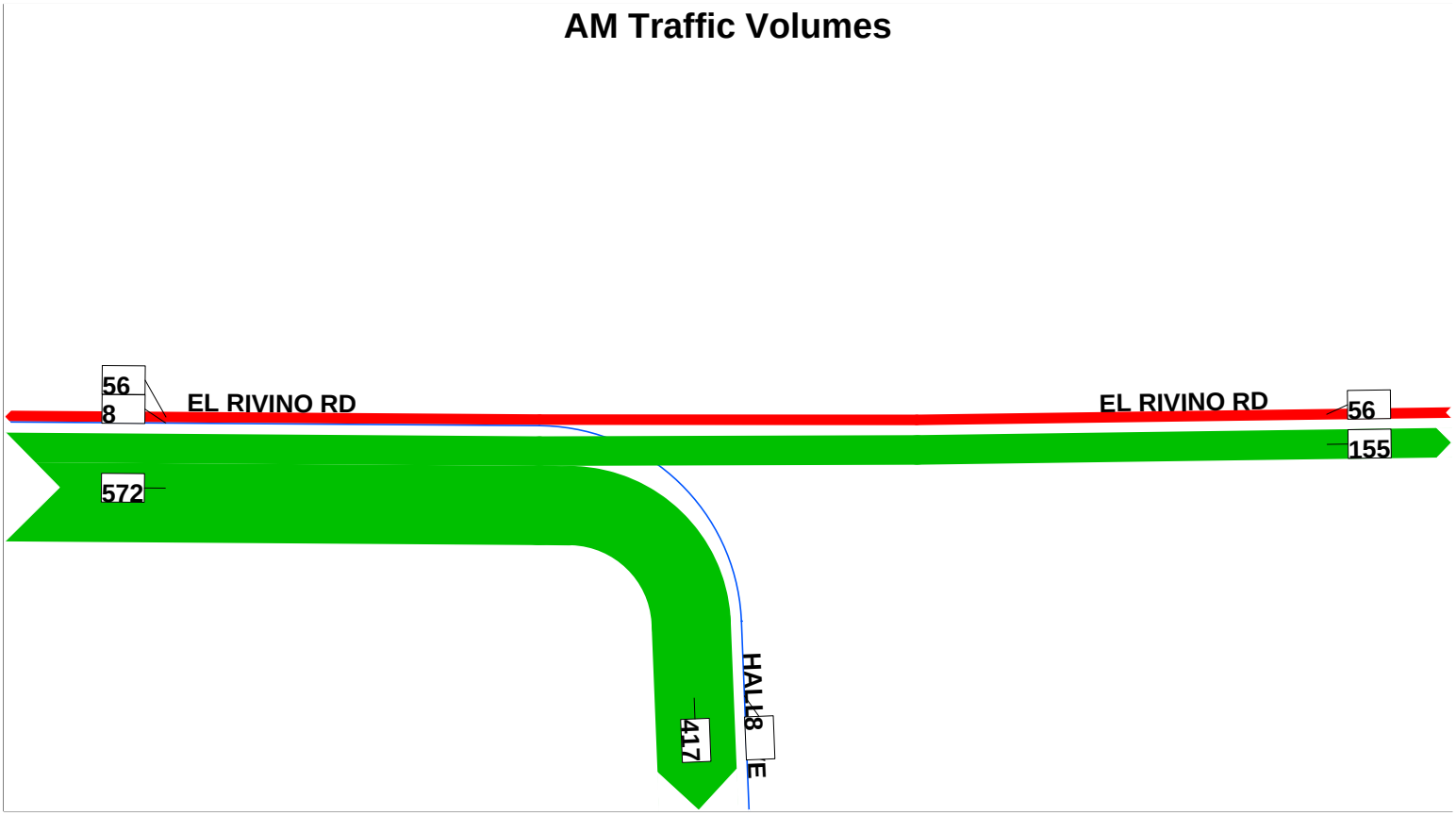
Total Volume


AM Traffic Volumes
CACTUS AVE
352
40
4
19
60
EL RIVINO RD
279
EL RIVINO RD
64
333
239

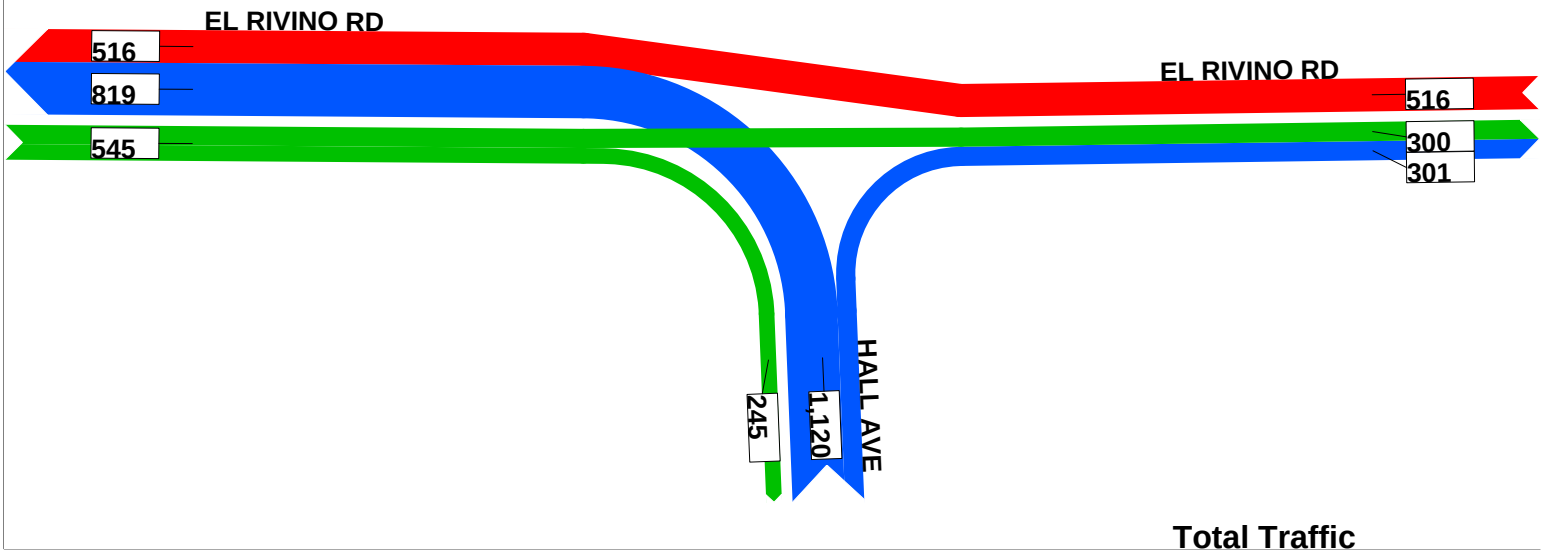

PM Traffic Volumes
CACTUS AVE
366
135
690
EL RIVINO RD
191
645
505
EL RIVINO RD
1,335
175
370
Total Traffic


Daily Traffic Volumes
CACTUS AVE
775
202
721
EL RIVINO RD
239
978
1,109
EL RIVINO RD
1,699
536
907
Total Volume

AM Traffic Volumes

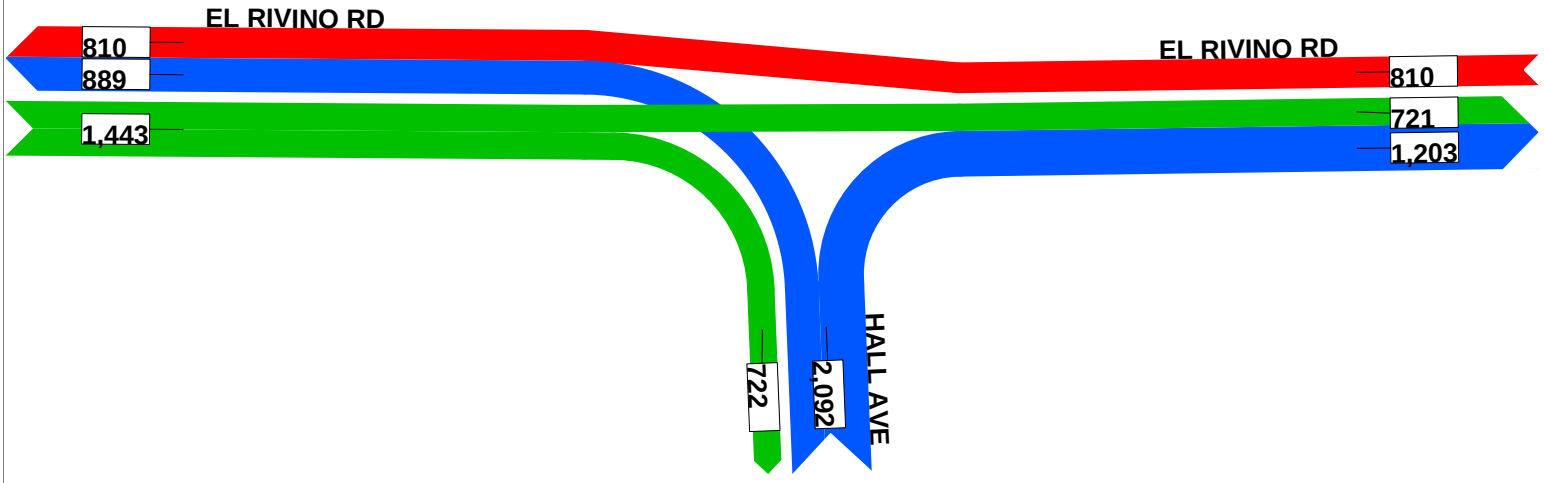


PM Traffic Volumes



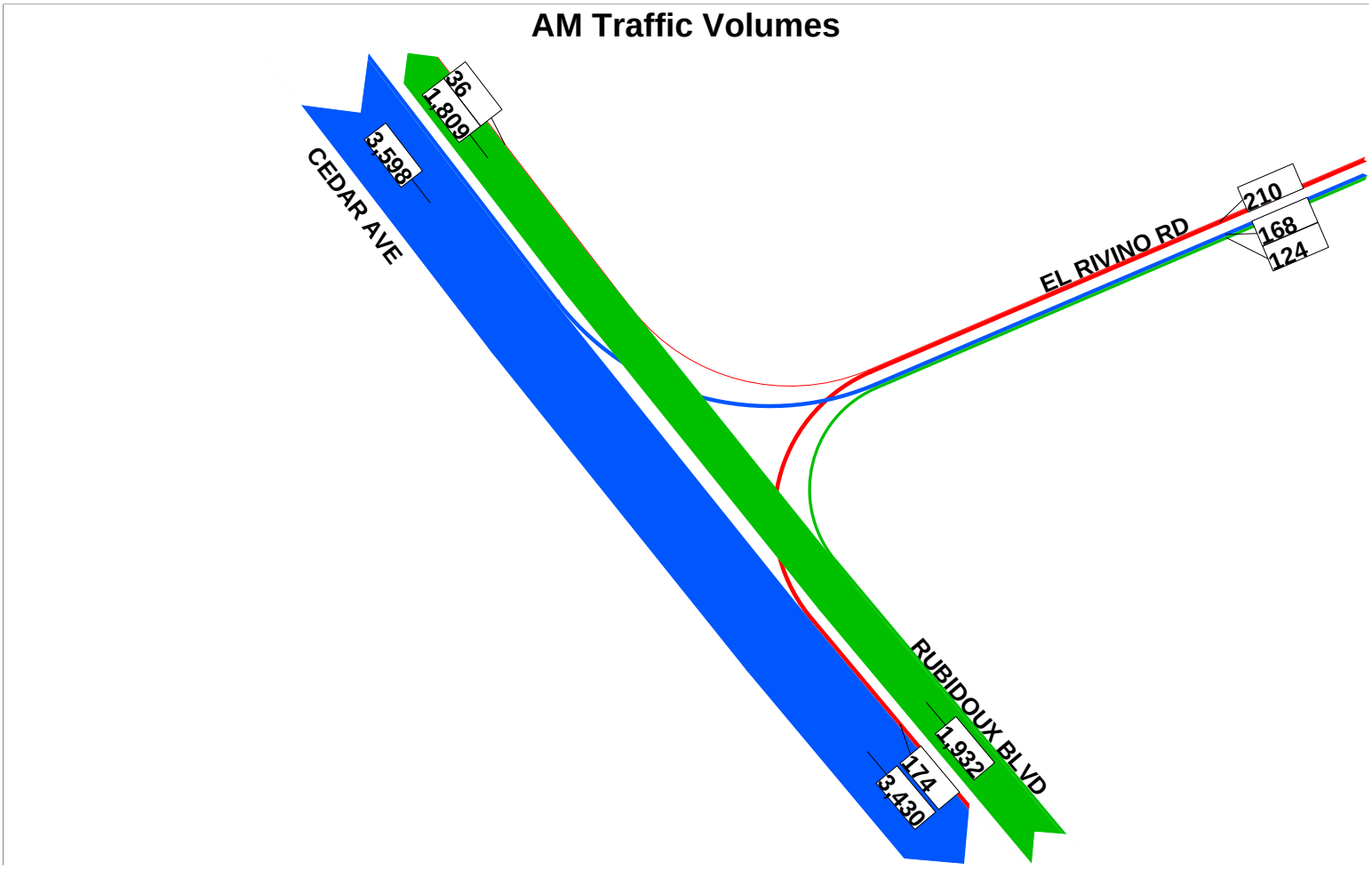
Total Traffic

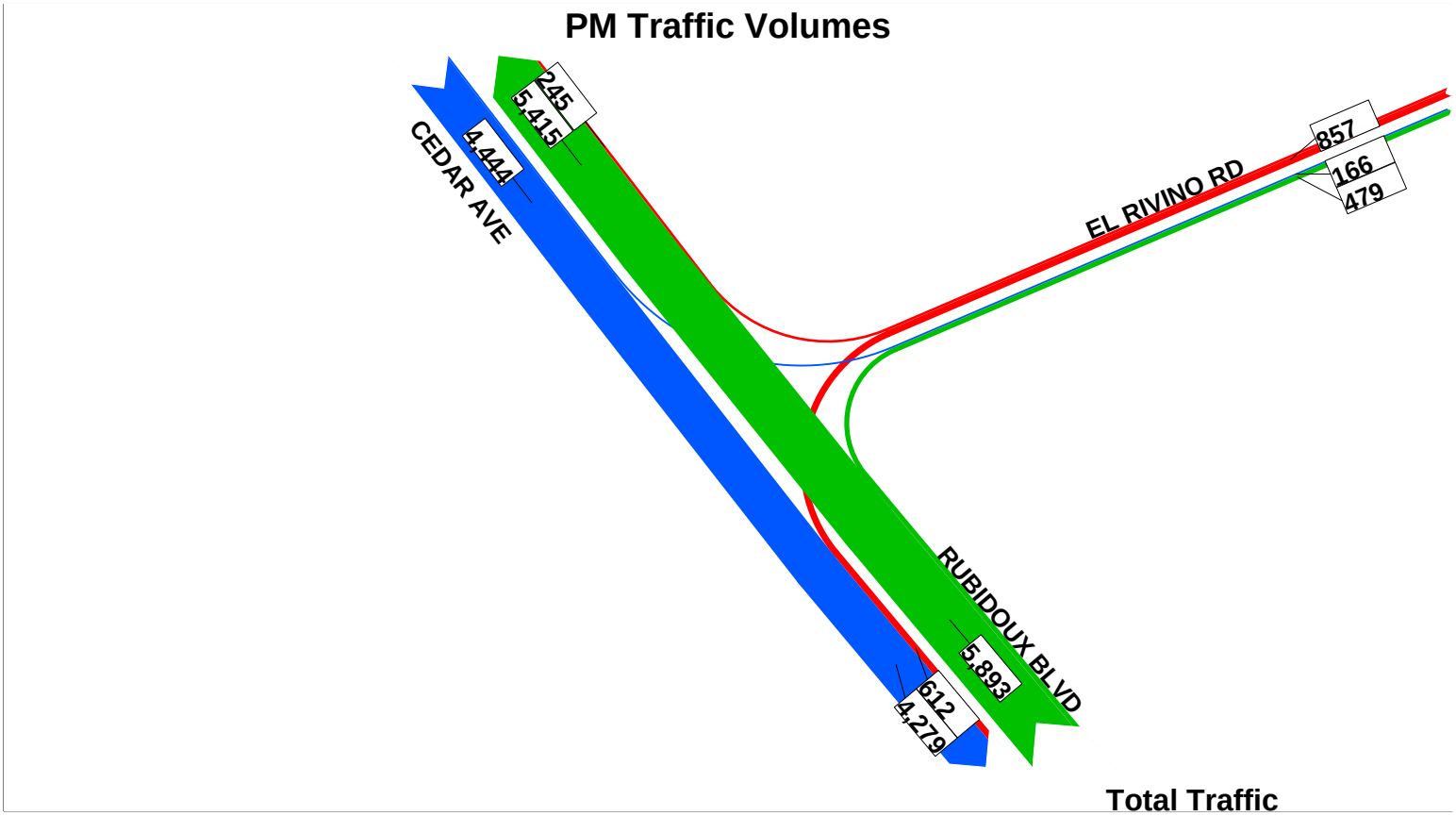
Daily Traffic Volumes

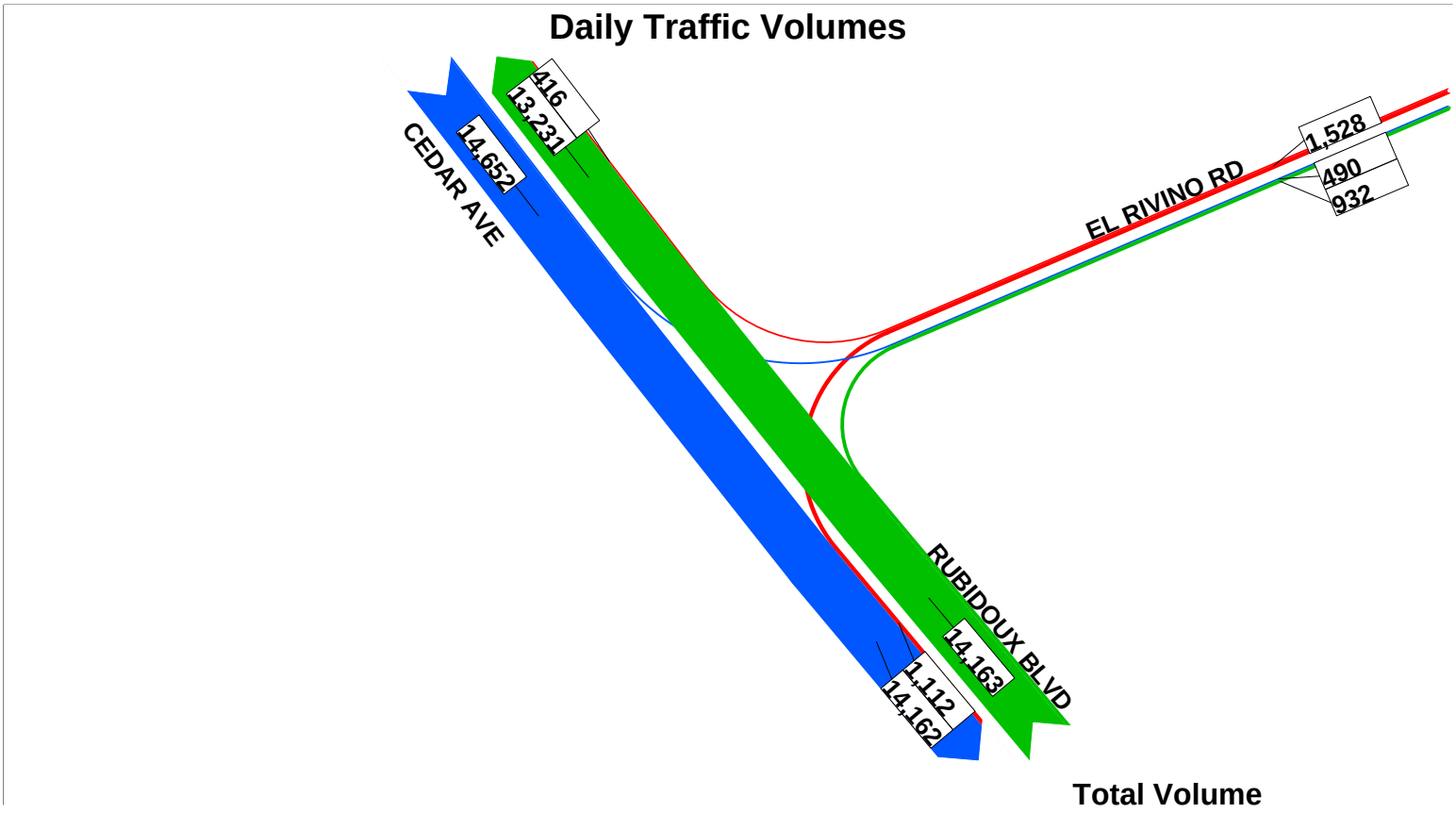


Total Volume

AM Traffic Volumes




PM Traffic Volumes
CEDAR AVE
245
5,415
4,444
EL RIVINO RD
857
166
479
RUBIDOUX BLVD
5,893
612
4,279
Total Traffic


Daily Traffic Volumes
CEDAR AVE
14,652
416
13,231
EL RIVINO RD
1,528
490
932
RUBIDOUX BLVD
14,163
1,112
14,162
Total Volume

Appendix D

Project Opening Year (2017)
Without Related Projects Without Project Conditions
Intersection Analysis Worksheets

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITHOUT RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 8 Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	10	443	47	87	652	6	3	1	6	50	2	39
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	470	50	92	691	6	3	1	6	53	2	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	470	50	92	691	6	3	1	6	53	2	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	521	55	102	766	7	4	1	7	59	2	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	521	55	102	766	7	4	1	7	59	2	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	521	55	102	766	7	4	1	7	59	2	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	1.00	0.83	0.88	0.88	0.71	0.75	0.85
Lanes:	1.00	1.81	0.19	1.00	1.98	0.02	0.31	0.10	0.59	0.96	0.04	1.00
Final Sat.:	1615	3209	340	1615	3564	33	466	155	931	1234	49	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.06	0.22	0.22	0.01	0.01	0.01	0.05	0.05	0.03
Crit Moves:	****				****						****	
Green/Cycle:	0.09	0.45	0.45	0.25	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.08	0.36	0.36	0.25	0.35	0.35	0.03	0.03	0.03	0.22	0.22	0.14
Delay/Veh:	46.0	19.7	19.7	32.9	10.3	10.3	33.9	33.9	33.9	35.7	35.7	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	19.7	19.7	32.9	10.3	10.3	33.9	33.9	33.9	35.7	35.7	34.8
LOS by Move:	D	B	B	C	B	B	C	C	C	D	D	C
HCM2kAvgQ:	0	6	6	3	6	6	0	0	0	2	2	1

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITHOUT RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	8	Average Delay (sec/veh):	17.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	7	669	56	67	702	8	9	7	14	45	12	88
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	709	59	71	744	8	10	7	15	48	13	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	709	59	71	744	8	10	7	15	48	13	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	744	62	75	781	9	10	8	16	50	13	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	744	62	75	781	9	10	8	16	50	13	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	744	62	75	781	9	10	8	16	50	13	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	1.00	0.83	0.88	0.88	0.75	0.79	0.85
Lanes:	1.00	1.85	0.15	1.00	1.98	0.02	0.31	0.23	0.46	0.80	0.20	1.00
Final Sat.:	1615	3282	275	1615	3552	40	468	364	728	1077	287	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.05	0.22	0.22	0.02	0.02	0.02	0.05	0.05	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.45	0.45	0.21	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.05	0.50	0.50	0.22	0.39	0.39	0.08	0.08	0.08	0.18	0.18	0.25
Delay/Veh:	38.3	18.6	18.6	31.4	12.0	12.0	27.2	27.2	27.2	28.1	28.1	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	18.6	18.6	31.4	12.0	12.0	27.2	27.2	27.2	28.1	28.1	28.7
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	2	7	7	1	1	1	2	2	2

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.185
Loss Time (sec):	8	Average Delay (sec/veh):	12.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	25	0	31	19	68	0	0	81	20
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	27	0	33	20	72	0	0	86	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	33	20	72	0	0	86	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	33	0	40	25	89	0	0	106	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	40	25	89	0	0	106	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	0	40	25	89	0	0	106	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.93	0.99	1.00	0.94	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.23	0.77	0.00	0.00	0.80	0.20
Final Sat.:	0	0	0	1615	0	1530	384	1374	0	0	1405	347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.06	0.06	0.00	0.00	0.08	0.08
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.32	0.70	0.00	0.00	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.16	0.20	0.09	0.00	0.00	0.20	0.20
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	21.7	14.9	2.9	0.0	0.0	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	21.7	14.9	2.9	0.0	0.0	12.8	12.8
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	1	1	0	0	2	2

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

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Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	8	Average Delay (sec/veh):	11.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	14	0	26	41	99	0	0	97	53
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	15	0	28	43	105	0	0	103	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	28	43	105	0	0	103	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	0	0	18	0	33	52	125	0	0	123	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	33	52	125	0	0	123	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	0	33	52	125	0	0	123	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.93	0.99	1.00	0.94	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.30	0.70	0.00	0.00	0.65	0.35
Final Sat.:	0	0	0	1615	0	1530	511	1234	0	0	1108	605
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.10	0.10	0.00	0.00	0.11	0.11
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.33	0.70	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.13	0.30	0.14	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	21.5	15.1	3.1	0.0	0.0	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	21.5	15.1	3.1	0.0	0.0	13.9	13.9
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	1	1	1	0	0	3	3

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

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Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	17	1	14	12	3	4	4	83	27	1	80	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	1	15	13	3	4	4	88	29	1	85	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1	15	13	3	4	4	88	29	1	85	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	22	1	18	15	4	5	5	107	35	1	103	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	1	18	15	4	5	5	107	35	1	103	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	246	243	124	251	259	105	107	xxxx	xxxxx	141	xxxx	xxxxx
Potent Cap.:	712	662	932	706	649	955	1497	xxxx	xxxxx	1454	xxxx	xxxxx
Move Cap.:	702	659	932	689	646	955	1497	xxxx	xxxxx	1454	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	0.02	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	786	xxxxx	xxxx	724	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	B	*	*	*	*	*	*	*
ApproachDel:		9.8			10.1			xxxxxx			xxxxxx	
ApproachLOS:		A			B			*			*	

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

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Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	45	4	5	9	4	1	5	89	13	0	110	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	48	4	5	10	4	1	5	94	14	0	117	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	4	5	10	4	1	5	94	14	0	117	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	58	5	6	12	5	1	6	114	17	0	141	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	5	6	12	5	1	6	114	17	0	141	19
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	289	296	123	292	295	151	160	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	667	619	934	664	620	901	1431	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	659	616	934	653	617	901	1431	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	0.01	0.01	0.02	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	674	xxxxx	xxxx	655	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.9	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.9			10.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	90	0	0	77	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	2	0	1	3	95	0	0	82	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	1	3	95	0	0	82	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	3	0	1	4	121	0	0	103	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	1	4	121	0	0	103	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	233	233	104	105	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	760	671	956	1500	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	759	669	956	1500	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	815	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				2	0	9				12	96	0				0	93	10			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	0	0	0				2	0	10				13	102	0				0	99	11			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				2	0	10				13	102	0				0	99	11			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89			
PHF Volume:	0	0	0				2	0	11				14	114	0				0	110	12			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				2	0	11				14	114	0				0	110	12			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				258	258	116				122	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx				735	649	941				1478	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx				729	643	941				1478	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx				0.00	0.00	0.01				0.01	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*				*	*	*				A	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	894	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	0.0	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	9.1	xxxxx				7.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	A	*				A	*	*				*	*	*			
ApproachDel:	xxxxxx						9.1						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITHOUT RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[18.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	303		0		0	393		40				69		0		22		0		0		0	
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06				1.06		1.06		1.06		1.06		1.06		1.06	
Initial Bse:	8	321		0		0	417		42				73		0		23		0		0		0	
Added Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0				0		0		0		0		0		0	
Initial Fut:	8	321		0		0	417		42				73		0		23		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		0.00		1.00		1.00		1.00	
PHF Adj:	0.93	0.93		0.93		0.93	0.93		0.93				0.93		0.93		0.00		0.93		0.93		0.93	
PHF Volume:	9	344		0		0	446		45				78		0		0		0		0		0	
Reduct Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
FinalVolume:	9	344		0		0	446		45				78		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	492	xxxx	xxxxx		xxxx	xxxx	xxxxx						832	xxxx		469		xxxx	xxxx	xxxxx				
Potent Cap.:	1082	xxxx	xxxxx		xxxx	xxxx	xxxxx						342	xxxx		598		xxxx	xxxx	xxxxx				
Move Cap.:	1082	xxxx	xxxxx		xxxx	xxxx	xxxxx						340	xxxx		598		xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx		xxxx	xxxx	xxxx						0.23	xxxx		0.00		xxxx	xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx						0.9	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx							18.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*				C	*		*		*	*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*		*		*	*		*				*	*		*		*	*		*		*	
ApproachDel:	xxxxxx			xxxxxx									18.7			xxxxxx								
ApproachLOS:	*			*									C			*								

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITHOUT RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: F[97.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	37	652	0	0	315	78	98	0	9	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	39	691	0	0	334	83	104	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	691	0	0	334	83	104	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.00	0.81	0.81	0.81
PHF Volume:	48	849	0	0	410	102	128	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	849	0	0	410	102	128	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	512	xxxx	xxxxx	xxxx	xxxx	xxxxx	1406	xxxx	461	xxxx	xxxx	xxxxx
Potent Cap.:	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	xxxx	605	xxxx	xxxx	xxxxx
Move Cap.:	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	605	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.85	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	97.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			97.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITHOUT RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	8	Average Delay (sec/veh):	31.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	0	1	
Volume Module:																
Base Vol:	152	713	61		78	846	193		159	165	82		59	241	50	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	161	756	65		83	897	205		169	175	87		63	255	53	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	161	756	65		83	897	205		169	175	87		63	255	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	177	831	71		91	985	225		185	192	96		69	281	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	177	831	71		91	985	225		185	192	96		69	281	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	177	831	71		91	985	225		185	192	96		69	281	58	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.84	0.16		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3276	280		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.25	0.25		0.06	0.27	0.15		0.11	0.11	0.06		0.04	0.16	0.04	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.14	0.37	0.37		0.13	0.36	0.36		0.13	0.30	0.30		0.11	0.28	0.28	
Volume/Cap:	0.77	0.68	0.68		0.44	0.77	0.41		0.90	0.36	0.21		0.38	0.55	0.13	
Delay/Veh:	51.4	25.3	25.3		37.7	28.5	22.3		75.4	25.1	23.7		38.5	28.6	24.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.4	25.3	25.3		37.7	28.5	22.3		75.4	25.1	23.7		38.5	28.6	24.1	
LOS by Move:	D	C	C		D	C	C		E	C	C		D	C	C	
HCM2kAvgQ:	7	11	11		3	14	5		9	4	2		2	7	1	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITHOUT RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	8	Average Delay (sec/veh):	34.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	96	796	68		60	986	138		196	485	119		35	136	38	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	102	844	72		64	1045	146		208	514	126		37	144	40	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	102	844	72		64	1045	146		208	514	126		37	144	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	107	884	75		67	1094	153		218	538	132		39	151	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	884	75		67	1094	153		218	538	132		39	151	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	107	884	75		67	1094	153		218	538	132		39	151	42	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.84	0.16		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3277	280		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.04	0.30	0.10		0.13	0.30	0.09		0.02	0.08	0.03	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.11	0.35	0.35		0.12	0.36	0.36		0.15	0.33	0.33		0.11	0.29	0.29	
Volume/Cap:	0.59	0.78	0.78		0.34	0.86	0.28		0.88	0.90	0.26		0.22	0.29	0.09	
Delay/Veh:	43.3	29.5	29.5		37.4	32.7	21.1		65.2	44.7	22.2		37.0	25.0	23.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.3	29.5	29.5		37.4	32.7	21.1		65.2	44.7	22.2		37.0	25.0	23.4	
LOS by Move:	D	C	C		D	C	C		E	D	C		D	C	C	
HCM2kAvgQ:	4	14	14		2	17	3		9	18	3		1	3	1	

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

Appendix E

Project Opening Year (2017)
Without Related Projects With Project Conditions
Intersection Analysis Worksheets

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH PROJECT W/O RELATED PROJECTS CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	8	Average Delay (sec/veh):	17.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	10	443	47	87	652	6	3	1	6	50	2	39
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	470	50	92	691	6	3	1	6	53	2	41
Added Vol:	0	0	7	10	0	0	0	0	0	2	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	470	57	102	691	6	3	1	6	55	2	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	521	63	113	766	7	4	1	7	61	2	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	521	63	113	766	7	4	1	7	61	2	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	521	63	113	766	7	4	1	7	61	2	49
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.98	0.98	0.90	1.00	1.00	0.83	0.88	0.88	0.71	0.75	0.85
Lanes:	1.00	1.78	0.22	1.00	1.98	0.02	0.31	0.10	0.59	0.96	0.04	1.00
Final Sat.:	1615	3160	382	1615	3564	33	466	155	931	1230	47	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.07	0.22	0.22	0.01	0.01	0.01	0.05	0.05	0.03
Crit Moves:	****				****						****	
Green/Cycle:	0.09	0.46	0.46	0.25	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.08	0.36	0.36	0.28	0.35	0.35	0.03	0.03	0.03	0.23	0.23	0.15
Delay/Veh:	46.0	19.6	19.6	33.5	10.3	10.3	33.9	33.9	33.9	35.8	35.8	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	19.6	19.6	33.5	10.3	10.3	33.9	33.9	33.9	35.8	35.8	34.9
LOS by Move:	D	B	B	C	B	B	C	C	C	D	D	C
HCM2kAvgQ:	0	6	6	3	6	6	0	0	0	2	2	1

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH PROJECT W/O RELATED PROJECTS CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	8	Average Delay (sec/veh):	17.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	7	669	56	67	702	8	9	7	14	45	12	88
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	709	59	71	744	8	10	7	15	48	13	93
Added Vol:	0	0	3	3	0	0	0	0	0	8	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	709	62	74	744	8	10	7	15	56	13	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	744	65	78	781	9	10	8	16	58	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	744	65	78	781	9	10	8	16	58	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	744	65	78	781	9	10	8	16	58	13	108
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	1.00	0.83	0.88	0.88	0.74	0.78	0.85
Lanes:	1.00	1.84	0.16	1.00	1.98	0.02	0.31	0.23	0.46	0.82	0.18	1.00
Final Sat.:	1615	3269	287	1615	3552	40	467	363	726	1089	249	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.05	0.22	0.22	0.02	0.02	0.02	0.05	0.05	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.45	0.45	0.21	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.05	0.50	0.50	0.23	0.39	0.39	0.08	0.08	0.08	0.21	0.21	0.28
Delay/Veh:	38.3	18.6	18.6	31.5	12.0	12.0	27.2	27.2	27.2	28.4	28.4	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	18.6	18.6	31.5	12.0	12.0	27.2	27.2	27.2	28.4	28.4	29.0
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	2	7	7	1	1	1	2	2	3

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

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Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.205
Loss Time (sec):	8	Average Delay (sec/veh):	12.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	25	0	31	19	68	0	0	81	20
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	27	0	33	20	72	0	0	86	21
Added Vol:	0	0	0	2	0	0	0	17	0	0	6	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	33	20	89	0	0	92	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	35	0	40	25	110	0	0	113	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	40	25	110	0	0	113	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	0	40	25	110	0	0	113	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.94	0.99	1.00	0.94	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.19	0.81	0.00	0.00	0.81	0.19
Final Sat.:	0	0	0	1615	0	1530	325	1439	0	0	1412	341
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.08	0.08	0.00	0.00	0.08	0.08
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.34	0.70	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.16	0.22	0.11	0.00	0.00	0.22	0.22
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	21.7	14.3	3.0	0.0	0.0	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	21.7	14.3	3.0	0.0	0.0	13.6	13.6
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	1	1	0	0	2	2

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

AGUA MANSA HIGH CUBE WAREHOUSE
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Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	8	Average Delay (sec/veh):	11.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	14	0	26	41	99	0	0	97	53
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	15	0	28	43	105	0	0	103	56
Added Vol:	0	0	0	1	0	0	0	6	0	0	18	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	28	43	111	0	0	121	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	0	0	19	0	33	52	132	0	0	144	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	33	52	132	0	0	144	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	33	52	132	0	0	144	71
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.93	0.99	1.00	0.94	0.96	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.29	0.71	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	1615	0	1530	491	1254	0	0	1155	566
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.11	0.11	0.00	0.00	0.12	0.12
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.32	0.70	0.00	0.00	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.13	0.33	0.15	0.00	0.00	0.33	0.33
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	21.5	15.8	3.1	0.0	0.0	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	21.5	15.8	3.1	0.0	0.0	13.5	13.5
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	1	1	1	0	0	3	3

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	17	1	14	12	3	4	4	83	27	1	80	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	1	15	13	3	4	4	88	29	1	85	3
Added Vol:	0	0	0	0	0	0	0	19	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1	15	13	3	4	4	107	29	1	91	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	22	1	18	15	4	5	5	130	35	1	110	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	1	18	15	4	5	5	130	35	1	110	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	276	274	147	281	289	112	114	xxxx	xxxxx	164	xxxx	xxxxx
Potent Cap.:	680	637	905	675	624	947	1488	xxxx	xxxxx	1426	xxxx	xxxxx
Move Cap.:	671	634	905	658	622	947	1488	xxxx	xxxxx	1426	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	0.02	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	755	xxxxx	xxxx	696	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.0			10.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1! 0	0		0	0 1! 0	0		0	0 1! 0	0		0	0 0 1	0	
Volume Module:																
Base Vol:	45	4	5		9	4	1		5	89	13		0	110	15	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	48	4	5		10	4	1		5	94	14		0	117	16	
Added Vol:	0	0	0		0	0	0		0	7	0		0	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	4	5		10	4	1		5	101	14		0	137	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	58	5	6		12	5	1		6	123	17		0	165	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	58	5	6		12	5	1		6	123	17		0	165	19	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	322	328	131		325	327	175		185	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	635	594	924		632	595	874		1402	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	627	591	924		622	592	874		1402	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.09	0.01	0.01		0.02	0.01	0.00		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	644	xxxxx		xxxx	625	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.4	xxxxx		xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	11.3	xxxxx		xxxxx	10.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	11.3				10.9				xxxxxx				xxxxxx			
ApproachLOS:	B				B				*				*			

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				2	0	1				3	90	0				0	77	1			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	0	0	0				2	0	1				3	95	0				0	82	1			
Added Vol:	0	0	0				0	0	6				18	1	0				0	0	1			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				2	0	7				21	96	0				0	82	2			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.79	0.79	0.79				0.79	0.79	0.79				0.79	0.79	0.79				0.79	0.79	0.79			
PHF Volume:	0	0	0				3	0	9				27	122	0				0	103	3			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				3	0	9				27	122	0				0	103	3			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				280	280	104				106	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx				714	632	956				1498	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx				704	620	956				1498	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx				0.00	0.00	0.01				0.02	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*				*	*	*				A	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	883	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	0.0	xxxxx				0.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	9.1	xxxxx				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	A	*				A	*	*				*	*	*			
ApproachDel:	xxxxxx						9.1						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	2	0	9	12	96	0	0	93	10
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	2	0	10	13	102	0	0	99	11
Added Vol:	0	0	0	2	0	19	6	1	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	29	19	103	0	0	101	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	5	0	32	21	115	0	0	113	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	32	21	115	0	0	113	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	276	276	119	125	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	718	635	938	1474	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	710	626	938	1474	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	902	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[19.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	303		0		0	393		40			69		0	22			0		0		0		
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06			1.06		1.06	1.06			1.06		1.06		1.06		
Initial Bse:	8	321		0		0	417		42			73		0	23			0		0		0		
Added Vol:	2	18		0		0	6		0			0		0	1			0		0		0		
PasserByVol:	0	0		0		0	0		0			0		0	0			0		0		0		
Initial Fut:	10	339		0		0	423		42			73		0	24			0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	0.00			1.00		1.00		1.00		
PHF Adj:	0.93	0.93		0.93		0.93	0.93		0.93			0.93		0.93	0.00			0.93		0.93		0.93		
PHF Volume:	11	364		0		0	453		45			78		0	0			0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0	0			0		0		0		
FinalVolume:	11	364		0		0	453		45			78		0	0			0		0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.4	xxxx		6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5	xxxx		3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	498	xxxx	xxxxx		xxxx	xxxx	xxxxx					862	xxxx		476		xxxx	xxxx	xxxxx					
Potent Cap.:	1076	xxxx	xxxxx		xxxx	xxxx	xxxxx					328	xxxx		593		xxxx	xxxx	xxxxx					
Move Cap.:	1076	xxxx	xxxxx		xxxx	xxxx	xxxxx					326	xxxx		593		xxxx	xxxx	xxxxx					
Volume/Cap:	0.01	xxxx	xxxx		xxxx	xxxx	xxxx					0.24	xxxx		0.00		xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx					0.9	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx						19.5	xxxx	xxxxx	xxxxx		xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*			C	*		*		*	*		*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*		*		*	*		*			*	*		*		*	*		*		*		
ApproachDel:	xxxxxx			xxxxxx					19.5				xxxxxx											
ApproachLOS:	*			*					C				*											

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

AGUA MANSA HIGH CUBE WAREHOUSE
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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: F[111.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	37	652	0		0		315	78		98	0		9		0	0	0							
Growth Adj:	1.06	1.06	1.06		1.06		1.06	1.06		1.06	1.06		1.06		1.06	1.06	1.06							
Initial Bse:	39	691	0		0		334	83		104	0		10		0	0	0							
Added Vol:	1	7	0		0		20	0		0	0		3		0	0	0							
PasserByVol:	0	0	0		0		0	0		0	0		0		0	0	0							
Initial Fut:	40	698	0		0		354	83		104	0		13		0	0	0							
User Adj:	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		0.00		1.00	1.00	1.00							
PHF Adj:	0.81	0.81	0.81		0.81		0.81	0.81		0.81	0.81		0.00		0.81	0.81	0.81							
PHF Volume:	49	858	0		0		435	102		128	0		0		0	0	0							
Reduct Vol:	0	0	0		0		0	0		0	0		0		0	0	0							
FinalVolume:	49	858	0		0		435	102		128	0		0		0	0	0							
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	536	xxxx	xxxxx	xxxx	xxxx	xxxxx		1442	xxxx		486	xxxx	xxxx	xxxxx										
Potent Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx		147	xxxx		586	xxxx	xxxx	xxxxx										
Move Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx		142	xxxx		586	xxxx	xxxx	xxxxx										
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx		0.90	xxxx		0.00	xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		6.1	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		111.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
LOS by Move:	A	*	*	*	*	*		F	*	*	*	*	*											
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Shared LOS:	*	*	*	*	*	*		*	*	*	*	*	*											
ApproachDel:	xxxxxx			xxxxxx				111.4			xxxxxx													
ApproachLOS:	*			*				F			*													

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

AGUA MANSA HIGH CUBE WAREHOUSE
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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[15.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	2	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	303		0		0	393		40			69		0	22			0		0		0		
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06			1.06		1.06	1.06			1.06		1.06		1.06		
Initial Bse:	8	321		0		0	417		42			73		0	23			0		0		0		
Added Vol:	2	18		0		0	6		0			0		0	1			0		0		0		
PasserByVol:	0	0		0		0	0		0			0		0	0			0		0		0		
Initial Fut:	10	339		0		0	423		42			73		0	24			0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	0.00			1.00		1.00		1.00		
PHF Adj:	0.93	0.93		0.93		0.93	0.93		0.93			0.93		0.93	0.00			0.93		0.93		0.93		
PHF Volume:	11	364		0		0	453		45			78		0	0			0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0	0			0		0		0		
FinalVolume:	11	364		0		0	453		45			78		0	0			0		0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.4	xxxx		6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5	xxxx		3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	498	xxxx	xxxxx		xxxx	xxxx	xxxxx					680	xxxx		476		xxxx	xxxx	xxxxx					
Potent Cap.:	1076	xxxx	xxxxx		xxxx	xxxx	xxxxx					420	xxxx		593		xxxx	xxxx	xxxxx					
Move Cap.:	1076	xxxx	xxxxx		xxxx	xxxx	xxxxx					416	xxxx		593		xxxx	xxxx	xxxxx					
Volume/Cap:	0.01	xxxx	xxxx		xxxx	xxxx	xxxx					0.19	xxxx		0.00		xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx					0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx						15.6	xxxx	xxxxx	xxxxx		xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*			C	*		*		*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*		*		*	*		*			*	*		*		*	*						
ApproachDel:	xxxxxx			xxxxxx					15.6				xxxxxx											
ApproachLOS:	*			*					C				*											

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

AGUA MANSA HIGH CUBE WAREHOUSE
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: D[32.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	2	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	37	652		0		0	315		78		98		0		9		0		0		0			0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06			1.06
Initial Bse:	39	691		0		0	334		83		104		0		10		0		0		0			0
Added Vol:	1	7		0		0	20		0		0		0		3		0		0		0			0
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0			0
Initial Fut:	40	698		0		0	354		83		104		0		13		0		0		0			0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00			1.00
PHF Adj:	0.81	0.81		0.81		0.81	0.81		0.81		0.81		0.81		0.00		0.81		0.81		0.81			0.81
PHF Volume:	49	858		0		0	435		102		128		0		0		0		0		0			0
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			0
FinalVolume:	49	858		0		0	435		102		128		0		0		0		0		0			0
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	536	xxxx	xxxxx	xxxx	xxxx	xxxxx		1013	xxxx		486	xxxx	xxxx	xxxxx										
Potent Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx		267	xxxx		586	xxxx	xxxx	xxxxx										
Move Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx		257	xxxx		586	xxxx	xxxx	xxxxx										
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx		0.50	xxxx		0.00	xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		32.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
LOS by Move:	A	*		*		*	*		*		D	*		*		*	*		*		*			*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Shared LOS:	*	*		*		*	*		*		*		*		*		*		*		*			*
ApproachDel:	xxxxxx						xxxxxx						32.0						xxxxxx					
ApproachLOS:	*						*						D						*					

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

AGUA MANSA HIGH CUBE WAREHOUSE
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	8	Average Delay (sec/veh):	31.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	152	713	61		78	846	193		159	165	82		59	241	50	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	161	756	65		83	897	205		169	175	87		63	255	53	
Added Vol:	8	0	0		0	0	26		9	2	3		0	5	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	169	756	65		83	897	231		178	177	90		63	260	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	186	831	71		91	985	253		195	194	99		69	286	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	186	831	71		91	985	253		195	194	99		69	286	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	186	831	71		91	985	253		195	194	99		69	286	58	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.84	0.16		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3276	280		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.25	0.25		0.06	0.27	0.17		0.12	0.11	0.06		0.04	0.16	0.04	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.14	0.37	0.37		0.13	0.36	0.36		0.13	0.30	0.30		0.11	0.28	0.28	
Volume/Cap:	0.80	0.68	0.68		0.44	0.77	0.47		0.92	0.36	0.22		0.38	0.57	0.14	
Delay/Veh:	54.4	25.3	25.3		37.7	28.7	23.0		77.6	25.1	23.8		38.5	29.4	24.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.4	25.3	25.3		37.7	28.7	23.0		77.6	25.1	23.8		38.5	29.4	24.5	
LOS by Move:	D	C	C		D	C	C		E	C	C		D	C	C	
HCM2kAvgQ:	7	11	11		3	14	6		9	4	2		2	7	1	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH PROJECT W/O RELATED PROJECTS CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	8	Average Delay (sec/veh):	35.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	32	32	10	27	27	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	96	796	68	60	986	138	196	485	119	35	136	38
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	102	844	72	64	1045	146	208	514	126	37	144	40
Added Vol:	3	0	0	0	0	9	28	5	8	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	844	72	64	1045	155	236	519	134	37	146	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	110	884	75	67	1094	163	247	544	140	39	153	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	884	75	67	1094	163	247	544	140	39	153	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	884	75	67	1094	163	247	544	140	39	153	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	3277	280	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.04	0.30	0.11	0.15	0.30	0.09	0.02	0.09	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.35	0.35	0.12	0.36	0.36	0.18	0.32	0.32	0.12	0.26	0.26
Volume/Cap:	0.61	0.77	0.77	0.34	0.84	0.29	0.84	0.94	0.29	0.20	0.33	0.11
Delay/Veh:	44.2	28.8	28.8	37.3	31.3	20.8	54.3	54.1	23.2	36.4	27.7	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	28.8	28.8	37.3	31.3	20.8	54.3	54.1	23.2	36.4	27.7	25.8
LOS by Move:	D	C	C	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	4	13	13	2	17	3	10	20	3	1	4	1

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH PROJECT W/O RELATED PROJECTS CONDITIONS

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

Intersection #7 PROJECT ACCESS 1 (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[7.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	90	0	0	77	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	95	0	0	82	0
Added Vol:	0	0	0	0	0	0	1	0	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	1	95	0	0	83	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	0	1	104	0	0	90	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	1	104	0	0	90	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	196	196	90	91	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	797	703	973	1517	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	797	702	973	1517	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH PROJECT W/O RELATED PROJECTS CONDITIONS

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

Intersection #7 PROJECT ACCESS 1 (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	96	0	0	93	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	102	0	0	99	0
Added Vol:	0	0	0	1	0	2	1	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	2	1	104	0	0	100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	1	0	2	1	113	0	0	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	2	1	113	0	0	108	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	223	223	108	108	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	769	679	951	1495	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	769	679	951	1495	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	881	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.1			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH PROJECT W/O RELATED PROJECTS CONDITIONS

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

Intersection #8 AGUA MANSA ROAD (NS) AT PROJECT ACCESS 2 (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 4 Average Delay (sec/veh): 2.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	0	0	0 1	0	1	1	0	0 0	1	0	0	0 0	0
Volume Module:																
Base Vol:	0	372	0		0	433	0		0	0	0		0	0	0	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	0	394	0		0	459	0		0	0	0		0	0	0	
Added Vol:	18	0	0		0	0	38		13	0	6		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	394	0		0	459	38		13	0	6		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	20	429	0		0	499	41		14	0	7		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	429	0		0	499	41		14	0	7		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	429	0		0	499	41		14	0	7		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.44	1.00	1.00		0.94	1.00	0.85		0.90	1.00	0.85		0.94	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	784	1800	0		0	1800	1530		1615	0	1530		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.24	0.00		0.00	0.28	0.03		0.01	0.00	0.00		0.00	0.00	0.00	
Crit Moves:						****			****							
Green/Cycle:	0.88	0.88	0.00		0.00	0.88	0.88		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.03	0.27	0.00		0.00	0.32	0.03		0.10	0.00	0.05		0.00	0.00	0.00	
Delay/Veh:	0.9	1.2	0.0		0.0	1.3	0.9		48.7	0.0	48.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.9	1.2	0.0		0.0	1.3	0.9		48.7	0.0	48.3		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	0	3	0		0	3	0		1	0	0		0	0	0	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH PROJECT W/O RELATED PROJECTS CONDITIONS

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

Intersection #8 AGUA MANSA ROAD (NS) AT PROJECT ACCESS 2 (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 4 Average Delay (sec/veh): 3.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0 1	0	0	0	0 1	0	1	1	0	0 0	1	0	0	0 0	0
Volume Module:																
Base Vol:	0	750	0	0	393	0	0	0	0	0	0	0				
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06				
Initial Bse:	0	795	0	0	417	0	0	0	0	0	0	0				
Added Vol:	7	0	0	0	0	14	41	0	20	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	7	795	0	0	417	14	41	0	20	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	8	864	0	0	453	15	45	0	22	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	8	864	0	0	453	15	45	0	22	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	8	864	0	0	453	15	45	0	22	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.45	1.00	1.00	0.94	1.00	0.85	0.90	1.00	0.85	0.94	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	818	1800	0	0	1800	1530	1615	0	1530	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.48	0.00	0.00	0.25	0.01	0.03	0.00	0.01	0.00	0.00	0.00				
Crit Moves:		****					****									
Green/Cycle:	0.84	0.84	0.00	0.00	0.84	0.84	0.11	0.00	0.11	0.00	0.00	0.00				
Volume/Cap:	0.01	0.57	0.00	0.00	0.30	0.01	0.25	0.00	0.13	0.00	0.00	0.00				
Delay/Veh:	1.1	2.6	0.0	0.0	1.6	1.1	37.3	0.0	36.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	1.1	2.6	0.0	0.0	1.6	1.1	37.3	0.0	36.4	0.0	0.0	0.0				
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A				
HCM2kAvgQ:	0	8	0	0	3	0	1	0	1	0	0	0				

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

Appendix F

Project Opening Year (2017) With Related Projects
Without Project Conditions
Intersection Analysis Worksheets

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	8	Average Delay (sec/veh):	28.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0		0	10	23		23	10	14		14	10	24		24
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	1
Volume Module:																
Base Vol:	10	443		47	87	652		6	3	1		6	50	2		39
Growth Adj:	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06
Initial Bse:	11	470		50	92	691		6	3	1		6	53	2		41
Added Vol:	0	2		575	155	6		0	0	10		0	125	2		34
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	11	472		625	247	697		6	3	11		6	178	4		75
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90
PHF Volume:	12	523		693	274	773		7	4	12		7	197	5		84
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	12	523		693	274	773		7	4	12		7	197	5		84
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	12	523		693	274	773		7	4	12		7	197	5		84
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.90	0.92		0.92	0.90	1.00		1.00	0.88	0.93		0.93	0.66	0.70		0.85
Lanes:	1.00	1.00		1.00	1.00	1.98		0.02	0.16	0.53		0.31	0.98	0.02		1.00
Final Sat.:	1615	1647		1647	1615	3564		33	255	888		511	1166	27		1530
Capacity Analysis Module:																
Vol/Sat:	0.01	0.32		0.42	0.17	0.22		0.22	0.01	0.01		0.01	0.17	0.17		0.05
Crit Moves:		****		****										****		
Green/Cycle:	0.21	0.48		0.48	0.20	0.47		0.47	0.24	0.24		0.24	0.24	0.24		0.24
Volume/Cap:	0.04	0.66		0.87	0.87	0.46		0.46	0.06	0.06		0.06	0.71	0.71		0.23
Delay/Veh:	31.8	20.3		29.0	60.7	17.9		17.9	29.3	29.3		29.3	42.5	42.5		30.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	31.8	20.3		29.0	60.7	17.9		17.9	29.3	29.3		29.3	42.5	42.5		30.9
LOS by Move:	C	C		C	E	B		B	C	C		C	D	D		C
HCM2kAvgQ:	0	13		22	12	8		8	1	1		1	7	7		2

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	8	Average Delay (sec/veh):	54.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	7	669	56	67	702	8	9	7	14	45	12	88
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	709	59	71	744	8	10	7	15	48	13	93
Added Vol:	0	6	186	50	3	0	0	3	0	544	9	147
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	715	245	121	747	8	10	10	15	592	22	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	750	257	127	784	9	10	11	16	621	23	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	750	257	127	784	9	10	11	16	621	23	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	750	257	127	784	9	10	11	16	621	23	252
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	1.00	1.00	0.78	0.83	0.83	0.66	0.69	0.85
Lanes:	1.00	1.49	0.51	1.00	1.98	0.02	0.29	0.29	0.42	0.97	0.03	1.00
Final Sat.:	1615	2579	885	1615	3552	40	403	441	628	1140	42	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.08	0.22	0.22	0.02	0.02	0.02	0.54	0.54	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.29	0.29	0.10	0.27	0.27	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.04	1.02	1.02	0.79	0.82	0.82	0.05	0.05	0.05	1.02	1.02	0.31
Delay/Veh:	39.3	69.2	69.2	66.0	40.0	40.0	11.1	11.1	11.1	63.9	63.9	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	69.2	69.2	66.0	40.0	40.0	11.1	11.1	11.1	63.9	63.9	13.2
LOS by Move:	D	E	E	E	D	D	B	B	B	E	E	B
HCM2kAvgQ:	0	23	23	6	14	14	1	1	1	29	29	4

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	8	Average Delay (sec/veh):	23.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	25	0	31	19	68	0	0	81	20
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	27	0	33	20	72	0	0	86	21
Added Vol:	0	0	0	12	0	216	143	47	0	0	217	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	39	0	249	163	119	0	0	303	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	47	0	306	201	147	0	0	373	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	306	201	147	0	0	373	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	47	0	306	201	147	0	0	373	93
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.92	0.97	1.00	0.94	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.59	0.41	0.00	0.00	0.80	0.20
Final Sat.:	0	0	0	1615	0	1530	978	714	0	0	1403	348
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.20	0.21	0.21	0.00	0.00	0.27	0.27
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.27	0.61	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.77	0.77	0.34	0.00	0.00	0.77	0.77
Delay/Veh:	0.0	0.0	0.0	17.1	0.0	29.9	28.6	6.0	0.0	0.0	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.1	0.0	29.9	28.6	6.0	0.0	0.0	23.9	23.9
LOS by Move:	A	A	A	B	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	1	0	7	6	2	0	0	10	10

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 8 Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	14	0	26	41	99	0	0	97	53
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	15	0	28	43	105	0	0	103	56
Added Vol:	0	0	0	51	0	186	247	206	0	0	70	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	66	0	214	290	311	0	0	173	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	0	0	78	0	255	346	371	0	0	206	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	255	346	371	0	0	206	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	255	346	371	0	0	206	88
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.92	0.98	1.00	0.94	0.96	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.50	0.50	0.00	0.00	0.70	0.30
Final Sat.:	0	0	0	1615	0	1530	825	883	0	0	1209	519
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.17	0.42	0.42	0.00	0.00	0.17	0.17
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.49	0.68	0.00	0.00	0.20	0.20
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.86	0.86	0.61	0.00	0.00	0.86	0.86
Delay/Veh:	0.0	0.0	0.0	22.7	0.0	47.4	24.0	6.6	0.0	0.0	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.7	0.0	47.4	24.0	6.6	0.0	0.0	44.8	44.8
LOS by Move:	A	A	A	C	A	D	C	A	A	A	D	D
HCM2kAvgQ:	0	0	0	2	0	8	10	5	0	0	9	9

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	17	1	14	12	3	4	4	83	27	1	80	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	1	15	13	3	4	4	88	29	1	85	3
Added Vol:	0	0	0	0	0	0	0	59	0	0	272	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1	15	13	3	4	4	147	29	1	357	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	22	1	18	15	4	5	5	178	35	1	432	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	1	18	15	4	5	5	178	35	1	432	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	647	645	196	652	660	434	436	xxxx	xxxxx	213	xxxx	xxxxx
Potent Cap.:	387	394	851	384	386	626	1134	xxxx	xxxxx	1369	xxxx	xxxxx
Move Cap.:	379	391	851	373	384	626	1134	xxxx	xxxxx	1369	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.02	0.04	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	501	xxxxx	xxxx	410	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.8	xxxxx	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.8			14.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[17.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	45	4	5	9	4	1	5	89	13	0	110	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	48	4	5	10	4	1	5	94	14	0	117	16
Added Vol:	0	0	0	0	0	0	0	257	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	4	5	10	4	1	5	351	14	0	205	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	58	5	6	12	5	1	6	425	17	0	248	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	5	6	12	5	1	6	425	17	0	248	19
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	707	713	434	710	712	257	267	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	353	359	626	351	360	786	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	347	358	626	343	358	786	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.17	0.01	0.01	0.03	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	363	xxxxx	xxxx	362	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.3	xxxxx	xxxxx	15.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	17.3			15.5			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	90	0	0	77	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	2	0	1	3	95	0	0	82	1
Added Vol:	0	0	0	0	0	0	0	59	0	0	272	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	1	3	154	0	0	354	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	3	0	1	4	195	0	0	447	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	1	4	195	0	0	447	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	651	651	448	448	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	436	390	615	1123	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	435	389	615	1123	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	482	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	2	0	9	12	96	0	0	93	10
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	2	0	10	13	102	0	0	99	11
Added Vol:	0	0	0	0	0	0	0	257	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	10	13	359	0	0	187	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	2	0	11	14	401	0	0	209	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	11	14	401	0	0	209	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	644	644	215	221	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	440	394	830	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	437	390	830	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	713	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: F[54.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	303		0		0	393		40			69		0	22			0		0		0		
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06			1.06		1.06	1.06			1.06		1.06		1.06		
Initial Bse:	8	321		0		0	417		42			73		0	23			0		0		0		
Added Vol:	136	6		0		0	17		135			29		0	30			0		0		0		
PasserByVol:	0	0		0		0	0		0			0		0	0			0		0		0		
Initial Fut:	144	327		0		0	434		177			102		0	53			0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	0.00			1.00		1.00		1.00		
PHF Adj:	0.93	0.93		0.93		0.93	0.93		0.93			0.93		0.93	0.00			0.93		0.93		0.93		
PHF Volume:	155	351		0		0	465		190			109		0	0			0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0	0			0		0		0		
FinalVolume:	155	351		0		0	465		190			109		0	0			0		0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.4	xxxx		6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5	xxxx		3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	655	xxxx	xxxxx		xxxx	xxxx	xxxxx					1220	xxxx		560		xxxx	xxxx	xxxxx					
Potent Cap.:	942	xxxx	xxxxx		xxxx	xxxx	xxxxx					201	xxxx		532		xxxx	xxxx	xxxxx					
Move Cap.:	942	xxxx	xxxxx		xxxx	xxxx	xxxxx					175	xxxx		532		xxxx	xxxx	xxxxx					
Volume/Cap:	0.16	xxxx	xxxx		xxxx	xxxx	xxxx					0.62	xxxx		0.00		xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx					3.5	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						54.6	xxxx	xxxxx	xxxxx		xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*			F	*		*		*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*		*		*	*		*			*	*		*		*	*						
ApproachDel:	xxxxxx			xxxxxx					54.6				xxxxxx											
ApproachLOS:	*			*					F				*											

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 120.0 Worst Case Level Of Service: F[768.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	37	652		0		0	315		78		98		0		9		0		0		0			0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06			1.06
Initial Bse:	39	691		0		0	334		83		104		0		10		0		0		0			0
Added Vol:	44	17		0		0	8		44		128		0		129		0		0		0			0
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0			0
Initial Fut:	83	708		0		0	342		127		232		0		139		0		0		0			0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00			1.00
PHF Adj:	0.81	0.81		0.81		0.81	0.81		0.81		0.81		0.81		0.00		0.81		0.81		0.81			0.81
PHF Volume:	102	870		0		0	420		156		285		0		0		0		0		0			0
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			0
FinalVolume:	102	870		0		0	420		156		285		0		0		0		0		0			0
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	576	xxxx	xxxxx		xxxx	xxxx	xxxxx						1572	xxxx		498		xxxx	xxxx	xxxxx				
Potent Cap.:	1008	xxxx	xxxxx		xxxx	xxxx	xxxxx						123	xxxx		576		xxxx	xxxx	xxxxx				
Move Cap.:	1008	xxxx	xxxxx		xxxx	xxxx	xxxxx						113	xxxx		576		xxxx	xxxx	xxxxx				
Volume/Cap:	0.10	xxxx	xxxx		xxxx	xxxx	xxxx						2.52	xxxx		0.00		xxxx	xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx						25.6	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx							768.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*		*		F	*		*		*	*		*			*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*		*		*	*		*		*		*	*		*		*	*		*			*
ApproachDel:	xxxxxx						xxxxxx						768.9						xxxxxx					
ApproachLOS:	*						*						F						*					

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

AGUA MANSA HIGH CUBE WAREHOUSE
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	6	Average Delay (sec/veh):	11.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0 1	0	0	0	0	1	0	1	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	8	303	0	0	393	40	69	0	22	0	0	0				
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06				
Initial Bse:	8	321	0	0	417	42	73	0	23	0	0	0				
Added Vol:	136	6	0	0	17	135	29	0	30	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	144	327	0	0	434	177	102	0	53	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93				
PHF Volume:	155	351	0	0	465	190	109	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	155	351	0	0	465	190	109	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	155	351	0	0	465	190	109	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	1.00	0.94	0.96	0.96	0.73	1.00	1.00	0.94	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.71	0.29	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1615	1800	0	0	1228	502	1311	0	1800	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.19	0.00	0.00	0.38	0.38	0.08	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.17	0.73	0.00	0.00	0.57	0.57	0.17	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.58	0.27	0.00	0.00	0.67	0.67	0.50	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	26.1	2.8	0.0	0.0	10.8	10.8	24.5	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.1	2.8	0.0	0.0	10.8	10.8	24.5	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	B	B	C	A	A	A	A	A				
HCM2kAvgQ:	4	2	0	0	9	9	2	0	0	0	0	0				

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

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 6 Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Permitted						Permitted						Permitted					
Rights:	Include						Include						Ignore						Include					
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0												
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0												
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	37	652	0	0	315	78	98	0	9	0	0	0												
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06												
Initial Bse:	39	691	0	0	334	83	104	0	10	0	0	0												
Added Vol:	44	17	0	0	8	44	128	0	129	0	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	83	708	0	0	342	127	232	0	139	0	0	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00												
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.00	0.81	0.81	0.81												
PHF Volume:	102	870	0	0	420	156	285	0	0	0	0	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	102	870	0	0	420	156	285	0	0	0	0	0												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00												
FinalVolume:	102	870	0	0	420	156	285	0	0	0	0	0												
Saturation Flow Module:																								
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800												
Adjustment:	0.90	1.00	1.00	0.94	0.96	0.96	0.73	1.00	1.00	0.94	1.00	1.00												
Lanes:	1.00	1.00	0.00	0.00	0.73	0.27	1.00	0.00	1.00	0.00	0.00	0.00												
Final Sat.:	1615	1800	0	0	1266	469	1307	0	1800	0	0	0												
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.48	0.00	0.00	0.33	0.33	0.22	0.00	0.00	0.00	0.00	0.00												
Crit Moves:	****				****		****																	
Green/Cycle:	0.17	0.61	0.00	0.00	0.44	0.44	0.29	0.00	0.00	0.00	0.00	0.00												
Volume/Cap:	0.38	0.79	0.00	0.00	0.75	0.75	0.75	0.00	0.00	0.00	0.00	0.00												
Delay/Veh:	23.1	12.9	0.0	0.0	18.1	18.1	27.4	0.0	0.0	0.0	0.0	0.0												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	23.1	12.9	0.0	0.0	18.1	18.1	27.4	0.0	0.0	0.0	0.0	0.0												
LOS by Move:	C	B	A	A	B	B	C	A	A	A	A	A												
HCM2kAvgQ:	2	14	0	0	9	9	5	0	0	0	0	0												

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	8	Average Delay (sec/veh):	35.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	152	713	61		78	846	193		159	165	82		59	241	50	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	161	756	65		83	897	205		169	175	87		63	255	53	
Added Vol:	77	21	0		0	6	37		10	8	17		0	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	238	777	65		83	903	242		179	183	104		63	294	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	262	854	71		91	992	265		196	201	114		69	324	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	262	854	71		91	992	265		196	201	114		69	324	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	262	854	71		91	992	265		196	201	114		69	324	58	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.85	0.15		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3283	273		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.26	0.26		0.06	0.28	0.17		0.12	0.11	0.07		0.04	0.18	0.04	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.19	0.39	0.39		0.13	0.34	0.34		0.13	0.28	0.28		0.11	0.26	0.26	
Volume/Cap:	0.86	0.66	0.66		0.42	0.82	0.52		0.93	0.39	0.26		0.40	0.69	0.15	
Delay/Veh:	57.6	25.0	25.0		39.0	33.3	26.2		84.6	27.9	26.6		41.3	36.2	27.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.6	25.0	25.0		39.0	33.3	26.2		84.6	27.9	26.6		41.3	36.2	27.3	
LOS by Move:	E	C	C		D	C	C		F	C	C		D	D	C	
HCM2kAvgQ:	11	12	12		3	16	7		10	5	3		2	10	1	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) WITH RELATED PROJ WITHOUT PROJ CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	8	Average Delay (sec/veh):	37.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	96	796	68		60	986	138		196	485	119		35	136	38	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	102	844	72		64	1045	146		208	514	126		37	144	40	
Added Vol:	25	7	0		0	21	15		35	37	73		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	127	851	72		64	1066	161		243	551	199		37	157	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	133	891	75		67	1116	169		254	577	209		39	165	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	133	891	75		67	1116	169		254	577	209		39	165	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	133	891	75		67	1116	169		254	577	209		39	165	42	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.84	0.16		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3279	278		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27	0.27		0.04	0.31	0.11		0.16	0.32	0.14		0.02	0.09	0.03	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.11	0.34	0.34		0.12	0.35	0.35		0.18	0.36	0.36		0.11	0.28	0.28	
Volume/Cap:	0.78	0.81	0.81		0.36	0.89	0.32		0.86	0.89	0.38		0.23	0.33	0.10	
Delay/Veh:	61.8	32.9	32.9		39.9	38.0	23.1		59.5	43.7	23.1		39.7	27.4	25.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.8	32.9	32.9		39.9	38.0	23.1		59.5	43.7	23.1		39.7	27.4	25.3	
LOS by Move:	E	C	C		D	D	C		E	D	C		D	C	C	
HCM2kAvgQ:	6	15	15		2	19	4		11	20	5		1	4	1	

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

Appendix G

Project Opening Year (2017) With Related Projects
With Project Conditions
Intersection Analysis Worksheets

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 8 Average Delay (sec/veh): 29.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	0		10	23	23		10	14	14		10	24	24	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0		0	1 0	0	1
Volume Module:																
Base Vol:	10	443	47		87	652	6		3	1	6		50	2	39	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	11	470	50		92	691	6		3	1	6		53	2	41	
Added Vol:	0	2	582		165	6	0		0	10	0		127	2	37	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	472	632		257	697	6		3	11	6		180	4	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	12	523	700		285	773	7		4	12	7		200	5	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	523	700		285	773	7		4	12	7		200	5	87	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	12	523	700		285	773	7		4	12	7		200	5	87	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.91	0.91		0.90	1.00	1.00		0.88	0.93	0.93		0.66	0.70	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.98	0.02		0.16	0.53	0.31		0.98	0.02	1.00	
Final Sat.:	1615	1645	1645		1615	3564	33		255	888	511		1166	27	1530	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.32	0.43		0.18	0.22	0.22		0.01	0.01	0.01		0.17	0.17	0.06	
Crit Moves:			****		****									****		
Green/Cycle:	0.21	0.48	0.48		0.20	0.47	0.47		0.24	0.24	0.24		0.24	0.24	0.24	
Volume/Cap:	0.04	0.66	0.89		0.89	0.46	0.46		0.06	0.06	0.06		0.71	0.71	0.24	
Delay/Veh:	31.8	20.7	30.7		63.0	17.9	17.9		29.3	29.3	29.3		43.0	43.0	31.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.8	20.7	30.7		63.0	17.9	17.9		29.3	29.3	29.3		43.0	43.0	31.0	
LOS by Move:	C	C	C		E	B	B		C	C	C		D	D	C	
HCM2kAvgQ:	0	13	23		12	8	8		1	1	1		8	8	2	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 8 Average Delay (sec/veh): 55.9
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	7	669	56	67	702	8	9	7	14	45	12	88
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	709	59	71	744	8	10	7	15	48	13	93
Added Vol:	0	6	189	54	3	0	0	3	0	552	9	157
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	715	248	125	747	8	10	10	15	600	22	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	750	261	131	784	9	10	11	16	629	23	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	750	261	131	784	9	10	11	16	629	23	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	750	261	131	784	9	10	11	16	629	23	263
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	1.00	1.00	0.78	0.83	0.83	0.66	0.69	0.85
Lanes:	1.00	1.48	0.52	1.00	1.98	0.02	0.29	0.29	0.42	0.97	0.03	1.00
Final Sat.:	1615	2568	892	1615	3552	40	403	440	627	1141	41	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.08	0.22	0.22	0.02	0.02	0.02	0.55	0.55	0.17
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.28	0.28	0.10	0.27	0.27	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.04	1.03	1.03	0.81	0.82	0.82	0.05	0.05	0.05	1.03	1.03	0.32
Delay/Veh:	39.3	72.2	72.2	69.9	40.3	40.3	11.1	11.1	11.1	66.6	66.6	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	72.2	72.2	69.9	40.3	40.3	11.1	11.1	11.1	66.6	66.6	13.2
LOS by Move:	D	E	E	E	D	D	B	B	B	E	E	B
HCM2kAvgQ:	0	23	23	6	14	14	1	1	1	30	30	5

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

AM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	8	Average Delay (sec/veh):	28.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	0		10	23	23		10	14	14		10	24	24	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0		1	1 0	0	1
Volume Module:																
Base Vol:	10	443	47		87	652	6		3	1	6		50	2	39	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	11	470	50		92	691	6		3	1	6		53	2	41	
Added Vol:	0	2	582		165	6	0		0	10	0		127	2	37	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	472	632		257	697	6		3	11	6		180	4	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	12	523	700		285	773	7		4	12	7		200	5	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	523	700		285	773	7		4	12	7		200	5	87	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	12	523	700		285	773	7		4	12	7		200	5	87	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.91	0.91		0.90	1.00	1.00		0.89	0.94	0.94		0.68	0.72	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.98	0.02		0.16	0.53	0.31		1.96	0.04	1.00	
Final Sat.:	1615	1645	1645		1615	3564	33		259	899	517		2390	55	1530	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.32	0.43		0.18	0.22	0.22		0.01	0.01	0.01		0.08	0.08	0.06	
Crit Moves:			****		****									****		
Green/Cycle:	0.21	0.50	0.50		0.21	0.50	0.50		0.22	0.22	0.22		0.22	0.22	0.22	
Volume/Cap:	0.03	0.63	0.85		0.85	0.43	0.43		0.06	0.06	0.06		0.38	0.38	0.26	
Delay/Veh:	34.7	20.8	28.8		60.0	17.8	17.8		34.2	34.2	34.2		37.1	37.1	36.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.7	20.8	28.8		60.0	17.8	17.8		34.2	34.2	34.2		37.1	37.1	36.1	
LOS by Move:	C	C	C		E	B	B		C	C	C		D	D	D	
HCM2kAvgQ:	0	13	23		13	8	8		1	1	1		3	3	3	

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

PM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	8	Average Delay (sec/veh):	22.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	7	669	56	67	702	8	9	7	14	45	12	88
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	709	59	71	744	8	10	7	15	48	13	93
Added Vol:	0	6	189	54	3	0	0	3	0	552	9	157
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	715	248	125	747	8	10	10	15	600	22	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	750	261	131	784	9	10	11	16	629	23	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	750	261	131	784	9	10	11	16	629	23	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	750	261	131	784	9	10	11	16	629	23	263
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	1.00	1.00	0.85	0.90	0.90	0.67	0.71	0.85
Lanes:	1.00	1.48	0.52	1.00	1.98	0.02	0.29	0.29	0.42	1.93	0.07	1.00
Final Sat.:	1615	2568	892	1615	3552	40	438	478	681	2341	85	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.08	0.22	0.22	0.02	0.02	0.02	0.27	0.27	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.15	0.33	0.33	0.18	0.35	0.35	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.03	0.88	0.88	0.46	0.62	0.62	0.06	0.06	0.06	0.73	0.73	0.46
Delay/Veh:	23.4	28.4	28.4	25.3	18.4	18.4	13.3	13.3	13.3	20.7	20.7	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	28.4	28.4	25.3	18.4	18.4	13.3	13.3	13.3	20.7	20.7	16.2
LOS by Move:	C	C	C	C	B	B	B	B	B	C	C	B
HCM2kAvgQ:	0	13	13	3	8	8	0	0	0	8	8	4

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	8	Average Delay (sec/veh):	24.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	25	0	31	19	68	0	0	81	20
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	27	0	33	20	72	0	0	86	21
Added Vol:	0	0	0	14	0	216	143	64	0	0	223	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	41	0	249	163	136	0	0	309	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	50	0	306	201	168	0	0	380	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	306	201	168	0	0	380	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	306	201	168	0	0	380	94
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.92	0.97	1.00	0.94	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.56	0.44	0.00	0.00	0.80	0.20
Final Sat.:	0	0	0	1615	0	1530	925	772	0	0	1405	347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.20	0.22	0.22	0.00	0.00	0.27	0.27
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.27	0.61	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.79	0.79	0.35	0.00	0.00	0.79	0.79
Delay/Veh:	0.0	0.0	0.0	17.4	0.0	31.8	29.4	5.9	0.0	0.0	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	0.0	31.8	29.4	5.9	0.0	0.0	25.1	25.1
LOS by Move:	A	A	A	B	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	1	0	8	6	2	0	0	10	10

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	8	Average Delay (sec/veh):	29.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0	1 0	0	0 1	0 1	0	0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	14	0	26	41	99	0	0	97	53
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	15	0	28	43	105	0	0	103	56
Added Vol:	0	0	0	52	0	186	247	212	0	0	88	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	67	0	214	290	317	0	0	191	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	0	0	80	0	255	346	378	0	0	227	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	255	346	378	0	0	227	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	0	255	346	378	0	0	227	91
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.92	0.98	1.00	0.94	0.96	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.49	0.51	0.00	0.00	0.71	0.29
Final Sat.:	0	0	0	1615	0	1530	818	893	0	0	1238	494
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.17	0.42	0.42	0.00	0.00	0.18	0.18
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.48	0.69	0.00	0.00	0.21	0.21
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.88	0.88	0.61	0.00	0.00	0.88	0.88
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	51.2	26.3	6.5	0.0	0.0	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	51.2	26.3	6.5	0.0	0.0	46.5	46.5
LOS by Move:	A	A	A	C	A	D	C	A	A	A	D	D
HCM2kAvgQ:	0	0	0	2	0	8	10	5	0	0	10	10

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	17	1	14	12	3	4	4	83	27	1	80	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	18	1	15	13	3	4	4	88	29	1	85	3
Added Vol:	0	0	0	0	0	0	0	78	0	0	278	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1	15	13	3	4	4	166	29	1	363	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	22	1	18	15	4	5	5	201	35	1	440	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	1	18	15	4	5	5	201	35	1	440	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	678	675	219	683	690	442	444	xxxx	xxxxx	236	xxxx	xxxxx
Potent Cap.:	369	378	826	366	371	620	1127	xxxx	xxxxx	1343	xxxx	xxxxx
Move Cap.:	362	376	826	356	368	620	1127	xxxx	xxxxx	1343	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.02	0.04	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	480	xxxxx	xxxx	393	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.2	xxxxx	xxxxx	14.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.2			14.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	45	4	5	9	4	1	5	89	13	0	110	15
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	48	4	5	10	4	1	5	94	14	0	117	16
Added Vol:	0	0	0	0	0	0	0	264	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	4	5	10	4	1	5	358	14	0	226	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	58	5	6	12	5	1	6	434	17	0	273	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	5	6	12	5	1	6	434	17	0	273	19
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	741	747	442	744	746	283	292	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	335	344	620	333	344	761	1281	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	329	342	620	325	342	761	1281	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.18	0.02	0.01	0.04	0.01	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	345	xxxxx	xxxx	344	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.0	xxxxx	xxxxx	16.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	18.0			16.0			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	2	0	1	3	90	0	0	77	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	2	0	1	3	95	0	0	82	1
Added Vol:	0	0	0	0	0	6	18	60	0	0	272	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	7	21	155	0	0	354	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	3	0	9	27	196	0	0	447	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	9	27	196	0	0	447	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	698	698	448	450	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	409	367	615	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	402	358	615	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	548	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	2	0	9	12	96	0	0	93	10
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	2	0	10	13	102	0	0	99	11
Added Vol:	0	0	0	2	0	19	6	258	0	0	90	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	29	19	360	0	0	189	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	5	0	32	21	402	0	0	211	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	32	21	402	0	0	211	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	662	662	217	224	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	430	385	827	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	425	379	827	1357	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	739	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: F[60.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	8	303		0		0	393		40			69		0	22			0		0		0		
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06			1.06		1.06	1.06			1.06		1.06		1.06		
Initial Bse:	8	321		0		0	417		42			73		0	23			0		0		0		
Added Vol:	139	24		0		0	24		135			29		0	30			0		0		0		
PasserByVol:	0	0		0		0	0		0			0		0	0			0		0		0		
Initial Fut:	147	345		0		0	441		177			102		0	53			0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	0.00			1.00		1.00		1.00		
PHF Adj:	0.93	0.93		0.93		0.93	0.93		0.93			0.93		0.93	0.00			0.93		0.93		0.93		
PHF Volume:	158	370		0		0	472		190			109		0	0			0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0	0			0		0		0		
FinalVolume:	158	370		0		0	472		190			109		0	0			0		0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.4	xxxx		6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5	xxxx		3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	662	xxxx	xxxxx		xxxx	xxxx	xxxxx					1253	xxxx		567		xxxx	xxxx	xxxxx					
Potent Cap.:	936	xxxx	xxxxx		xxxx	xxxx	xxxxx					192	xxxx		527		xxxx	xxxx	xxxxx					
Move Cap.:	936	xxxx	xxxxx		xxxx	xxxx	xxxxx					167	xxxx		527		xxxx	xxxx	xxxxx					
Volume/Cap:	0.17	xxxx	xxxx		xxxx	xxxx	xxxx					0.66	xxxx		0.00		xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx					3.8	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						60.4	xxxx	xxxxx	xxxxx		xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*			F	*		*		*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*		*		*	*		*			*	*		*		*	*						
ApproachDel:	xxxxxx						xxxxxx						60.4						xxxxxx					
ApproachLOS:	*						*						F						*					

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 127.5 Worst Case Level Of Service: F[831.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	37	652		0		0	315		78		98		0		9		0		0		0			0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06			1.06
Initial Bse:	39	691		0		0	334		83		104		0		10		0		0		0			0
Added Vol:	45	23		0		0	28		44		128		0		132		0		0		0			0
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0			0
Initial Fut:	84	714		0		0	362		127		232		0		142		0		0		0			0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00			1.00
PHF Adj:	0.81	0.81		0.81		0.81	0.81		0.81		0.81		0.81		0.00		0.81		0.81		0.81			0.81
PHF Volume:	103	877		0		0	445		156		285		0		0		0		0		0			0
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			0
FinalVolume:	103	877		0		0	445		156		285		0		0		0		0		0			0
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	600	xxxx	xxxxx		xxxx	xxxx	xxxxx						1607	xxxx		522		xxxx	xxxx	xxxxx				
Potent Cap.:	987	xxxx	xxxxx		xxxx	xxxx	xxxxx						117	xxxx		558		xxxx	xxxx	xxxxx				
Move Cap.:	987	xxxx	xxxxx		xxxx	xxxx	xxxxx						107	xxxx		558		xxxx	xxxx	xxxxx				
Volume/Cap:	0.10	xxxx	xxxx		xxxx	xxxx	xxxx						2.65	xxxx		0.00		xxxx	xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	0.4	xxxx	xxxxx		xxxx	xxxx	xxxxx						26.2	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							831.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*		*		F	*		*		*	*		*			*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*		*		*	*		*		*		*	*		*		*	*		*			*
ApproachDel:	xxxxxx						xxxxxx						831.5						xxxxxx					
ApproachLOS:	*						*						F						*					

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

AM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	6	Average Delay (sec/veh):	11.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0 1	0	0	0	0	1	0	1	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	8	303	0	0	393	40	69	0	22	0	0	0				
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06				
Initial Bse:	8	321	0	0	417	42	73	0	23	0	0	0				
Added Vol:	139	24	0	0	24	135	29	0	30	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	147	345	0	0	441	177	102	0	53	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93				
PHF Volume:	158	370	0	0	472	190	109	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	158	370	0	0	472	190	109	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	158	370	0	0	472	190	109	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	1.00	0.94	0.96	0.96	0.73	1.00	1.00	0.94	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.71	0.29	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1615	1800	0	0	1233	497	1311	0	1800	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.00	0.00	0.38	0.38	0.08	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.17	0.73	0.00	0.00	0.57	0.57	0.17	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.59	0.28	0.00	0.00	0.68	0.68	0.50	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	26.4	2.8	0.0	0.0	11.0	11.0	24.5	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.4	2.8	0.0	0.0	11.0	11.0	24.5	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	B	B	C	A	A	A	A	A				
HCM2kAvgQ:	4	2	0	0	9	9	2	0	0	0	0	0				

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

PM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0 1	0	0	0	0 1	0		1	0 0	0 1		0	0 0	0	0
Volume Module:																
Base Vol:	37	652	0	0	315	78	98	0	9	0	0	0				
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06				
Initial Bse:	39	691	0	0	334	83	104	0	10	0	0	0				
Added Vol:	45	23	0	0	28	44	128	0	132	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	84	714	0	0	362	127	232	0	142	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.00	0.81	0.81	0.81				
PHF Volume:	103	877	0	0	445	156	285	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	103	877	0	0	445	156	285	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	103	877	0	0	445	156	285	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	1.00	0.94	0.97	0.97	0.73	1.00	1.00	0.94	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.74	0.26	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1615	1800	0	0	1287	450	1307	0	1800	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.49	0.00	0.00	0.35	0.35	0.22	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.17	0.62	0.00	0.00	0.45	0.45	0.28	0.00	0.00	0.00	0.00	0.00				
Volume/Cap:	0.38	0.79	0.00	0.00	0.77	0.77	0.77	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	23.2	12.5	0.0	0.0	18.5	18.5	29.1	0.0	0.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	23.2	12.5	0.0	0.0	18.5	18.5	29.1	0.0	0.0	0.0	0.0	0.0				
LOS by Move:	C	B	A	A	B	B	C	A	A	A	A	A				
HCM2kAvgQ:	2	14	0	0	10	10	5	0	0	0	0	0				

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	8	Average Delay (sec/veh):	36.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	152	713	61		78	846	193		159	165	82		59	241	50	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	161	756	65		83	897	205		169	175	87		63	255	53	
Added Vol:	85	21	0		0	6	62		18	10	19		0	43	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	246	777	65		83	903	267		187	185	106		63	298	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	270	854	71		91	992	293		205	203	116		69	328	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	854	71		91	992	293		205	203	116		69	328	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	270	854	71		91	992	293		205	203	116		69	328	58	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.85	0.15		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3283	273		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.26	0.26		0.06	0.28	0.19		0.13	0.11	0.08		0.04	0.18	0.04	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.19	0.39	0.39		0.13	0.34	0.34		0.13	0.28	0.28		0.11	0.26	0.26	
Volume/Cap:	0.88	0.66	0.66		0.42	0.82	0.57		0.95	0.40	0.27		0.40	0.71	0.15	
Delay/Veh:	62.2	25.0	25.0		39.0	33.3	27.3		87.2	27.9	26.7		41.3	37.4	27.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	62.2	25.0	25.0		39.0	33.3	27.3		87.2	27.9	26.7		41.3	37.4	27.5	
LOS by Move:	E	C	C		D	C	C		F	C	C		D	D	C	
HCM2kAvgQ:	11	12	12		3	16	8		10	5	3		2	10	1	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	8	Average Delay (sec/veh):	38.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	96	796	68		60	986	138		196	485	119		35	136	38	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	102	844	72		64	1045	146		208	514	126		37	144	40	
Added Vol:	28	7	0		0	21	24		63	42	82		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	130	851	72		64	1066	170		271	556	208		37	158	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	136	891	75		67	1116	178		284	582	218		39	166	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	136	891	75		67	1116	178		284	582	218		39	166	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	136	891	75		67	1116	178		284	582	218		39	166	42	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.84	0.16		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3279	278		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27	0.27		0.04	0.31	0.12		0.18	0.32	0.14		0.02	0.09	0.03	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.11	0.33	0.33		0.12	0.35	0.35		0.20	0.36	0.36		0.11	0.27	0.27	
Volume/Cap:	0.80	0.81	0.81		0.36	0.90	0.34		0.90	0.90	0.40		0.23	0.34	0.10	
Delay/Veh:	64.4	33.2	33.2		39.9	38.5	23.4		63.8	44.1	23.2		39.7	28.3	26.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.4	33.2	33.2		39.9	38.5	23.4		63.8	44.1	23.2		39.7	28.3	26.2	
LOS by Move:	E	C	C		D	D	C		E	D	C		D	C	C	
HCM2kAvgQ:	6	15	15		2	19	4		12	20	5		1	4	1	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 PROJECT ACCESS 1 (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[8.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	90	0	0	77	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	95	0	0	82	0
Added Vol:	0	0	0	0	0	0	1	59	0	0	273	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	1	154	0	0	355	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	0	1	168	0	0	385	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	1	168	0	0	385	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	556	556	386	387	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	496	442	666	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	495	442	666	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #7 PROJECT ACCESS 1 (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	96	0	0	93	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	102	0	0	99	0
Added Vol:	0	0	0	1	0	2	1	259	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	2	1	361	0	0	188	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	1	0	2	1	392	0	0	204	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	2	1	392	0	0	204	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	598	598	204	204	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	468	418	842	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	468	418	842	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	665	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
OPENING YEAR (2017) W RELATED PROJ W PROJ CONDITIONS

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

Intersection #8 AGUA MANSA ROAD (NS) AT PROJECT ACCESS 2 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 4 Average Delay (sec/veh): 2.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0 1	0	0	0	1	0	1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	372	0	0	433	0	0	0	0	0	0	0				
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06				
Initial Bse:	0	394	0	0	459	0	0	0	0	0	0	0				
Added Vol:	18	35	0	0	153	38	13	0	6	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	18	429	0	0	612	38	13	0	6	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	20	467	0	0	665	41	14	0	7	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	20	467	0	0	665	41	14	0	7	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	20	467	0	0	665	41	14	0	7	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.36	1.00	1.00	0.94	1.00	0.85	0.90	1.00	0.85	0.94	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	653	1800	0	0	1800	1530	1615	0	1530	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.00	0.00	0.37	0.03	0.01	0.00	0.00	0.00	0.00	0.00				
Crit Moves:					****		****									
Green/Cycle:	0.89	0.89	0.00	0.00	0.89	0.89	0.08	0.00	0.08	0.00	0.00	0.00				
Volume/Cap:	0.03	0.29	0.00	0.00	0.41	0.03	0.11	0.00	0.06	0.00	0.00	0.00				
Delay/Veh:	0.8	1.1	0.0	0.0	1.4	0.8	56.3	0.0	55.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.8	1.1	0.0	0.0	1.4	0.8	56.3	0.0	55.8	0.0	0.0	0.0				
LOS by Move:	A	A	A	A	A	A	E	A	E	A	A	A				
HCM2kAvgQ:	0	3	0	0	5	0	1	0	0	0	0	0				

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 AGUA MANSA ROAD (NS) AT PROJECT ACCESS 2 (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	4	Average Delay (sec/veh):	4.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	0	0	0 1	0	1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	750	0		0	393	0		0	0	0		0	0	0	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	0	795	0		0	417	0		0	0	0		0	0	0	
Added Vol:	7	145	0		0	52	14		41	0	20		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	7	940	0		0	469	14		41	0	20		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	8	1022	0		0	509	15		45	0	22		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	1022	0		0	509	15		45	0	22		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	1022	0		0	509	15		45	0	22		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.43	1.00	1.00		0.94	1.00	0.85		0.90	1.00	0.85		0.94	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	773	1800	0		0	1800	1530		1615	0	1530		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.57	0.00		0.00	0.28	0.01		0.03	0.00	0.01		0.00	0.00	0.00	
Crit Moves:		****							****							
Green/Cycle:	0.87	0.87	0.00		0.00	0.87	0.87		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.01	0.65	0.00		0.00	0.32	0.01		0.30	0.00	0.16		0.00	0.00	0.00	
Delay/Veh:	0.9	3.0	0.0		0.0	1.4	0.9		47.9	0.0	46.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.9	3.0	0.0		0.0	1.4	0.9		47.9	0.0	46.6		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	0	11	0		0	3	0		2	0	1		0	0	0	

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

Appendix H

Buildout Year (2035)
Without Project Conditions
Intersection Analysis Worksheets

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 8 Average Delay (sec/veh): 25.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	15	688	48	64	1304	9	5	2	9	67	3	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	688	48	64	1304	9	5	2	9	67	3	14
Added Vol:	0	2	575	155	6	0	0	10	0	125	2	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	690	623	219	1310	9	5	12	9	192	5	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	726	656	231	1379	9	5	13	9	202	5	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	726	656	231	1379	9	5	13	9	202	5	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	726	656	231	1379	9	5	13	9	202	5	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	1.00	0.86	0.91	0.91	0.67	0.71	0.85
Lanes:	1.00	1.05	0.95	1.00	1.99	0.01	0.20	0.46	0.34	0.98	0.02	1.00
Final Sat.:	1615	1758	1587	1615	3572	25	311	746	560	1171	31	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.14	0.39	0.39	0.02	0.02	0.02	0.17	0.17	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.53	0.53	0.18	0.57	0.57	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.07	0.79	0.79	0.79	0.67	0.67	0.08	0.08	0.08	0.79	0.79	0.15
Delay/Veh:	41.7	23.5	23.5	56.0	17.2	17.2	34.2	34.2	34.2	54.8	54.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	23.5	23.5	56.0	17.2	17.2	34.2	34.2	34.2	54.8	54.8	34.8
LOS by Move:	D	C	C	E	B	B	C	C	C	D	D	C
HCM2kAvgQ:	1	20	20	10	17	17	1	1	1	9	9	1

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	1.362
Loss Time (sec):	8	Average Delay (sec/veh):	159.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	0		10	23	23		10	14	14		10	24	24	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	10	1517	134		47	1199	12		13	10	20		172	18	69	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1517	134		47	1199	12		13	10	20		172	18	69	
Added Vol:	0	6	186		50	3	0		0	3	0		544	9	147	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	1523	320		97	1202	12		13	13	20		716	27	216	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	1603	337		102	1265	13		14	14	21		754	28	227	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	1603	337		102	1265	13		14	14	21		754	28	227	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	1603	337		102	1265	13		14	14	21		754	28	227	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.97	0.97		0.90	1.00	1.00		0.56	0.59	0.59		0.66	0.69	0.85	
Lanes:	1.00	1.65	0.35		1.00	1.98	0.02		0.29	0.28	0.43		0.97	0.03	1.00	
Final Sat.:	1615	2898	609		1615	3561	36		297	297	456		1139	43	1530	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.55	0.55		0.06	0.36	0.36		0.05	0.05	0.05		0.66	0.66	0.15	
Crit Moves:		****				****								****		
Green/Cycle:	0.08	0.39	0.39		0.08	0.39	0.39		0.47	0.47	0.47		0.47	0.47	0.47	
Volume/Cap:	0.08	1.41	1.41		0.82	0.92	0.92		0.10	0.10	0.10		1.41	1.41	0.32	
Delay/Veh:	55.2	228	228.4		92.8	48.3	48.3		19.3	19.3	19.3		229.6	230	21.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.2	228	228.4		92.8	48.3	48.3		19.3	19.3	19.3		229.6	230	21.8	
LOS by Move:	E	F	F		F	D	D		B	B	B		F	F	C	
HCM2kAvgQ:	0	73	73		6	28	28		1	1	1		63	63	6	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	0		10	23	23		10	14	14		10	24	24	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	1	1 0	0	1
Volume Module:																
Base Vol:	15	688	48		64	1304	9		5	2	9		67	3	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	15	688	48		64	1304	9		5	2	9		67	3	14	
Added Vol:	0	2	575		155	6	0		0	10	0		125	2	34	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	690	623		219	1310	9		5	12	9		192	5	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	16	726	656		231	1379	9		5	13	9		202	5	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	726	656		231	1379	9		5	13	9		202	5	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	726	656		231	1379	9		5	13	9		202	5	51	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85		0.90	1.00	1.00		0.87	0.93	0.93		0.68	0.72	0.85	
Lanes:	1.00	2.00	1.00		1.00	1.99	0.01		0.20	0.46	0.34		1.95	0.05	1.00	
Final Sat.:	1615	3600	1530		1615	3572	25		317	760	570		2396	62	1530	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.20	0.43		0.14	0.39	0.39		0.02	0.02	0.02		0.08	0.08	0.03	
Crit Moves:			****		****									****		
Green/Cycle:	0.13	0.55	0.55		0.18	0.60	0.60		0.20	0.20	0.20		0.20	0.20	0.20	
Volume/Cap:	0.08	0.37	0.78		0.78	0.64	0.64		0.08	0.08	0.08		0.42	0.42	0.17	
Delay/Veh:	46.0	15.3	25.9		59.1	16.0	16.0		39.2	39.2	39.2		42.5	42.5	40.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.0	15.3	25.9		59.1	16.0	16.0		39.2	39.2	39.2		42.5	42.5	40.0	
LOS by Move:	D	B	C		E	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	1	7	20		10	17	17		1	1	1		4	4	2	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 8 Average Delay (sec/veh): 33.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	0		10	23	23		10	14	14		10	24	24	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	1	0 1	1	0	0	0 1!	0	0	1	1 0	0	1
Volume Module:																
Base Vol:	10	1517	134		47	1199	12		13	10	20		172	18	69	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1517	134		47	1199	12		13	10	20		172	18	69	
Added Vol:	0	6	186		50	3	0		0	3	0		544	9	147	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	1523	320		97	1202	12		13	13	20		716	27	216	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	1603	337		102	1265	13		14	14	21		754	28	227	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	1603	337		102	1265	13		14	14	21		754	28	227	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	1603	337		102	1265	13		14	14	21		754	28	227	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85		0.90	1.00	1.00		0.84	0.89	0.89		0.67	0.71	0.85	
Lanes:	1.00	2.00	1.00		1.00	1.98	0.02		0.29	0.28	0.43		1.93	0.07	1.00	
Final Sat.:	1615	3600	1530		1615	3561	36		446	446	687		2331	88	1530	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.45	0.22		0.06	0.36	0.36		0.03	0.03	0.03		0.32	0.32	0.15	
Crit Moves:		****				****								****		
Green/Cycle:	0.13	0.48	0.48		0.10	0.45	0.45		0.34	0.34	0.34		0.34	0.34	0.34	
Volume/Cap:	0.05	0.94	0.46		0.63	0.79	0.79		0.09	0.09	0.09		0.94	0.94	0.43	
Delay/Veh:	38.5	35.2	18.1		51.1	26.3	26.3		22.2	22.2	22.2		49.5	49.5	25.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.5	35.2	18.1		51.1	26.3	26.3		22.2	22.2	22.2		49.5	49.5	25.8	
LOS by Move:	D	D	B		D	C	C		C	C	C		D	D	C	
HCM2kAvgQ:	0	28	7		4	18	18		1	1	1		17	17	6	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	8	Average Delay (sec/veh):	20.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	127	0	8	16	91	0	0	23	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	127	0	8	16	91	0	0	23	2
Added Vol:	0	0	0	12	0	216	143	47	0	0	217	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	0	224	159	138	0	0	240	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	146	0	236	167	145	0	0	253	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	0	236	167	145	0	0	253	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	146	0	236	167	145	0	0	253	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.92	0.97	1.00	0.94	0.97	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.55	0.45	0.00	0.00	0.81	0.19
Final Sat.:	0	0	0	1615	0	1530	910	790	0	0	1422	332
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.15	0.18	0.18	0.00	0.00	0.18	0.18
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.32	0.62	0.00	0.00	0.31	0.31
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.58	0.58	0.30	0.00	0.00	0.58	0.58
Delay/Veh:	0.0	0.0	0.0	21.3	0.0	24.5	21.7	6.3	0.0	0.0	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.3	0.0	24.5	21.7	6.3	0.0	0.0	22.2	22.2
LOS by Move:	A	A	A	C	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	3	0	5	4	2	0	0	6	6

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 8 Average Delay (sec/veh): 37.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				10	0	0				10	0	0				0	0	0			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	0	0	0	0	0		1	0	0	0	1		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				50	0	54				38	104	0				0	181	194			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				50	0	54				38	104	0				0	181	194			
Added Vol:	0	0	0				51	0	186				247	206	0				0	70	18			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				101	0	240				285	310	0				0	251	212			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	0	0	0				106	0	253				300	326	0				0	264	223			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				106	0	253				300	326	0				0	264	223			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	0	0				106	0	253				300	326	0				0	264	223			
Saturation Flow Module:																								
Sat/Lane:	1800	1800	1800				1800	1800	1800				1800	1800	1800				1800	1800	1800			
Adjustment:	0.94	1.00	1.00				0.90	1.00	0.85				0.92	0.98	1.00				0.94	0.94	0.94			
Lanes:	0.00	0.00	0.00				1.00	0.00	1.00				0.49	0.51	0.00				0.00	0.54	0.46			
Final Sat.:	0	0	0				1615	0	1530				819	891	0				0	915	773			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.07	0.00	0.17				0.37	0.37	0.00				0.00	0.29	0.29			
Crit Moves:									****				****							****				
Green/Cycle:	0.00	0.00	0.00				0.18	0.00	0.18				0.40	0.71	0.00				0.00	0.31	0.31			
Volume/Cap:	0.00	0.00	0.00				0.37	0.00	0.93				0.93	0.52	0.00				0.00	0.93	0.93			
Delay/Veh:	0.0	0.0	0.0				26.1	0.0	63.5				38.9	5.1	0.0				0.0	45.8	45.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0				26.1	0.0	63.5				38.9	5.1	0.0				0.0	45.8	45.8			
LOS by Move:	A	A	A				C	A	E				D	A	A				A	D	D			
HCM2kAvgQ:	0	0	0				2	0	9				10	4	0				0	15	15			

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[12.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	2	20	18	5	6	6	59	159	2	22	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	20	18	5	6	6	59	159	2	22	5
Added Vol:	0	0	0	0	0	0	0	59	0	0	272	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	20	18	5	6	6	118	159	2	294	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	20	18	5	6	6	118	159	2	294	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	20	18	5	6	6	118	159	2	294	5
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	516	513	198	521	590	297	299	xxxx	xxxxx	277	xxxx	xxxxx
Potent Cap.:	473	468	849	469	423	748	1274	xxxx	xxxxx	1298	xxxx	xxxxx
Move Cap.:	463	465	849	454	420	748	1274	xxxx	xxxxx	1298	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	0.04	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	712	xxxxx	xxxx	487	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.2	xxxxx	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.2			12.9			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: D[33.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	230	6	85	13	6	2	8	85	69	0	145	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	6	85	13	6	2	8	85	69	0	145	21
Added Vol:	0	0	0	0	0	0	0	257	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	6	85	13	6	2	8	342	69	0	233	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	6	85	13	6	2	8	342	69	0	233	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	230	6	85	13	6	2	8	342	69	0	233	21
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	640	647	377	682	671	244	254	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	391	393	674	367	380	800	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	384	390	674	315	378	800	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.60	0.02	0.13	0.04	0.02	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	433	xxxxx	xxxx	352	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	6.0	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	33.6	xxxxx	xxxxx	15.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*
ApproachDel:	33.6			15.9			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	3	0	2	5	128	0	0	110	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	2	5	128	0	0	110	2
Added Vol:	0	0	0	0	0	0	0	59	0	0	272	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	2	5	187	0	0	382	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	2	5	187	0	0	382	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	2	5	187	0	0	382	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	580	580	383	384	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	480	428	669	1186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	478	427	669	1186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	540	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	3	0	13	18	137	0	0	133	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	13	18	137	0	0	133	15
Added Vol:	0	0	0	0	0	0	0	257	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	13	18	394	0	0	221	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	13	18	394	0	0	221	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	13	18	394	0	0	221	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	659	659	229	236	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	432	386	816	1343	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	428	381	816	1343	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	697	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: F[127.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Ignore				Include			
Lanes:	1	0 1	0	0	0	0 0	0	1 0	1	0 0	0	1	0	0 0	0	0 0
Volume Module:																
Base Vol:	2	401	0	0	849	21	50	0	10	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	401	0	0	849	21	50	0	10	0	0	0				
Added Vol:	136	6	0	0	17	135	29	0	30	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	138	407	0	0	866	156	79	0	40	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	138	407	0	0	866	156	79	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	138	407	0	0	866	156	79	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	1627	xxxx	944	xxxx	xxxx	xxxxx				
Potent Cap.:	687	xxxx	xxxxx	xxxx	xxxx	xxxxx	114	xxxx	321	xxxx	xxxx	xxxxx				
Move Cap.:	687	xxxx	xxxxx	xxxx	xxxx	xxxxx	96	xxxx	321	xxxx	xxxx	xxxxx				
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.82	xxxx	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.5	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	127.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	F	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			127.1			xxxxxx						
ApproachLOS:	*			*			F			*						

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 197.7 Worst Case Level Of Service: F[1477.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	53	1059		0		0	513		144		162		0		7		0		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	53	1059		0		0	513		144		162		0		7		0		0		0		0	
Added Vol:	44	17		0		0	8		44		128		0		129		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Initial Fut:	97	1076		0		0	521		188		290		0		136		0		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00	
PHF Volume:	97	1076		0		0	521		188		290		0		0		0		0		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
FinalVolume:	97	1076		0		0	521		188		290		0		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	709	xxxx	xxxxx		xxxx	xxxx	xxxxx						1885	xxxx		615		xxxx	xxxx	xxxxx				
Potent Cap.:	899	xxxx	xxxxx		xxxx	xxxx	xxxxx						79	xxxx		495		xxxx	xxxx	xxxxx				
Move Cap.:	899	xxxx	xxxxx		xxxx	xxxx	xxxxx						72	xxxx		495		xxxx	xxxx	xxxxx				
Volume/Cap:	0.11	xxxx		xxxx		xxxx	xxxx		xxxx				4.02	xxxx		0.00		xxxx	xxxx		xxxx			
Level Of Service Module:																								
2Way95thQ:	0.4	xxxx	xxxxx		xxxx	xxxx	xxxxx						30.8	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx							1477	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*		*		F	*		*		*	*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*		*		*	*		*		*		*	*		*		*	*		*		*	
ApproachDel:	xxxxxx						xxxxxx						1477.2						xxxxxx					
ApproachLOS:	*						*						F						*					

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 6 Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	10	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	2	401	0		0	849	21		50	0	10		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	401	0		0	849	21		50	0	10		0	0	0	
Added Vol:	136	6	0		0	17	135		29	0	30		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	138	407	0		0	866	156		79	0	40		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	138	407	0		0	866	156		79	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	407	0		0	866	156		79	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	138	407	0		0	866	156		79	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	1.00		0.94	0.98	0.98		0.73	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	0.85	0.15		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1615	3600	0		0	1493	269		1307	0	1800		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.11	0.00		0.00	0.58	0.58		0.06	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.11	0.82	0.00		0.00	0.71	0.71		0.11	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.77	0.14	0.00		0.00	0.82	0.82		0.54	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	57.0	1.6	0.0		0.0	13.2	13.2		42.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.0	1.6	0.0		0.0	13.2	13.2		42.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	E	A	A		A	B	B		D	A	A		A	A	A	
HCM2kAvgQ:	6	1	0		0	20	20		2	0	0		0	0	0	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 6 Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	10	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	53	1059	0		0	513	144		162	0	7		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	53	1059	0		0	513	144		162	0	7		0	0	0	
Added Vol:	44	17	0		0	8	44		128	0	129		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	97	1076	0		0	521	188		290	0	136		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	97	1076	0		0	521	188		290	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	1076	0		0	521	188		290	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	97	1076	0		0	521	188		290	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	1.00		0.94	0.96	0.96		0.73	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	0.73	0.27		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1615	3600	0		0	1275	460		1307	0	1800		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.30	0.00		0.00	0.41	0.41		0.22	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.14	0.64	0.00		0.00	0.50	0.50		0.27	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.42	0.46	0.00		0.00	0.82	0.82		0.82	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	28.6	6.5	0.0		0.0	20.9	20.9		37.6	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.6	6.5	0.0		0.0	20.9	20.9		37.6	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	C	C		D	A	A		A	A	A	
HCM2kAvgQ:	3	6	0		0	14	14		7	0	0		0	0	0	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.193
Loss Time (sec): 8 Average Delay (sec/veh): 100.4
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Added Vol:	77	21	0		0	6	37		10	8	17		0	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	224	1218	161		38	2007	305		94	312	87		150	557	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	236	1282	169		40	2113	321		99	328	92		158	586	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	236	1282	169		40	2113	321		99	328	92		158	586	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	236	1282	169		40	2113	321		99	328	92		158	586	9	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.98	0.98		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.77	0.23		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3122	413		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.41	0.41		0.02	0.59	0.21		0.06	0.18	0.06		0.10	0.33	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.12	0.50	0.50		0.09	0.48	0.48		0.08	0.23	0.23		0.11	0.27	0.27	
Volume/Cap:	1.23	0.82	0.82		0.26	1.23	0.44		0.80	0.78	0.26		0.89	1.23	0.02	
Delay/Veh:	197.2	30.4	30.4		55.6	142	22.9		88.1	56.2	41.1		96.1	168	35.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	197.2	30.4	30.4		55.6	142	22.9		88.1	56.2	41.1		96.1	168	35.3	
LOS by Move:	F	C	C		E	F	C		F	E	D		F	F	D	
HCM2kAvgQ:	18	26	26		2	67	8		6	14	3		9	39	0	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.395
Loss Time (sec): 8 Average Delay (sec/veh): 244.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	70	2287	182		8	2213	70		317	814	178		114	524	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	2287	182		8	2213	70		317	814	178		114	524	29	
Added Vol:	25	7	0		0	21	15		35	37	73		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	95	2294	182		8	2234	85		352	851	251		114	537	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	100	2415	192		8	2352	89		371	896	264		120	565	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	2415	192		8	2352	89		371	896	264		120	565	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	100	2415	192		8	2352	89		371	896	264		120	565	31	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.85	0.15		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3299	262		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.73	0.73		0.01	0.65	0.06		0.23	0.50	0.17		0.07	0.31	0.02	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.08	0.47	0.47		0.08	0.47	0.47		0.17	0.32	0.32		0.08	0.23	0.23	
Volume/Cap:	0.80	1.57	1.57		0.07	1.40	0.13		1.38	1.57	0.54		0.97	1.38	0.09	
Delay/Veh:	89.6	293	292.9		55.9	218	19.7		245.8	308	37.9		129.7	235	39.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	89.6	293	292.9		55.9	218	19.7		245.8	308	37.9		129.7	235	39.6	
LOS by Move:	F	F	F		E	F	B		F	F	D		F	F	D	
HCM2kAvgQ:	6	109	109		0	88	2		31	75	9		8	43	1	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): 44.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	2	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Added Vol:	77	21	0		0	6	37		10	8	17		0	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	224	1218	161		38	2007	305		94	312	87		150	557	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	236	1282	169		40	2113	321		99	328	92		158	586	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	236	1282	169		40	2113	321		99	328	92		158	586	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	236	1282	169		40	2113	321		99	328	92		158	586	9	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.98	0.98		0.90	0.98	0.98		0.84	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	2.65	0.35		1.00	2.60	0.40		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1615	4684	619		1615	4594	698		3040	3600	1530		1615	3600	1530	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.27	0.27		0.02	0.46	0.46		0.03	0.09	0.06		0.10	0.16	0.01	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.15	0.49	0.49		0.14	0.48	0.48		0.09	0.21	0.21		0.10	0.22	0.22	
Volume/Cap:	0.96	0.56	0.56		0.18	0.96	0.96		0.35	0.44	0.29		0.96	0.76	0.03	
Delay/Veh:	101.8	23.4	23.4		49.9	43.5	43.5		55.9	45.3	43.9		117.2	52.1	40.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	101.8	23.4	23.4		49.9	43.5	43.5		55.9	45.3	43.9		117.2	52.1	40.3	
LOS by Move:	F	C	C		D	D	D		E	D	D		F	D	D	
HCM2kAvgQ:	14	13	13		2	37	37		2	6	3		10	12	0	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	125	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	8	Average Delay (sec/veh):	43.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	2	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	70	2287	182		8	2213	70		317	814	178		114	524	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	2287	182		8	2213	70		317	814	178		114	524	29	
Added Vol:	25	7	0		0	21	15		35	37	73		0	13	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	95	2294	182		8	2234	85		352	851	251		114	537	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	100	2415	192		8	2352	89		371	896	264		120	565	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	2415	192		8	2352	89		371	896	264		120	565	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	100	2415	192		8	2352	89		371	896	264		120	565	31	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	0.99	0.99		0.84	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	2.78	0.22		1.00	2.89	0.11		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1615	4948	393		1615	5171	197		3040	3600	1530		1615	3600	1530	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.49	0.49		0.01	0.45	0.45		0.12	0.25	0.17		0.07	0.16	0.02	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.09	0.51	0.51		0.08	0.51	0.51		0.14	0.26	0.26		0.08	0.21	0.21	
Volume/Cap:	0.70	0.95	0.95		0.07	0.90	0.90		0.89	0.95	0.66		0.93	0.76	0.10	
Delay/Veh:	69.3	37.1	37.1		53.4	32.7	32.7		74.2	63.6	45.2		114.7	51.5	40.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	69.3	37.1	37.1		53.4	32.7	32.7		74.2	63.6	45.2		114.7	51.5	40.4	
LOS by Move:	E	D	D		D	C	C		E	E	D		F	D	D	
HCM2kAvgQ:	5	37	37		0	32	32		11	21	10		8	12	1	

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

Appendix I

Buildout Year (2035)
With Project Conditions
Intersection Analysis Worksheets

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 8 Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	15	688	48	64	1304	9	5	2	9	67	3	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	688	48	64	1304	9	5	2	9	67	3	14
Added Vol:	0	2	582	165	6	0	0	10	0	127	2	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	690	630	229	1310	9	5	12	9	194	5	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	726	663	241	1379	9	5	13	9	204	5	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	726	663	241	1379	9	5	13	9	204	5	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	726	663	241	1379	9	5	13	9	204	5	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	1.00	0.86	0.91	0.91	0.66	0.70	0.85
Lanes:	1.00	1.05	0.95	1.00	1.99	0.01	0.20	0.46	0.34	0.98	0.02	1.00
Final Sat.:	1615	1746	1594	1615	3572	25	311	747	560	1168	30	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.15	0.39	0.39	0.02	0.02	0.02	0.17	0.17	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.14	0.51	0.51	0.18	0.56	0.56	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.07	0.81	0.81	0.81	0.69	0.69	0.07	0.07	0.07	0.76	0.76	0.15
Delay/Veh:	39.6	24.5	24.5	56.7	17.8	17.8	31.9	31.9	31.9	49.9	49.9	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	24.5	24.5	56.7	17.8	17.8	31.9	31.9	31.9	49.9	49.9	32.6
LOS by Move:	D	C	C	E	B	B	C	C	C	D	D	C
HCM2kAvgQ:	1	21	21	10	17	17	1	1	1	9	9	1

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.373
Loss Time (sec): 8 Average Delay (sec/veh): 162.3
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	1517	134	47	1199	12	13	10	20	172	18	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1517	134	47	1199	12	13	10	20	172	18	69
Added Vol:	0	6	189	54	3	0	0	3	0	552	9	157
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1523	323	101	1202	12	13	13	20	724	27	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	1603	340	106	1265	13	14	14	21	762	28	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1603	340	106	1265	13	14	14	21	762	28	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1603	340	106	1265	13	14	14	21	762	28	238
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.97	0.97	0.90	1.00	1.00	0.55	0.59	0.59	0.66	0.69	0.85
Lanes:	1.00	1.65	0.35	1.00	1.98	0.02	0.29	0.28	0.43	0.97	0.03	1.00
Final Sat.:	1615	2893	614	1615	3561	36	293	293	451	1140	43	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.55	0.55	0.07	0.36	0.36	0.05	0.05	0.05	0.67	0.67	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.39	0.39	0.08	0.38	0.38	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.08	1.42	1.42	0.86	0.92	0.92	0.10	0.10	0.10	1.42	1.42	0.33
Delay/Veh:	55.2	233	232.7	100.0	49.0	49.0	19.2	19.2	19.2	233.5	233	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	233	232.7	100.0	49.0	49.0	19.2	19.2	19.2	233.5	233	21.8
LOS by Move:	E	F	F	F	D	D	B	B	B	F	F	C
HCM2kAvgQ:	0	74	74	7	28	28	1	1	1	64	64	6

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

AM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	115	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	8	Average Delay (sec/veh):	24.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	0	10	23	23	10	14	14	10	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	15	688	48	64	1304	9	5	2	9	67	3	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	688	48	64	1304	9	5	2	9	67	3	14
Added Vol:	0	2	582	165	6	0	0	10	0	127	2	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	690	630	229	1310	9	5	12	9	194	5	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	726	663	241	1379	9	5	13	9	204	5	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	726	663	241	1379	9	5	13	9	204	5	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	726	663	241	1379	9	5	13	9	204	5	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	1.00	0.87	0.93	0.93	0.68	0.72	0.85
Lanes:	1.00	1.05	0.95	1.00	1.99	0.01	0.20	0.46	0.34	1.95	0.05	1.00
Final Sat.:	1615	1746	1594	1615	3572	25	317	760	570	2393	62	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.15	0.39	0.39	0.02	0.02	0.02	0.09	0.09	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.53	0.53	0.19	0.59	0.59	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.07	0.78	0.78	0.78	0.66	0.66	0.08	0.08	0.08	0.41	0.41	0.17
Delay/Veh:	43.8	24.0	24.0	56.6	16.6	16.6	36.7	36.7	36.7	39.9	39.9	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	24.0	24.0	56.6	16.6	16.6	36.7	36.7	36.7	39.9	39.9	37.6
LOS by Move:	D	C	C	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	21	21	11	17	17	1	1	1	4	4	2

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #1 CEDAR AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	125	Critical Vol./Cap.(X):	1.013
Loss Time (sec):	8	Average Delay (sec/veh):	52.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	0		10	23	23		10	14	14		10	24	24	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0		1	1 0	0	1
Volume Module:																
Base Vol:	10	1517	134		47	1199	12		13	10	20		172	18	69	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1517	134		47	1199	12		13	10	20		172	18	69	
Added Vol:	0	6	189		54	3	0		0	3	0		552	9	157	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	1523	323		101	1202	12		13	13	20		724	27	226	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	1603	340		106	1265	13		14	14	21		762	28	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	1603	340		106	1265	13		14	14	21		762	28	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	1603	340		106	1265	13		14	14	21		762	28	238	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.97	0.97		0.90	1.00	1.00		0.84	0.89	0.89		0.67	0.71	0.85	
Lanes:	1.00	1.65	0.35		1.00	1.98	0.02		0.29	0.28	0.43		1.93	0.07	1.00	
Final Sat.:	1615	2893	614		1615	3561	36		445	445	685		2325	87	1530	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.55	0.55		0.07	0.36	0.36		0.03	0.03	0.03		0.33	0.33	0.16	
Crit Moves:		****				****								****		
Green/Cycle:	0.11	0.54	0.54		0.08	0.50	0.50		0.32	0.32	0.32		0.32	0.32	0.32	
Volume/Cap:	0.06	1.03	1.03		0.82	0.70	0.70		0.10	0.10	0.10		1.03	1.03	0.49	
Delay/Veh:	49.6	57.8	57.8		89.5	25.1	25.1		30.1	30.1	30.1		83.1	83.1	35.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.6	57.8	57.8		89.5	25.1	25.1		30.1	30.1	30.1		83.1	83.1	35.2	
LOS by Move:	D	E	E		F	C	C		C	C	C		F	F	D	
HCM2kAvgQ:	0	47	47		6	19	19		1	1	1		23	23	8	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 8 Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	127	0	8	16	91	0	0	23	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	127	0	8	16	91	0	0	23	2
Added Vol:	0	0	0	14	0	216	143	64	0	0	223	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	141	0	224	159	155	0	0	246	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	148	0	236	167	163	0	0	259	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	148	0	236	167	163	0	0	259	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	148	0	236	167	163	0	0	259	60
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.92	0.98	1.00	0.94	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.52	0.48	0.00	0.00	0.81	0.19
Final Sat.:	0	0	0	1615	0	1530	863	841	0	0	1425	330
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.15	0.19	0.19	0.00	0.00	0.18	0.18
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.32	0.63	0.00	0.00	0.30	0.30
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.60	0.60	0.31	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	21.8	0.0	25.3	21.6	6.2	0.0	0.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.8	0.0	25.3	21.6	6.2	0.0	0.0	22.6	22.6
LOS by Move:	A	A	A	C	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	3	0	5	4	2	0	0	7	7

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #2 CACTUS AVENUE (NS) AT EL RAVINO ROAD (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 8 Average Delay (sec/veh): 39.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	50	0	54	38	104	0	0	181	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	54	38	104	0	0	181	194
Added Vol:	0	0	0	52	0	186	247	212	0	0	88	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	102	0	240	285	316	0	0	269	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	107	0	253	300	333	0	0	283	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	253	300	333	0	0	283	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	107	0	253	300	333	0	0	283	225
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.92	0.98	1.00	0.94	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.49	0.51	0.00	0.00	0.56	0.44
Final Sat.:	0	0	0	1615	0	1530	811	900	0	0	942	750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.17	0.37	0.37	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.40	0.72	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.93	0.94	0.52	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	28.1	0.0	68.0	42.0	5.2	0.0	0.0	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.1	0.0	68.0	42.0	5.2	0.0	0.0	48.3	48.3
LOS by Move:	A	A	A	C	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	3	0	10	11	4	0	0	16	16

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1! 0		0	0	0 1! 0		0	0	0 1! 0		0	0	0 1! 0		0
Volume Module:																
Base Vol:	4	2	20	18	5	6		6	59	159		2	22	5		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	4	2	20	18	5	6		6	59	159		2	22	5		
Added Vol:	0	0	0	0	0	0		0	78	0		0	278	0		
PasserByVol:	0	0	0	0	0	0		0	0	0		0	0	0		
Initial Fut:	4	2	20	18	5	6		6	137	159		2	300	5		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	4	2	20	18	5	6		6	137	159		2	300	5		
Reduct Vol:	0	0	0	0	0	0		0	0	0		0	0	0		
FinalVolume:	4	2	20	18	5	6		6	137	159		2	300	5		
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	541	538	217	546	615	303		305	xxxx	xxxxx		296	xxxx	xxxxx		
Potent Cap.:	455	453	828	452	409	742		1267	xxxx	xxxxx		1277	xxxx	xxxxx		
Move Cap.:	445	450	828	437	407	742		1267	xxxx	xxxxx		1277	xxxx	xxxxx		
Volume/Cap:	0.01	0.00	0.02	0.04	0.01	0.01		0.00	xxxx	xxxx		0.00	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx		7.8	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*		A	*	*		A	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	692	xxxxx	xxxx	471	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	13.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	B	*	*	B	*		*	*	*		*	*	*		
ApproachDel:	10.4			13.1				xxxxxx				xxxxxx				
ApproachLOS:	B			B				*				*				

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: E[37.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1! 0	0		0 0	1! 0	0		0 0	1! 0	0		0 0	0	1	0
Volume Module:																
Base Vol:	230	6	85		13	6	2		8	85	69		0	145	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	6	85		13	6	2		8	85	69		0	145	21	
Added Vol:	0	0	0		0	0	0		0	264	0		0	109	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	230	6	85		13	6	2		8	349	69		0	254	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	6	85		13	6	2		8	349	69		0	254	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	230	6	85		13	6	2		8	349	69		0	254	21	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	668	675	384		710	699	265		275	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	375	378	668		351	367	779		1300	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	367	376	668		302	364	779		1300	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.63	0.02	0.13		0.04	0.02	0.00		0.01	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		A	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	417	xxxxx		xxxx	338	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	6.5	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	37.1	xxxxx		xxxxx	16.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	E	*		*	C	*		*	*	*		*	*	*	
ApproachDel:		37.1				16.4				xxxxx				xxxxx		
ApproachLOS:		E				C				*				*		

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

AM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	4		2		20		18		5		6		6		59		159		2		22		5	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	4		2		20		18		5		6		6		59		159		2		22		5	
Added Vol:	0		0		0		0		0		0		0		78		0		0		278		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	4		2		20		18		5		6		6		137		159		2		300		5	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	4		2		20		18		5		6		6		137		159		2		300		5	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	4		2		20		18		5		6		6		137		159		2		300		5	
Critical Gap Module:																								
Critical Gp:	7.1		6.5		6.2		7.1		6.5		6.2		4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5		4.0		3.3		3.5		4.0		3.3		2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	541		538		217		546		615		303		305	xxxx	xxxxx				296	xxxx	xxxxx			
Potent Cap.:	455		453		828		452		409		742		1267	xxxx	xxxxx				1277	xxxx	xxxxx			
Move Cap.:	445		450		828		437		407		742		1267	xxxx	xxxxx				1277	xxxx	xxxxx			
Volume/Cap:	0.01	0.00		0.02		0.04	0.01		0.01		0.00		xxxx		xxxx				0.00	xxxx		xxxx		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx				0.0	xxxx	xxxxx							
Control Del:	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.9	xxxx	xxxxx				7.8	xxxx	xxxxx								
LOS by Move:	B	*		*		*	*		*		A	*		*		A	*		*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		770	xxxx		471	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx		0.1	xxxxx		0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx		9.8	xxxxx		13.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								
Shared LOS:	*	*		A	*		B	*		*	*		*		*									
ApproachDel:	10.3				13.1				xxxxxx					xxxxxx										
ApproachLOS:	B				B				*					*										

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

PM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #3 HALL AVENUE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: C[24.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	230		6		85		13		6		2		8		85		69		0		145		21	
Growth Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
Initial Bse:	230		6		85		13		6		2		8		85		69		0		145		21	
Added Vol:	0		0		0		0		0		0		0		264		0		0		109		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	230		6		85		13		6		2		8		349		69		0		254		21	
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
PHF Volume:	230		6		85		13		6		2		8		349		69		0		254		21	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	230		6		85		13		6		2		8		349		69		0		254		21	
Critical Gap Module:																								
Critical Gp:	7.1		6.5		6.2		7.1		6.5		6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5		4.0		3.3		3.5		4.0		3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	668		675		384		710		699		265		275	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Potent Cap.:	375		378		668		351		367		779		1300	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Move Cap.:	367		376		668		302		364		779		1300	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Volume/Cap:	0.63	0.02		0.13		0.04	0.02		0.00		0.01	xxxx		xxxx		xxxx	xxxx		xxxx					
Level Of Service Module:																								
2Way95thQ:	4.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Control Del:	29.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
LOS by Move:	D	*		*		*	*		*	A		*		*	*		*		*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		636	xxxx		338	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx		0.5	xxxxx		0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx		11.6	xxxxx		16.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								
Shared LOS:	*	*		B	*		C	*		*	*	*		*	*	*								
ApproachDel:	24.7				16.4			xxxxxx				xxxxxx												
ApproachLOS:	C				C			*				*												

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				3	0	2				5	128	0				0	110	2			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				3	0	2				5	128	0				0	110	2			
Added Vol:	0	0	0				0	0	6				18	60	0				0	272	1			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				3	0	8				23	188	0				0	382	3			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				3	0	8				23	188	0				0	382	3			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				3	0	8				23	188	0				0	382	3			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				618	618	384				385	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx				456	408	668				1185	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx				450	400	668				1185	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx				0.01	0.00	0.01				0.02	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*				*	*	*				A	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		590	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx		0.1	xxxxx			0.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx		11.2	xxxxx			8.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*		B	*			A	*	*				*	*	*			
ApproachDel:	xxxxxx						11.2						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #4 KININGHAM DRIVE (NS) AT EL RAVINO ROAD (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	3	0	13	18	137	0	0	133	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	13	18	137	0	0	133	15
Added Vol:	0	0	0	2	0	19	6	258	0	0	90	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	32	24	395	0	0	223	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	32	24	395	0	0	223	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	32	24	395	0	0	223	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	674	674	231	239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	423	379	813	1340	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	417	372	813	1340	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	721	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: F[141.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	2	401		0		0	849		21			50		0	10			0		0		0		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		
Initial Bse:	2	401		0		0	849		21			50		0	10			0		0		0		
Added Vol:	139	24		0		0	24		135			29		0	30			0		0		0		
PasserByVol:	0	0		0		0	0		0			0		0	0			0		0		0		
Initial Fut:	141	425		0		0	873		156			79		0	40			0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	0.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	0.00			1.00		1.00		1.00		
PHF Volume:	141	425		0		0	873		156			79		0	0			0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0	0			0		0		0		
FinalVolume:	141	425		0		0	873		156			79		0	0			0		0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.4	xxxx		6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5	xxxx		3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	1029	xxxx	xxxxx		xxxx	xxxx	xxxxx					1658	xxxx		951		xxxx	xxxx	xxxxx					
Potent Cap.:	683	xxxx	xxxxx		xxxx	xxxx	xxxxx					109	xxxx		318		xxxx	xxxx	xxxxx					
Move Cap.:	683	xxxx	xxxxx		xxxx	xxxx	xxxxx					91	xxxx		318		xxxx	xxxx	xxxxx					
Volume/Cap:	0.21	xxxx	xxxx		xxxx	xxxx	xxxx					0.86	xxxx		0.00		xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx					4.7	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Control Del:	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						141.3	xxxx	xxxxx	xxxxx		xxxx	xxxxx						
LOS by Move:	B	*		*		*	*		*			F	*		*		*	*		*				
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*		*		*	*		*			*	*		*		*	*		*				
ApproachDel:	xxxxxx			xxxxxx								141.3						xxxxxx						
ApproachLOS:	*			*								F						*						

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 206.2 Worst Case Level Of Service: F[1560.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Ignore						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	53	1059		0		0	513		144		162		0		7		0		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	53	1059		0		0	513		144		162		0		7		0		0		0		0	
Added Vol:	45	23		0		0	28		44		128		0		132		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Initial Fut:	98	1082		0		0	541		188		290		0		139		0		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00	
PHF Volume:	98	1082		0		0	541		188		290		0		0		0		0		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
FinalVolume:	98	1082		0		0	541		188		290		0		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	729	xxxx	xxxxx		xxxx	xxxx	xxxxx						1913	xxxx		635		xxxx	xxxx	xxxxx				
Potent Cap.:	884	xxxx	xxxxx		xxxx	xxxx	xxxxx						76	xxxx		482		xxxx	xxxx	xxxxx				
Move Cap.:	884	xxxx	xxxxx		xxxx	xxxx	xxxxx						69	xxxx		482		xxxx	xxxx	xxxxx				
Volume/Cap:	0.11	xxxx		xxxx		xxxx	xxxx		xxxx				4.19	xxxx		0.00		xxxx	xxxx		xxxx			
Level Of Service Module:																								
2Way95thQ:	0.4	xxxx	xxxxx		xxxx	xxxx	xxxxx						31.1	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							1560	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*		*		*	*		*		*		F	*		*		*	*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*		*		*	*		*		*		*	*		*		*	*		*		*	
ApproachDel:	xxxxxx						xxxxxx						1560.1						xxxxxx					
ApproachLOS:	*						*						F						*					

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

AM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	6	Average Delay (sec/veh):	15.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	10	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	0	0	0	1	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	2	401	0		0	849	21		50	0	10		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	401	0		0	849	21		50	0	10		0	0	0	
Added Vol:	139	24	0		0	24	135		29	0	30		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	141	425	0		0	873	156		79	0	40		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	141	425	0		0	873	156		79	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	425	0		0	873	156		79	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	141	425	0		0	873	156		79	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	1.00		0.94	0.98	0.98		0.73	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	0.85	0.15		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1615	3600	0		0	1495	267		1307	0	1800		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.12	0.00		0.00	0.58	0.58		0.06	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.11	0.82	0.00		0.00	0.71	0.71		0.11	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.79	0.14	0.00		0.00	0.82	0.82		0.54	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	59.1	1.6	0.0		0.0	13.5	13.5		42.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.1	1.6	0.0		0.0	13.5	13.5		42.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	E	A	A		A	B	B		D	A	A		A	A	A	
HCM2kAvgQ:	6	1	0		0	20	20		2	0	0		0	0	0	

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

PM PEAK HOUR

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MITIG8 - FORECAST YEAR + PRWed May 13, 2015 09:25:53                 Page 1-1
-------------------------------------------------------------------------------
                        AGUA MANSA HIGH CUBE WAREHOUSE
                           COUNTY OF SAN BERNARDINO
                    FORECAST YEAR (2035) WITH PROJECT CONDITIONS
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
                   2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 AGUA MANSA ROAD (NS) AT EL RAVINO ROAD (EW)
*******************************************************************************
Cycle (sec):          70               Critical Vol./Cap.(X):         0.768
Loss Time (sec):       6               Average Delay (sec/veh):        16.8
Optimal Cycle: OPTIMIZED               Level Of Service:                  B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Ignore            Include
Min. Green:    10   10     0     0   10    10    10    0    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      53 1059     0     0  513   144   162    0     7     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   53 1059     0     0  513   144   162    0     7     0    0     0
Added Vol:     45   23     0     0   28    44   128    0   132     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   98 1082     0     0  541   188   290    0   139     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:    98 1082     0     0  541   188   290    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   98 1082     0     0  541   188   290    0     0     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:   98 1082     0     0  541   188   290    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  0.90 1.00  1.00  0.94 0.97  0.97  0.73 1.00  1.00  0.94 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 0.74  0.26  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1615 3600     0     0 1289   448  1307    0  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.30  0.00  0.00 0.42  0.42  0.22 0.00  0.00  0.00 0.00  0.00
Crit Moves:  ****                 ****        ****
Green/Cycle: 0.14 0.65  0.00  0.00 0.50  0.50  0.27 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.42 0.46  0.00  0.00 0.83  0.83  0.83 0.00  0.00  0.00 0.00  0.00
Delay/Veh:   28.6  6.4   0.0   0.0 21.6  21.6  39.6  0.0   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  28.6  6.4   0.0   0.0 21.6  21.6  39.6  0.0   0.0   0.0  0.0   0.0
LOS by Move:    C    A     A     A    C     C     D    A     A     A    A     A
HCM2kAvgQ:      3    6     0     0   14    14     7    0     0     0    0     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.

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AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.207
Loss Time (sec): 8 Average Delay (sec/veh): 102.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Added Vol:	85	21	0		0	6	62		18	10	19		0	43	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	232	1218	161		38	2007	330		102	314	89		150	561	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	244	1282	169		40	2113	347		107	331	94		158	591	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	244	1282	169		40	2113	347		107	331	94		158	591	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	244	1282	169		40	2113	347		107	331	94		158	591	9	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.98	0.98		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.77	0.23		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3122	413		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.41	0.41		0.02	0.59	0.23		0.07	0.18	0.06		0.10	0.33	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.12	0.50	0.50		0.09	0.47	0.47		0.08	0.23	0.23		0.11	0.27	0.27	
Volume/Cap:	1.24	0.82	0.82		0.26	1.24	0.48		0.86	0.79	0.26		0.89	1.24	0.02	
Delay/Veh:	199.6	30.4	30.4		55.6	146	23.7		101.9	56.6	41.2		96.1	172	35.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	199.6	30.4	30.4		55.6	146	23.7		101.9	56.6	41.2		96.1	172	35.3	
LOS by Move:	F	C	C		E	F	C		F	E	D		F	F	D	
HCM2kAvgQ:	19	26	26		2	68	9		7	14	3		9	40	0	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.398
Loss Time (sec): 8 Average Delay (sec/veh): 248.1
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	70	2287	182		8	2213	70		317	814	178		114	524	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	2287	182		8	2213	70		317	814	178		114	524	29	
Added Vol:	28	7	0		0	21	24		63	42	82		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	98	2294	182		8	2234	94		380	856	260		114	538	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	103	2415	192		8	2352	99		400	901	274		120	566	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	2415	192		8	2352	99		400	901	274		120	566	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	2415	192		8	2352	99		400	901	274		120	566	31	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.85	0.15		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	3299	262		1615	3600	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.73	0.73		0.01	0.65	0.06		0.25	0.50	0.18		0.07	0.31	0.02	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.08	0.47	0.47		0.08	0.47	0.47		0.17	0.32	0.32		0.08	0.22	0.22	
Volume/Cap:	0.83	1.57	1.57		0.07	1.40	0.14		1.42	1.57	0.56		0.97	1.42	0.09	
Delay/Veh:	94.5	295	294.6		55.9	219	19.9		262.9	310	38.2		129.7	254	40.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	94.5	295	294.6		55.9	219	19.9		262.9	310	38.2		129.7	254	40.3	
LOS by Move:	F	F	F		E	F	B		F	F	D		F	F	D	
HCM2kAvgQ:	6	109	109		0	88	2		34	76	9		8	44	1	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 8 Average Delay (sec/veh): 45.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	2	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Added Vol:	85	21	0		0	6	62		18	10	19		0	43	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	232	1218	161		38	2007	330		102	314	89		150	561	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	244	1282	169		40	2113	347		107	331	94		158	591	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	244	1282	169		40	2113	347		107	331	94		158	591	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	244	1282	169		40	2113	347		107	331	94		158	591	9	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.98	0.98		0.90	0.98	0.98		0.84	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	2.65	0.35		1.00	2.58	0.42		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1615	4684	619		1615	4540	747		3040	3600	1530		1615	3600	1530	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.27	0.27		0.02	0.47	0.47		0.04	0.09	0.06		0.10	0.16	0.01	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.15	0.49	0.49		0.14	0.48	0.48		0.09	0.21	0.21		0.10	0.21	0.21	
Volume/Cap:	0.98	0.56	0.56		0.18	0.98	0.98		0.38	0.44	0.29		0.98	0.76	0.03	
Delay/Veh:	105.2	23.3	23.3		49.9	46.4	46.4		56.2	45.3	44.0		122.2	52.6	40.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	105.2	23.3	23.3		49.9	46.4	46.4		56.2	45.3	44.0		122.2	52.6	40.4	
LOS by Move:	F	C	C		D	D	D		E	D	D		F	D	D	
HCM2kAvgQ:	15	13	13		2	38	38		3	6	3		10	13	0	

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec): 125 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 8 Average Delay (sec/veh): 44.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	2	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	70	2287	182		8	2213	70		317	814	178		114	524	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	2287	182		8	2213	70		317	814	178		114	524	29	
Added Vol:	28	7	0		0	21	24		63	42	82		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	98	2294	182		8	2234	94		380	856	260		114	538	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	103	2415	192		8	2352	99		400	901	274		120	566	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	2415	192		8	2352	99		400	901	274		120	566	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	2415	192		8	2352	99		400	901	274		120	566	31	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.99	0.99		0.90	0.99	0.99		0.84	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	2.78	0.22		1.00	2.88	0.12		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1615	4948	393		1615	5151	217		3040	3600	1530		1615	3600	1530	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.49	0.49		0.01	0.46	0.46		0.13	0.25	0.18		0.07	0.16	0.02	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.09	0.51	0.51		0.08	0.50	0.50		0.14	0.26	0.26		0.08	0.20	0.20	
Volume/Cap:	0.72	0.95	0.95		0.07	0.90	0.90		0.92	0.95	0.68		0.93	0.79	0.10	
Delay/Veh:	72.0	37.5	37.5		53.4	33.1	33.1		77.5	63.8	46.0		114.7	53.2	41.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	72.0	37.5	37.5		53.4	33.1	33.1		77.5	63.8	46.0		114.7	53.2	41.0	
LOS by Move:	E	D	D		D	C	C		E	E	D		F	D	D	
HCM2kAvgQ:	6	37	37		0	32	32		12	22	10		8	12	1	

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

AM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	8	Average Delay (sec/veh):	45.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	29	29		10	32	32		10	27	27		10	23	23	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	2	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	1197	161		38	2001	268		84	304	70		150	518	9	
Added Vol:	85	21	0		0	6	62		18	10	19		0	43	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	232	1218	161		38	2007	330		102	314	89		150	561	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	244	1282	169		40	2113	347		107	331	94		158	591	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	244	1282	169		40	2113	347		107	331	94		158	591	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	244	1282	169		40	2113	347		107	331	94		158	591	9	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.98	0.98		0.90	0.98	0.98		0.84	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	2.65	0.35		1.00	2.58	0.42		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1615	4684	619		1615	4540	747		3040	3600	1530		1615	3600	1530	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.27	0.27		0.02	0.47	0.47		0.04	0.09	0.06		0.10	0.16	0.01	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.15	0.49	0.49		0.14	0.48	0.48		0.09	0.21	0.21		0.10	0.21	0.21	
Volume/Cap:	0.98	0.56	0.56		0.18	0.98	0.98		0.38	0.44	0.29		0.98	0.76	0.03	
Delay/Veh:	105.2	23.3	23.3		49.9	46.4	46.4		56.2	45.3	44.0		122.2	52.6	40.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	105.2	23.3	23.3		49.9	46.4	46.4		56.2	45.3	44.0		122.2	52.6	40.4	
LOS by Move:	F	C	C		D	D	D		E	D	D		F	D	D	
HCM2kAvgQ:	15	13	13		2	38	38		3	6	3		10	13	0	

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

PM PEAK HOUR

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #6 RIVERSIDE AVENUE (NS) AT AGUA MANSA ROAD (EW)

Cycle (sec):	125	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	8	Average Delay (sec/veh):	44.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	29	29	10	32	32	10	27	27	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	70	2287	182	8	2213	70	317	814	178	114	524	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2287	182	8	2213	70	317	814	178	114	524	29
Added Vol:	28	7	0	0	21	24	63	42	82	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	2294	182	8	2234	94	380	856	260	114	538	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	2415	192	8	2352	99	400	901	274	120	566	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	2415	192	8	2352	99	400	901	274	120	566	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	2415	192	8	2352	99	400	901	274	120	566	31
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	0.99	0.99	0.84	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	2.78	0.22	1.00	2.88	0.12	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1615	4948	393	1615	5151	217	3040	3600	1530	1615	3600	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.49	0.01	0.46	0.46	0.13	0.25	0.18	0.07	0.16	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.51	0.51	0.08	0.50	0.50	0.14	0.26	0.26	0.08	0.20	0.20
Volume/Cap:	0.72	0.95	0.95	0.07	0.90	0.90	0.92	0.95	0.68	0.93	0.79	0.10
Delay/Veh:	72.0	37.5	37.5	53.4	33.1	33.1	77.5	63.8	46.0	114.7	53.2	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	37.5	37.5	53.4	33.1	33.1	77.5	63.8	46.0	114.7	53.2	41.0
LOS by Move:	E	D	D	D	C	C	E	E	D	F	D	D
HCM2kAvgQ:	6	37	37	0	32	32	12	22	10	8	12	1

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #7 PROJECT ACCESS 1 (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[8.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0	0	0	0	128	0	0	133	0											
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
Initial Bse:	0	0	0	0	0	0	0	128	0	0	133	0												
Added Vol:	0	0	0	0	0	0	1	59	0	0	273	1												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	0	0	0	1	187	0	0	406	1												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	0	0	0	0	0	0	1	187	0	0	406	1												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	0	0	0	0	0	0	1	187	0	0	406	1												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	596	596	407	407	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	470	420	649	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	470	419	649	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #7 PROJECT ACCESS 1 (NS) AT EL RAVINO ROAD (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 0 0 0				0 0 1! 0 0				0 1 0 0 0				0 0 1 0 0			
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	137	0		0	133	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	137	0		0	133	0	
Added Vol:	0	0	0		1	0	2		1	259	0		0	89	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1	0	2		1	396	0		0	222	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		1	0	2		1	396	0		0	222	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		1	0	2		1	396	0		0	222	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		620	620	222		222	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		455	407	823		1359	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		455	406	823		1359	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.00	0.00	0.00		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT	LTR	RT		LT	LTR	RT		LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	648	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.0	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	10.6	xxxxx		7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				10.6				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #8 AGUA MANSA ROAD (NS) AT PROJECT ACCESS 2 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 4 Average Delay (sec/veh): 3.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10	10		0	0		10	10		10	0		10	0	0		0							
Y+R:	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lanes:	1	0	1	0	0		0	0	1	0	1		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	451		0	0		870		0	0			0		0	0			0		0	0		
Growth Adj:	1.00	1.00		1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
Initial Bse:	0	451		0	0		870		0	0			0		0	0			0		0	0		
Added Vol:	18	35		0	0		153		38	13			0		6	0			0		0	0		
PasserByVol:	0	0		0	0		0		0	0			0		0	0			0		0	0		
Initial Fut:	18	486		0	0		1023		38	13			0		6	0			0		0	0		
User Adj:	1.00	1.00		1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
PHF Adj:	0.95	0.95		0.95	0.95		0.95		0.95	0.95			0.95		0.95	0.95			0.95		0.95	0.95		
PHF Volume:	19	512		0	0		1077		40	14			0		6	0			0		0	0		
Reduct Vol:	0	0		0	0		0		0	0			0		0	0			0		0	0		
Reduced Vol:	19	512		0	0		1077		40	14			0		6	0			0		0	0		
PCE Adj:	1.00	1.00		1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
MLF Adj:	1.00	1.00		1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
FinalVolume:	19	512		0	0		1077		40	14			0		6	0			0		0	0		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800	1800		1800		1800	1800			1800		1800	1800			1800		1800	1800		
Adjustment:	0.22	1.00		1.00	0.94		1.00		0.85	0.90			1.00		0.85	0.94			1.00		1.00	1.00		
Lanes:	1.00	1.00		0.00	0.00		1.00		1.00	1.00			0.00		1.00	0.00			0.00		0.00	0.00		
Final Sat.:	399	1800		0	0		1800		1530	1615			0		1530	0			0		0	0		
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.28		0.00	0.00		0.60		0.03	0.01			0.00		0.00	0.00			0.00		0.00	0.00		
Crit Moves:							****			****														
Green/Cycle:	0.89	0.89		0.00	0.00		0.89		0.89	0.08			0.00		0.08	0.00			0.00		0.00	0.00		
Volume/Cap:	0.05	0.32		0.00	0.00		0.67		0.03	0.11			0.00		0.05	0.00			0.00		0.00	0.00		
Delay/Veh:	0.9	1.2		0.0	0.0		3.0		0.8	56.3			0.0		55.8	0.0			0.0		0.0	0.0		
User DelAdj:	1.00	1.00		1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
AdjDel/Veh:	0.9	1.2		0.0	0.0		3.0		0.8	56.3			0.0		55.8	0.0			0.0		0.0	0.0		
LOS by Move:	A	A		A	A		A		A	E			A		E	A			A		A	A		
HCM2kAvgQ:	0	3		0	0		12		0	1			0		0	0			0		0	0		

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

AGUA MANSA HIGH CUBE WAREHOUSE
COUNTY OF SAN BERNARDINO
FORECAST YEAR (2035) WITH PROJECT CONDITIONS

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

Intersection #8 AGUA MANSA ROAD (NS) AT PROJECT ACCESS 2 (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 4 Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10	10		0	0	0	10	10		10	0	0	10	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0		0	0	1	0	1		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	1221		0	0	0	657			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1221		0	0	0	657			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	7	145		0	0	0	52			14	41	0	20	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0		0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1366		0	0	0	709			14	41	0	20	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	1438		0	0	0	746			15	43	0	21	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0		0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1438		0	0	0	746			15	43	0	21	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1438		0	0	0	746			15	43	0	21	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800	1800	1800	1800			1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.33	1.00		1.00	0.94	1.00	0.85	0.90		1.00	0.85	0.94	1.00	1.00	0.85	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00		0.00	0.00	1.00	1.00	1.00		0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	595	1800		0	0	1800	1530	1615		0	1530	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.80		0.00	0.00	0.41	0.01	0.03		0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****						****																
Green/Cycle:	0.89	0.89		0.00	0.00	0.89	0.89	0.08		0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.01	0.90		0.00	0.00	0.46	0.01	0.35		0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.8	10.7		0.0	0.0	1.5	0.8	58.6		0.0	56.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	10.7		0.0	0.0	1.5	0.8	58.6		0.0	56.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B		A	A	A	A	E		A	E	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	34		0	0	6	0	2		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Appendix J

Traffic Signal Warrant Worksheets

2012 Edition

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year (2017) W/ Related W/ Project - PM Peak**

Major Street Name = **Agua Mansa Road**

Total of Both Approaches (VPH) = **1203**

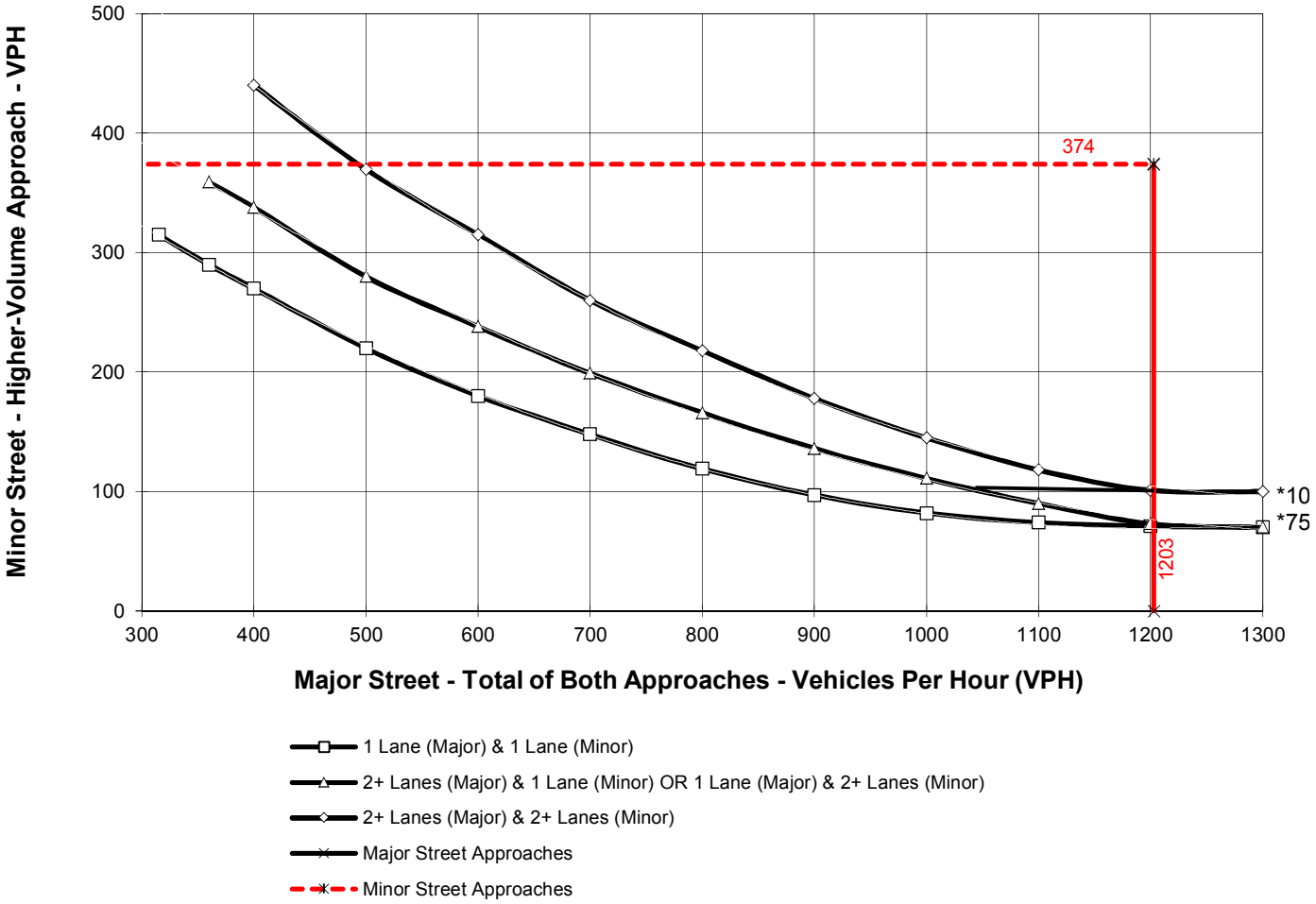
Number of Approach Lanes Major Street = **1**

Minor Street Name = **El Rivino**

High Volume Approach (VPH) = **374**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

2012 Edition

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Buildout Year (2035) With Project - PM Peak Hour**

Major Street Name = **Agua Mansa Road**

Total of Both Approaches (VPH) = **1909**

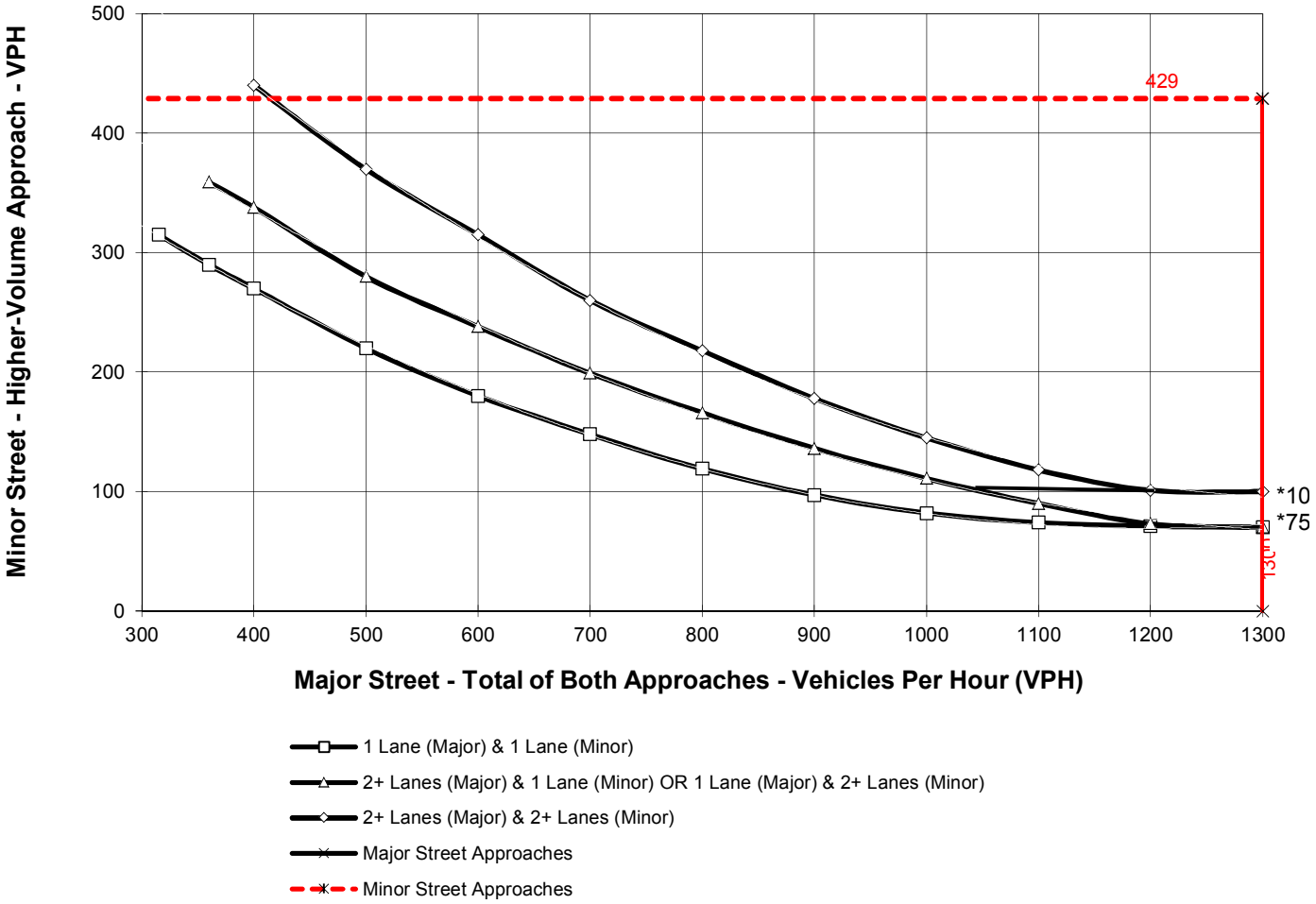
Number of Approach Lanes Major Street = **1**

Minor Street Name = **El Rivino Road**

High Volume Approach (VPH) = **429**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

2012 Edition

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year (2017) With Project - PM Peak Hour**

Major Street Name = **Agua Mansa Road**

Total of Both Approaches (VPH) = **1430**

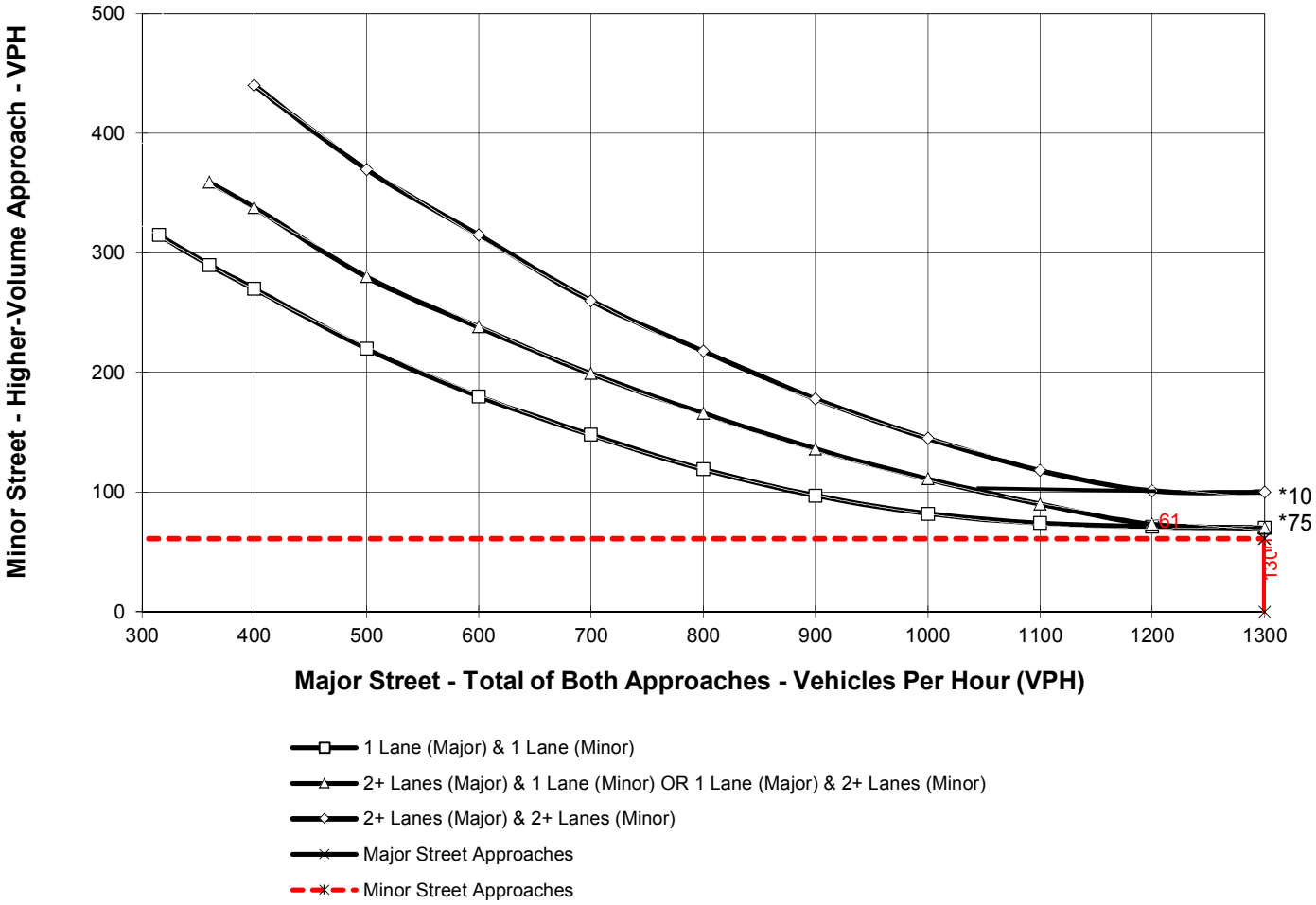
Number of Approach Lanes Major Street = **1**

Minor Street Name = **PA 2**

High Volume Approach (VPH) = **61**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

2012 Edition

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Buildout Year (2035) With Project - PM Peak Hour**

Major Street Name = **Agua Mansa Road**

Total of Both Approaches (VPH) = **2096**

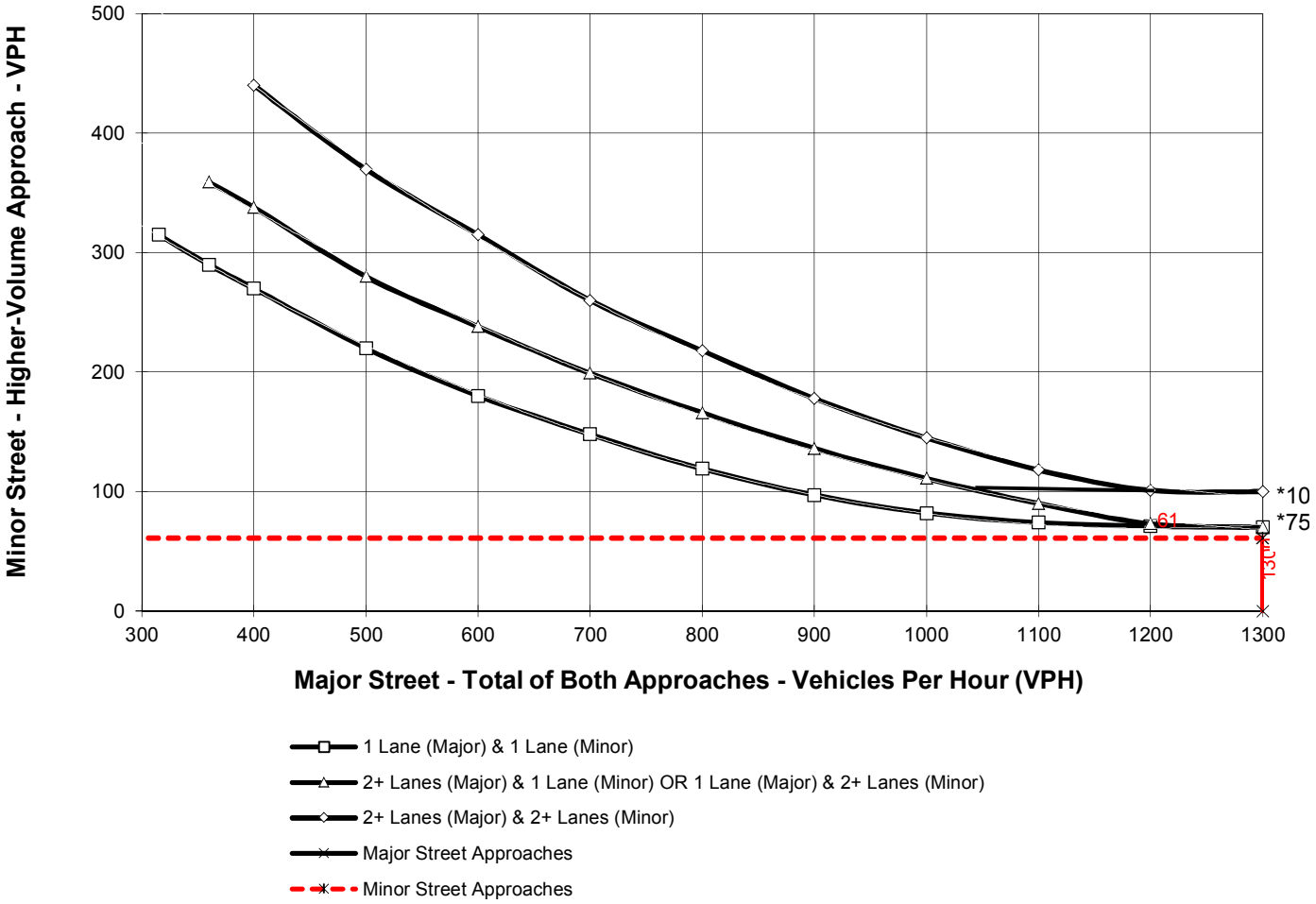
Number of Approach Lanes Major Street = **1**

Minor Street Name = **PA 2**

High Volume Approach (VPH) = **61**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

Appendix K

Sight Distance Requirements

CHAPTER 200 GEOMETRIC DESIGN AND STRUCTURE STANDARDS

Topic 201 - Sight Distance

Index 201.1 - General

Sight distance is the continuous length of highway ahead, visible to the highway user. Four types of sight distance are considered herein: passing, stopping, decision, and corner. Passing sight distance is used where use of an opposing lane can provide passing opportunities (see Index 201.2). Stopping sight distance is the minimum sight distance for a given design speed to be provided on multilane highways and on 2-lane roads when passing sight distance is not economically obtainable. Stopping sight distance also is to be provided for all users, including motorists and bicyclists, at all elements of interchanges and intersections at grade, including private road connections (see Topic 504, Index 405.1, & Figure 405.7). Decision sight distance is used at major decision points (see Indexes 201.7 and 504.2). Corner sight distance is used at intersections (see Index 405.1, Figure 405.7, and Figure 504.3J).

Table 201.1 shows the minimum standards for stopping sight distance related to design speed for motorists. Stopping sight distances given in the table are suitable for Class II and Class III bikeways. Also shown in Table 201.1 are the values for use in providing passing sight distance.

See Chapter 1000 for Class I bikeway sight distance guidance.

Chapter 3 of "A Policy on Geometric Design of Highways and Streets," AASHTO, contains a thorough discussion of the derivation of stopping sight distance.

201.2 Passing Sight Distance

Passing sight distance is the minimum sight distance required for the driver of one vehicle to pass another vehicle safely and comfortably. Passing must be accomplished assuming an oncoming vehicle comes into view and maintains the design speed, without reduction, after the overtaking maneuver is started.

Table 201.1
Sight Distance Standards

Design Speed[1] (mph)	Stopping[2] (ft)	Passing (ft)
20	125	800
25	150	950
30	200	1,100
35	250	1,300
40	300	1,500
45	360	1,650
50	430	1,800
55	500	1,950
60	580	2,100
65	660	2,300
70	750	2,500
75	840	2,600
80	930	2,700

(1) See Topic 101 for selection of design speed.
(2) For sustained downgrades, refer to advisory standard in Index 201.3

The sight distance available for passing at any place is the longest distance at which a driver whose eyes are 3 ½ feet above the pavement surface can see the top of an object 4 ¼ feet high on the road. See Table 201.1 for the calculated values that are associated with various design speeds.

In general, 2-lane highways should be designed to provide for passing where possible, especially those routes with high volumes of trucks or recreational vehicles. Passing should be done on tangent horizontal alignments with constant grades or a slight sag vertical curve. Not only are drivers reluctant to pass on a long crest vertical curve, but it is impracticable to design crest vertical curves to provide for passing sight distance because of high cost where crest cuts are involved. Passing sight distance for crest vertical curves is 7 to 17 times longer than the stopping sight distance.

Ordinarily, passing sight distance is provided at locations where combinations of alignment and profile do not require the use of crest vertical curves.

Passing sight distance is considered only on 2-lane roads. At critical locations, a stretch of 3- or 4-lane passing section with stopping sight distance is sometimes more economical than two lanes with passing sight distance.

Passing on sag vertical curves can be accomplished both day and night because headlights can be seen through the entire curve.

See Part 3 of the California Manual on Uniform Traffic Control Devices (California MUTCD) for criteria relating to the placement of barrier striping for no-passing zones. Note, that the passing sight distances shown in the California MUTCD are based on traffic operational criteria. Traffic operational criteria are different from the design characteristics used to develop the values provided in Table 201.1 and Chapter 3 of AASHTO, A Policy on Geometric Design of Highways and Streets. The aforementioned table and AASHTO reference are also used to design the vertical profile and horizontal alignment of the highway. Consult the Headquarters (HQ) Traffic Liaison when using the California MUTCD criteria for traffic operating-control needs.

Other means for providing passing opportunities, such as climbing lanes or turnouts, are discussed in Index 204.5. Chapter 3 of AASHTO, A Policy on Geometric Design of Highways and Streets, contains a thorough discussion of the derivation of passing sight distance.

201.3 Stopping Sight Distance

The minimum stopping sight distance is the distance required by the user, traveling at a given speed, to bring the vehicle or bicycle to a stop after an object ½-foot high on the road becomes visible. Stopping sight distance for motorists is measured from the driver's eyes, which are assumed to be 3 ½ feet above the pavement surface, to an object ½-foot high on the road. See Index 1003.1(10) for Class I bikeway stopping sight distance guidance.

The stopping sight distances in Table 201.1 should be increased by 20 percent on sustained downgrades steeper than 3 percent and longer than one mile.

201.4 Stopping Sight Distance at Grade Crests

Figure 201.4 shows graphically the relationships between length of highway crest vertical curve, design speed, and algebraic difference in grades. Any one factor can be determined when the other two are known.

201.5 Stopping Sight Distance at Grade Sags

From the curves in Figure 201.5, the minimum length of vertical curve which provides headlight sight distance in grade sags for a given design speed can be obtained.

If headlight sight distance is not obtainable at grade sags, lighting may be considered. The Design Coordinator and the HQ Traffic Liaison shall be contacted to review proposed grade sag lighting to determine if such use is appropriate.

201.6 Stopping Sight Distance on Horizontal Curves

Where an object off the pavement such as a bridge pier, building, cut slope, or natural growth restricts sight distance, the minimum radius of curvature is determined by the stopping sight distance.

Available stopping sight distance on horizontal curves is obtained from Figure 201.6. It is assumed that the driver's eye is 3 ½ feet above the center of the inside lane (inside with respect to curve) and the object is ½-foot high. The line of sight is assumed to intercept the view obstruction at the midpoint of the sight line and 2 feet above the center of the inside lane when the road profile is flat (i.e. no vertical curve). Crest vertical curves can cause additional reductions in sight distance. The clear distance (m) is measured from the center of the inside lane to the obstruction.

The design objective is to determine the required clear distance from centerline of inside lane to a retaining wall, bridge pier, abutment, cut slope, or other obstruction for a given design speed. Using radius of curvature and minimum sight distance for that design speed, Figure 201.6 gives the clear

distance (*m*) from centerline of inside lane to the obstruction.

See Index 1003.1(12) for bikeway stopping sight distance on horizontal curve guidance.

When the radius of curvature and the clear distance to a fixed obstruction are known, Figure 201.6 also gives the sight distance for these conditions.

See Index 101.1 for technical reductions in design speed caused by partial or momentary horizontal sight distance restrictions. See Index 203.2 for additional comments on glare screens.

Cuts may be widened where vegetation restricting horizontal sight distance is expected to grow on finished slopes. Widening is an economic trade-off that must be evaluated along with other options. See Index 902.2 for sight distance requirements on landscape projects.

201.7 Decision Sight Distance

At certain locations, sight distance greater than stopping sight distance is desirable to allow drivers time for decisions without making last minute erratic maneuvers (see Chapter III of AASHTO, A Policy on Geometric Design of Highways and Streets, for a thorough discussion of the derivation of decision sight distance.)

On freeways and expressways the decision sight distance values in Table 201.7 should be used at lane drops and at off-ramp noses to interchanges, branch connections, roadside rests, vista points, and inspection stations. When determining decision sight distance on horizontal and vertical curves, Figures 201.4, 201.5, and 201.6 can be used. Figure 201.7 is an expanded version of Figure 201.4 and gives the relationship among length of crest vertical curve, design speed, and algebraic difference in grades for much longer vertical curves than Figure 201.4.

Decision sight distance is measured using the 3 ½-foot eye height and ½-foot object height. See Index 504.2 for sight distance at secondary exits on a collector-distributor road.

Table 201.7
Decision Sight Distance

Design Speed (mph)	Decision Sight Distance (ft)
30	450
35	525
40	600
45	675
50	750
55	865
60	990
65	1,050
70	1,105
75	1,180
80	1,260

Topic 202 - Superelevation

202.1 Basic Criteria

According to the laws of mechanics, when a vehicle travels on a curve it is forced outward by centrifugal force.

On a superelevated highway, this force is resisted by the vehicle weight component parallel to the superelevated surface and side friction between the tires and pavement. It is impractical to balance centrifugal force by superelevation alone, because for any given curve radius a certain superelevation rate is exactly correct for only one driving speed. At all other speeds there will be a side thrust either outward or inward, relative to the curve center, which must be offset by side friction.

If the vehicle is not skidding, these forces are in equilibrium as represented by the following equation, which is used to design a curve for a comfortable operation at a particular speed:

$$\text{Centrifugal Factor} = e + f = \frac{0.067V^2}{R} = \frac{V^2}{15R}$$

Where:

e = Superelevation slope in feet per foot
e_{max} = Maximum superelevation rate for a given condition
f = Side friction factor
R = Curve radius in feet
V = Velocity in miles per hour

Standard superelevation rates are designed to hold the portion of the centrifugal force that must be taken up by tire friction within allowable limits. Friction factors as related to speed are shown on Figure 202.2. The factors apply equally to portland cement concrete and bituminous pavements.

202.2 Standards for Superelevation

(1) Highways. Maximum superelevation rates for various highway conditions are shown in Table 202.2.

Based on an e_{max} selected by the designer for one of the conditions, superelevation rates from Table 202.2 shall be used within the given range of curve radii. If less than standard superelevation rates are approved (see Index 82.1), Figure 202.2 shall be used to determine superelevation based on the curve radius and maximum comfortable speed.

Maximum comfortable speed is determined by the formula given on Figure 202.2. It represents the speed on a curve where discomfort caused by centrifugal force is evident to a driver. Side friction factors tabulated on Figure 202.2 are recommended by AASHTO for design purposes. AASHTO, A Policy on Geometric Design of Highways and Streets, states, "In general, studies show that the maximum side friction factors developed between new tires and wet concrete pavements range from about 0.5 at 20 miles per hour to approximately 0.35 at 60 miles per hour." The design side friction factors are, therefore, about one-third the values that occur when side skidding is imminent.

To use Figure 202.2, the designer must decide on the relative importance among three variables. Normally, when a nonstandard superelevation rate is approved, Figure 202.2 will be entered with the rate and a desired curve radius. It must then be determined whether the resulting maximum comfortable speed is adequate for the conditions or whether further adjustments to radius and superelevation may be needed.

Except for short radius curves, the standard superelevation rate results in very little side thrust at speeds less than 45 miles per hour. This provides maximum comfort for most drivers.

Superelevation for horizontal curves with radii of 10,000 feet and greater may be deleted in those situations where the combination of a flat grade and a superelevation transition would create undesirable drainage conditions on the pavement.

Superelevated cross slopes on curves extend the full width of the traveled way and shoulders, except that the shoulder slope on the low side should be not less than the minimum shoulder slope used on the tangents (see Index 304.3 for cross slopes under cut widening conditions).

On rural 2-lane roads, superelevation should be on the same plane for the full width of traveled way and shoulders, except on transitions (see Index 304.3 for cut widening conditions).

(2) Bikeways. Table 202.2 also applies to Class II and III bikeways. See Index 1003.1 for Class I guidance.

202.3 Restrictive Conditions

Lower superelevation rates than those given in either Table 202.2 or Figure 202.2 may be necessary in areas where restricted speed zones or ramp/street intersections are controlling factors. Other typical locations are short radius curves on ramps near the local road juncture, either at an intersection or where a loop connects with an overcrossing structure. Often, established street grades, curbs, or drainage may prove difficult to alter and/or superelevation transition lengths would be undesirably short.

may be excessive. High costs may be attributable to right of way acquisition, building removal, extensive excavation, or immitigable environmental impacts. In such cases a lesser value of corner sight distance, as described under the following headings, may be used.

(b) Public Road Intersections (Refer to Topic 205)--At unsignalized public road intersections (see Index 405.7) corner sight distance values given in Table 405.1A should be provided.

At signalized intersections the values for corner sight distances given in Table 405.1A should also be applied whenever possible. Even though traffic flows are designed to move at separate times, unanticipated conflicts can occur due to violation of signal, right turns on red, malfunction of the signal, or use of flashing red/yellow mode.

Table 405.1A
Corner Sight Distance
(7-1/2 Second Criteria)

Design Speed (mph)	Corner Sight Distance (ft)
25	275
30	330
35	385
40	440
45	495
50	550
55	605
60	660
65	715
70	770

Where restrictive conditions exist, similar to those listed in Index 405.1(2)(a), the minimum value for corner sight distance at both signalized and unsignalized intersections shall be equal to the stopping sight distance as given in Table 201.1, measured as previously described.

(c) Private Road Intersections (Refer to Index 205.2) and Rural Driveways (Refer to Index 205.4)--**The minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1, measured as previously described.**

(d) Urban Driveways (Refer to Index 205.3)--Corner sight distance requirements as described above are not applied to urban driveways.

(3) Decision Sight Distance. At intersections where the State route turns or crosses another State route, the decision sight distance values given in Table 201.7 should be used. In computing and measuring decision sight distance, the 3.5-foot eye height and the 0.5-foot object height should be used, the object being located on the side of the intersection nearest the approaching driver.

The application of the various sight distance requirements for the different types of intersections is summarized in Table 405.1B.

(4) Acceleration Lanes for Turning Moves onto State Highways. At rural intersections, with "STOP" control on the local cross road, acceleration lanes for left and right turns onto the State facility should be considered. At a minimum, the following features should be evaluated for both the major highway and the cross road:

- divided versus undivided
- number of lanes
- design speed
- gradient
- lane, shoulder and median width
- traffic volume and composition of highway users, including trucks and transit vehicles
- turning volumes
- horizontal curve radii
- sight distance
- proximity of adjacent intersections
- types of adjacent intersections

For additional information and guidance, refer to AASHTO, A Policy on Geometric Design of Highways and Streets, the Headquarters Traffic Liaison and the Design Coordinator.

Table 405.1B
Application of Sight Distance Requirements

Intersection Types	Sight Distance		
	Stopping	Corner	Decision
Private Roads	X	X(1)	
Public Streets and Roads	X	X	
Signalized Intersections	X	(2)	
State Route Intersections & Route Direction Changes, with or without Signals	X	X	X

NOTES:

(1) Using stopping sight distance between an eye height of 3.5 ft and an object height of 4.25 ft. See Index 405.1(2)(a) for setback requirements.

(2) Apply corner sight distance requirements at signalized intersections whenever possible due to unanticipated violations of the signals or malfunctions of the signals. See Index 405.1(2)(b).

405.2 Left-turn Channelization

(1) General. The purpose of a left-turn lane is to expedite the movement of through traffic by, controlling the movement of turning traffic, increasing the capacity of the intersection, and improving safety characteristics.

The District Traffic Branch normally establishes the need for left-turn lanes.

(2) Design Elements.

(a) Lane Width – **The lane width for both single and double left-turn lanes on State highways shall be 12 feet.**

For conventional State highways with posted speeds less than or equal to 40 miles per hour and AADTT (truck volume) less than 250 per lane that are in urban, city or town centers (rural main streets), the minimum lane width shall be 11 feet.

When considering lane width reductions adjacent to curbed medians, refer to Index 303.5 for guidance on effective roadway width, which may vary depending on drivers' lateral positioning and shy distance from raised curbs.

(b) Approach Taper -- On conventional highways without a median, an approach taper provides space for a left-turn lane by moving traffic laterally to the right. The approach taper is unnecessary where a median is available for the full width of the left-turn lane. Length of the approach taper is given by the formula on Figures 405.2A, B and C.

Figure 405.2A shows a standard left-turn channelization design in which all widening is to the right of approaching traffic and the deceleration lane (see below) begins at the end of the approach taper. This design should be used in all situations where space is available, usually in rural and semi-rural areas or in urban areas with high traffic speeds and/or volumes.

Figures 405.2B and 405.2C show alternate designs foreshortened with the deceleration lane beginning at the 2/3 point of the approach taper so that part of the deceleration takes place in the through traffic lane. Figure 405.2C is shortened further by widening half (or other appropriate fraction) on each side. These designs may be used in urban areas where constraints exist, speeds are moderate and traffic volumes are relatively low.

(c) Bay Taper -- A reversing curve along the left edge of the traveled way directs traffic into the left-turn lane. The length of this bay taper should be short to clearly delineate the left-turn move and to discourage through traffic from drifting into the left-turn lane. Table 405.2A gives offset data for design of bay tapers. In urban areas,

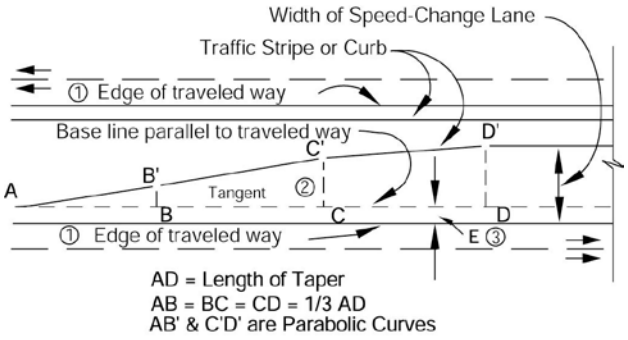
lengths of 60 feet and 90 feet are normally used. Where space is restricted and speeds are low, a 60-foot bay taper is appropriate. On rural high-speed highways, a 120-foot length is considered appropriate.

(d) Deceleration Lane Length -- Design speed of the roadway approaching the intersection should be the basis for determining deceleration lane length. It is desirable that deceleration take place entirely off the through traffic lanes. Deceleration lane lengths are given in Table 405.2B; the bay taper length is included. Where partial deceleration is permitted on the through lanes, as in Figures 405.2B and 405.2C, design speeds in Table 405.2B may be reduced 10 miles per hour to 20 miles per hour for a lower entry speed. In urban areas where cross streets are closely spaced and deceleration lengths cannot be achieved, the District Traffic branch should be consulted for guidance.

(e) Storage Length -- At unsignalized intersections, storage length may be based on the number of turning vehicles likely to arrive in an average 2-minute period during the peak hour. At a minimum, space for 2 vehicles should be provided at 25 feet per vehicle. If the peak hour truck traffic is 10 percent or more, space for at least one passenger car and one truck should be provided. Bus usage may require a longer storage length and should be evaluated if their use is anticipated.

At signalized intersections, the storage length may be based on one and one-half to two times the average number of vehicles that would store per signal cycle depending on cycle length, signal phasing, and arrival and departure rates. At a minimum, storage length should be calculated in the same manner as unsignalized intersection. The District Traffic Branch should be consulted for this information.

Table 405.2A
Bay Taper for Median Speed-change Lanes



	LENGTH OF TAPER - feet			OFFSET DISTANCE			
	60	90	120	DD' = 10'	DD' = 11'	DD' = 12'	
	Distance From Point "A"						
	-	-	-	0.00	0.00	0.00	
	5	7.5	10.0	0.16	0.17	0.19	
	10	15.0	20.0	0.62	0.69	0.75	
	15	22.5	30.0	1.41	1.55	1.69	
B'	20	30.0	40.0	2.50	2.75	3.00	B'
	30	45.0	60.0	5.00	5.50	6.00	
C'	40	60.0	80.0	7.50	8.25	9.00	C'
	45	67.5	90.0	8.59	9.45	10.31	
	50	75.0	100.0	9.38	10.31	11.25	
	55	82.5	110.0	9.84	10.83	11.81	
	60	90.0	120.0	10.00	11.00	12.00	

NOTES:

(1) The table gives offsets from a base line parallel to the edge of traveled way at intervals measured from point "A". Add "E" for measurements from edge of traveled way.
(2) Where edge of traveled way is a curve, neither base line nor taper between B & C will be a tangent. Use proportional offsets from B to C.
(3) The offset "E" is usually 2 ft along edge of traveled way for curbed medians; Use "E" = 0 ft. for striped medians.

Table 405.2B
Deceleration Lane Length

Design Speed (mph)	Length to Stop (ft)
30	235
40	315
50	435
60	530

When determining storage length, the end of the left-turn lane is typically placed at least 3 feet, but not more than 30 feet, from the nearest edge of shoulder of the intersecting roadway. Although often set by the placement of a crosswalk line or limit line, the end of the storage lane should always be located so that the appropriate turning template can be accommodated.

(3) Double Left-turn Lanes. At signalized intersections on multilane conventional highways and on multilane ramp terminals, double left-turn lanes should be considered if the left-turn demand is 300 vehicles per hour or more. The lane widths and other design elements of left-turn lanes given under Index 405.2(2) applies to double as well as single left-turn lanes.

The design of double left-turn lanes can be accomplished by adding one or two lanes in the median. See "Guidelines for Reconstruction of Intersections", published by Headquarters, Division of Traffic Operations, for the various treatments of double left-turn lanes.

(4) Two-way Left-turn Lane (TWLTL). The TWLTL consists of a striped lane in the median of an arterial and is devised to address the special capacity and safety problems associated with high-density strip development. It can be used on 2-lane highways as well as multilane highways. Normally, the District Traffic Operations Branch should determine the need for a TWLTL.

The minimum width for a TWLTL shall be 12 feet (see Index 301.1). The preferred width is 14 feet. Wider TWLTL's are occasionally provided to conform with local agency standards. However, TWLTL's wider than 14 feet are not recommended, and in no case should the width of a TWLTL exceed 16 feet. Additional width may encourage drivers in opposite directions to use the TWLTL simultaneously.

405.3 Right-turn Channelization

(1) General. For right-turning traffic, delays are less critical and conflicts less severe than for left-turning traffic. Nevertheless, right-turn lanes can be justified on the basis of capacity, analysis, and crash experience.

In rural areas a history of high speed rear-end collisions may warrant the addition of a right-turn lane.

In urban areas other factors may contribute to the need such as:

- High volumes of right-turning traffic causing backup and delay on the through lanes.
- Conflicts between crossing pedestrians and right turning vehicles and bicycles.
- Frequent rear-end and sideswipe collisions involving right-turning vehicles.

High-speed channelized right turns are generally inappropriate because they create conflicts with pedestrians and bicyclists and allow vehicles to turn at high speeds. For pedestrians a properly designed channelized right turn island can:

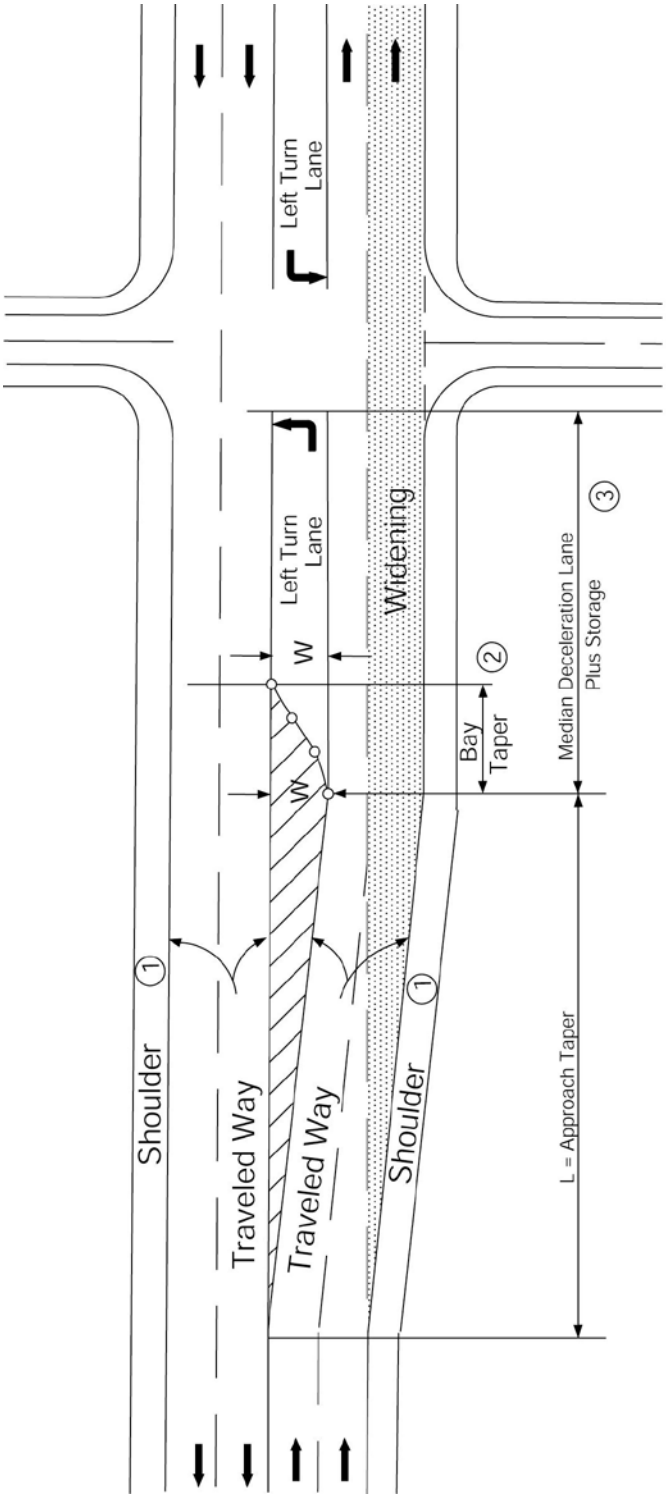
- Allow pedestrians to cross fewer lanes at a time and judge conflicts separately.
- Improve accessibility to pedestrian push-buttons.
- Reduce total crossing distance.

(2) Design Elements.

(a) Lane and Shoulder Width--**Index 301.1 shall be used for right-turn lane width requirements. Shoulder width shall be a minimum of 4 feet.** Although not desirable, lane and shoulder widths less than those given above can be considered for right-turn lanes under the following conditions and with the approval of a design exception pursuant to Index 82.2:

- On urban, city or town centers (rural main streets) where width is restricted, consideration may be given to reducing the lane width to 11 feet with approval of a design exception.

Figure 405.2A
Standard Left-turn Channelization



EQUATION: L = Use WV, for V≥45mph ④
Or $WV^2/60$, for V<45mph

Where L = Length of Approach Taper - feet
V = Design Speed - mph
W = Width of Median Lane - feet

NOTES:

① Where width is restricted, shoulder width may be reduced and parking restricted with an approved design exception pursuant to Index 82.2.
For bicycle use, a minimum 4-foot shoulder is required (5-foot if gutter is present).

② Bay taper length = 60 feet to 120 feet. (See Table 405.2A)

③ For deceleration lane length see Table 405.2B.

④ Where both sides of roadway are widened, use a fraction of "W" that is proportional to widening on each side.

Figure 405.2B
Minimum Median Left-turn Channelization
(Widening on one Side of Highway)

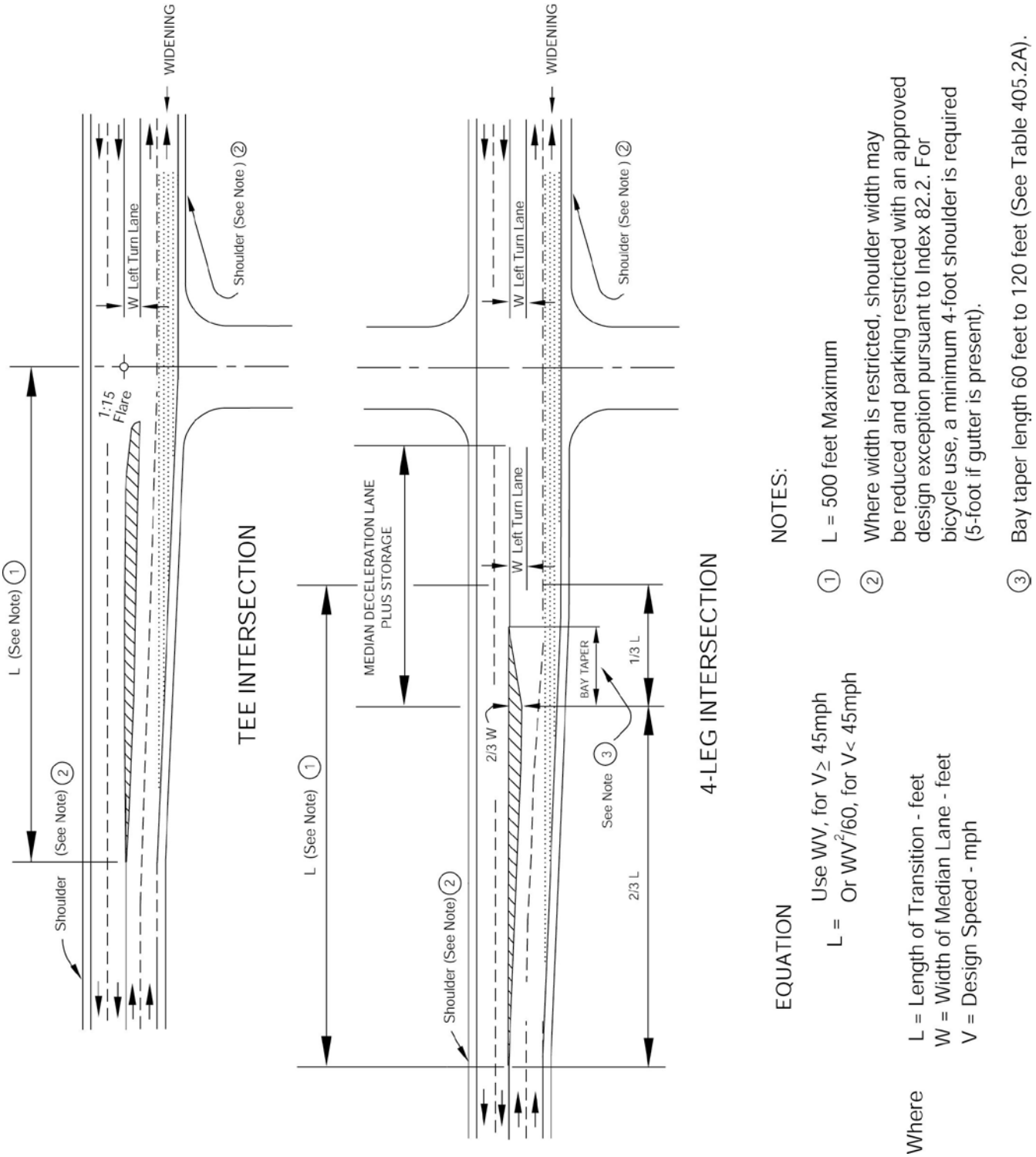
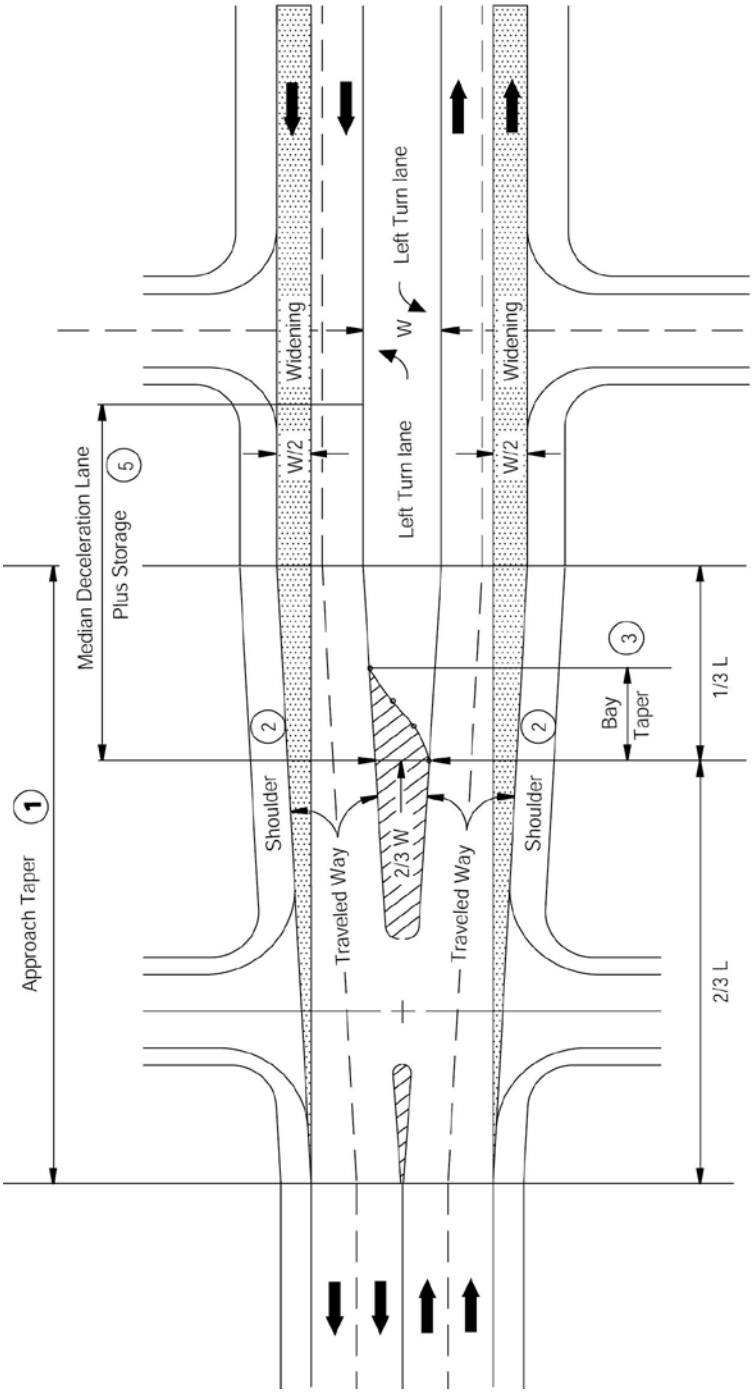


Figure 405.2C
Minimum Median Left-turn Channelization
(Widening on Both Sides in Urban Areas with Short Blocks)



NOTES:

1. L = 500 feet Maximum
2. Where width is restricted, shoulder width may be reduced and parking restricted with an approved design exception pursuant to Index 82.2. For bicycle use, a minimum 4 feet shoulder is required (5 feet if gutter is present).
3. Bay taper length = 60 feet to 120 feet. (See Table 405.2A)
4. Assumes equal widening each side. Where widening is unequal, use a fraction that is proportional to widening on each side.
5. For deceleration lane length see Table 405.2B.

EQUATION: (4)

$L =$ Use $(1/2)WV$, for $V \geq 45$mph
Or $WV^2/120$, for $V<45$mph

Where L = Length of Approach Taper - feet
W = Width of Median Lane - feet
V = Design Speed - mph

- In urban, city or town centers (rural main streets) with posted speeds less than 40 miles per hour in severely constrained situations, if truck or bus use is low, consideration may be given to reducing the right-turn lane width to 10 feet with approval of a design exception.
- Shoulder widths may also be considered for reduction under constricted situations. Whenever possible, at least a 2-foot offset should be provided where the right-turn lane is adjacent to a curb. Entire omission of the shoulder should only be considered in the most severely constricted situations and where an 11-foot lane can be constructed. Gutter pans can be included within a shoulder, but cannot be included as part of the lane width.

Additional right of way for a future right-turn lane should be considered when an intersection is being designed.

(b) Tapers--Approach tapers are usually unnecessary since main line traffic need not be shifted laterally to provide space for the right-turn lane. If, in some rare instances, a lateral shift were needed, the approach taper would use the same formula as for a left-turn lane.

Bay tapers are treated as a mirror image of the left-turn bay taper.

(c) Deceleration Lane Length--The conditions and principles of left-turn lane deceleration apply to right-turn deceleration. Where full deceleration is desired off the high-speed through lanes, the lengths in Table 405.2B should be used. Where partial deceleration is permitted on the through lanes because of limited right of way or other constraints, average running speeds in Table 405.2B may be reduced 10 miles per hour to 20 miles per hour for a lower entry speed. For example, if the main line speed is 50 miles per hour and a 10 miles per hour deceleration is permitted on the through lanes, the deceleration length may be that required for 40 miles per hour.

(d) Storage Length--Right-turn storage length is determined in the same manner as left-turn storage length. See Index 405.2(2)(e).

(3) Right-turn Lanes at Off-ramp Intersections. Diamond off-ramps with a free right-turn at the local street and separate right-turn off-ramps around the outside of a loop will likely cause conflict as traffic volumes increase. Serious conflicts occur when the right-turning vehicle must weave across multiple lanes on the local street in order to turn left at a major cross street close to the ramp terminal. Furthermore, free right-turns create sight distance issues for pedestrians and bicyclists crossing the off-ramp, or pedestrians crossing the local road. Also, rear-end collisions can occur as right-turning drivers slow down or stop waiting for a gap in local street traffic. Free right-turns usually end up with ”YIELD”, ”STOP”, or signal controls thus defeating their purpose of increasing intersection capacity.

Free right-turns should generally be avoided unless there is room for a generous acceleration lane or a lane addition on the local street. Where pedestrians are allowed to cross a free right-turn, the curve radius should be such that the operating speed of vehicular traffic is no more than 20 miles per hour at the pedestrian crossing. NCHRP Report 672, “Roundabouts: An Informational Guide” has guidance on the determination of the design speed (fastest path) for turning vehicles. See Index 504.3(3) for additional information.

405.4 Traffic Islands

A traffic island is an area between traffic lanes for channelization of bicycle and vehicle movements or for pedestrian refuge. An island may be defined by paint, raised pavement markers, curbs, pavement edge, or other devices. The California MUTCD should be referenced when considering the placement of traffic islands at signalized and unsignalized locations.

Traffic islands usually serve more than one function. These functions may be:

(a) Channelization to confine specific traffic movements into definite channels;

(b) Divisional to separate traffic moving in the same or opposite direction; and

(c) Refuge, to aid users crossing the roadway.

Generally, islands should present the least potential conflict to approaching or crossing bicycles and vehicles, and yet perform their intended function.

(1) Design of Traffic Islands. Island sizes and shapes vary from one intersection to another. They should be large enough to command attention. Channelizing islands should not be less than 50 square feet in area, preferably 75 square feet. Curbed, elongated divisional median islands should not be less than 4 feet wide and 20 feet long. All traffic islands placed in the path of a pedestrian crossing must comply with DIB 82. See the Standard Plans for typical island passageway details.

The approach end of each island should be offset 3 feet to the left and 5 feet to the right of approaching traffic, using standard 1:15 parabolic flares, and clearly delineated so that it does not surprise the motorist or bicyclist. These offsets are in addition to the shoulder widths shown in Table 302.1. Table 405.4 gives standard parabolic flares to be used in island design. On curved alignment, parabolic flares may be omitted for small triangular traffic islands whose sides are less than 25 feet long.

The approach nose of a divisional island should be highly visible day and night with appropriate use of signs (reflectorized or illuminated) and object markers. The approach nose should be offset 3 feet from the through traffic to minimize accidental impacts.

(2) Delineation of Traffic Islands. Generally, islands should present the least potential conflict to approaching traffic and yet perform their intended function. See Index 303.2 for appropriate curb **t**ype. Islands may be designated as follows:

(a) Raised paved areas outlined by curbs.

(b) Flush paved areas outlined by pavement markings.

(c) Unpaved areas (small unpaved areas should be avoided).

On facilities with posted speeds over 40 miles per hour, the use of any type of curb is discouraged. Where curbs are to be used, they should be located at or outside of the shoulder edge, as discussed in Index 303.5.

In rural areas, painted channelization supplemented with raised pavement markers may be more appropriate than a raised curbed channelization. This design is as forgiving as possible and decreases the consequence of a driver's or bicyclist's failure to detect or recognize the curbed island. Consideration for snow removal operations should be determined where appropriate.

In urban areas, posted speeds less than or equal to 40 miles per hour allow more frequent use of curbed islands. Local agency requirements and matching existing conditions are factors to consider.

(3) Pedestrian Refuge

Pedestrian refuge islands allow pedestrians to cross fewer lanes at a time while judging conflicts separately. They also provide a refuge so slower pedestrians can wait for a gap in traffic. Traffic islands used as pedestrian refuge should be large enough to provide a minimum of 6 feet in the direction of pedestrian travel. All traffic islands placed in the path of a pedestrian crossing must be accessible, refer to DIB 82 and the Standard Plans for further guidance. An example of a traffic island that serves as a pedestrian refuge is shown on Figure 405.4.

405.5 Median Openings

(1) General. Median openings, sometimes called crossovers, provide for crossings of the median at designated locations. Except for emergency passageways in a median barrier, median openings are not allowed on urban freeways.

Median openings on expressways or divided conventional highways should not be curbed except when the median between openings is curbed, or it is necessary for delineation of traffic signal standards and other necessary

Appendix L

Preliminary Construction Cost Estimates
For Congestion Management Plan

PRELIMINARY CONSTRUCTION COST ESTIMATES
FOR
CONGESTION MANAGEMENT PLAN

Add One Lane Each Direction on Freeway	
Asphalt Concrete Pavement	$2,300,000 Per Mile
Portland Cement Concrete Pavement	$2,800,000 Per Mile
Includes: Excavation Paving Section Barrier Shoulder Upgrade Drainage System Traffic Control Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Widening of Bridge Structures Added Retaining Walls Added Sound Walls

Widen Existing UC Structures	
Total Cost =	$160 Per Square Foot
Includes: Structure Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Traffic Control Ramp Modifications Signal/Lighting Up Grades Drainage Upgrades Added Retaining Walls Added Sound Walls

Diamond Interchanges			
$10,000,000	EACH	NEW IC	Minimal Row/Environmental
$15,000,000	EACH	NEW IC	Includes Row/Environmental
$20,000,000	EACH	EXISTING	Minimal Row/Environmental
$25,000,000	EACH	EXISTING	Includes Row/ Environmental
Includes: Structure Retaining Walls Soil Nail Walls Drainage System Ramps Mobilization @ 10% Design @ 11% Construction Mgt. @ 12.5%		**Excludes:** As listed	

Retaining Walls

Height Feet	Structure Cost $/LF	Mobilization Design Constr. Mgt. $/LF	Total $/LF
4	$190	$70	$260
6	$260	$90	$350
8	$380	$140	$520
10	$430	$150	$580
12	$480	$170	$650
14	$590	$210	$800
16	$660	$240	$900

Excludes: Environmental Costs
Right of Way

12' High Sound Walls (Masonry Block on Footing)

Structure Cost $/Mile	Mobilization Design Constr. Mgt. $/Mile	Total $/Mile
$800,000	$300,000	$1,100,000

Widen Conventional Highway

1. Add one outside lane (Work includes earthwork, modify existing drainage system and construct AC shoulder section.	
Asphalt Concrete Pavement	$1,000,000/Mile
2. Add one outside lane each direction (Work includes earthwork, modify existing drainage system and construct AC shoulder section)	
Asphalt Concrete Pavement	$2,000,000/Mile
With Median Concrete Barrier	$2,200,000/Mile
With Median Double Thrie Beam Barrier	$2,300,000/Mile

Local Interchange Improvements

1. New Interchange	
Urban Interchange	$10,000,000 to $17,000,000
Partial – Cloverleaf Interchange (Work includes new OC structure, earthwork, signal)	$6,000,000
Diamond Interchange (Work includes new OC structure, earthwork, signal)	$5,000,000

Local Interchange Improvements CONT…		
2.	Reconstruct Existing Interchange	
	Realign and widen existing ramps (to 2 lanes)	$750,000/Each Ramp
	Construct Loop on – ramps (Does not include realigning existing ramp)	$700,000/Each Ramp
	Upgrade existing Diamond IC to Partial – Cloverleaf	$6,000,000
3.	Improve Existing Interchange	
	Widen ramps (From one to two lanes)	$350,000/Each Ramp
	Widen existing OC structure	$110/Sq. Ft.
	Signalize ramp intersection	$90,000/Location
	Upgrade existing signal at ramp terminal	$75,000/Intersection
	Upgrade existing signal at ramp terminal (Add lights only)	$25,000/Each
4.	Ramp Metering System	$60,000/Each location
Intersection Improvements		
1.	Signalization of local intersection (with some roadwork)	$250,000
2.	Upgrade existing intersection signalization	$75,000
3.	Upgrade existing Traffic Controller/Assembles	$40,000/Each
4.	Install new signal	$90,000/location
5.	Add signal heads	$25,000/Intersection
6.	Construct left – turn lane (240’ long)	$50,000/Each Location
7.	Street widening (12’ wide) (Pavement only)	$180,000/Mile
8.	Curb and gutter (Type A2-8)	$15/LF

Other Improvements		
1.	Construct new OC structure (Does not include roadway work)	$100/Sq. Ft.
2.	Construct Retaining Walls (Type 1)	$285/LF (H=8') $360/LF (H=10') $460/LF (H=12') $560/LF (H=14')
3.	Construct Soundwall	$1,000,000/Mile (H=12')
4.	Traffic Management Plan	10% of total construction costs

NOTE: This cost estimate does not include the following items:

1. R/W engineering, appraisal, acquisition and utilities relocation costs.
2. Minor items and supplemental work (10%).
3. Mobilization (10%).
4. Contingencies (25%).
5. Landscaping costs.

General Note: **When adding a through lane, the minimum distance is 600' approach and 600' departure to the next intersection.**

Appendix M

Memorandum of Understanding (MOU)

SCOPE FOR TRAFFIC STUDY

Project Name:	Agua Mansa High Cube Warehouse

This Scope for Traffic Study acknowledges San Bernardino County Department of Public Works, Traffic Division requirements of traffic impact analysis for the project and is subject to change:

Project Address:	North of El Ravino Road, East of Hall Avenue, West of Agua Mansa Road, Bloomington, San Bernardino County		
Project Description:	516,488 sq/ft High Cube Warehouse		
City:	County of San Bernardino/ City of Redlands		
Project Buildout Year:	2017	**Ambient Growth Rate per Year:**	2% / SBTAM
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Agua Mansa Road		
Xtn E/W Street Name:	El Ravino Road		
Thomas Guide Pg+Grid:	645+G3/G4	**County Supervisorial District:**	5

	Engineer	**Developer**
Company:	RK Engineering Group, Inc.	Lansing Companies
Name:	Robert Kahn	Mark Pekarek
Address:	4000 Westerly Place	12671 High Bluff Drive, #150
City, State, Zip Code:	Newport Beach, CA, 92660	San Diego, CA 92310
Phone #:	949-474-0809	858-523-0719
Fax #:	949-474-0902	858-523-0826
Email:	be@rkengineer.com	mpekarek@lansingcompanies.com

By: Bryan Estrada **7/28/14** | **Reviewed By:**

Print Name: Bryan Estrada **7/28/14** | **Print Name:**

Consultant/Developer's Representative **Date** | **Traffic Division Representative** **Date**

SCOPE FOR TRAFFIC STUDY

Project Name:	Agua Mansa High Cube Warehouse

1. Traffic Distribution: Please insert or attach Figure(s) illustrating project trip distribution in percentages and volumes at the study intersections analyzed.

2. Trip Credit: Exact amount of credit subject to approval by Traffic Division.

Transportation Demand Management (TDM)	No	
Existing Active Land Use	No	
Previous Land Use	No	
Internal Trip Reduction	No	
Pass-by Trip Reduction	No	

3. Related Projects: Consultant should check with Planning in the San Bernardino County Department of Land Use Services and planning departments of adjoining Cities. Documentation of the consultation from these agencies shall be included in the traffic study. Related projects list shall be submitted to Traffic Division for our review and approval before being incorporated in the study.

4. Freeway Analysis: The potential traffic impact on the following Freeway(s) must be considered.

N/A; project not expected to contribute more than 50 trips to a Caltrans facility during any peak hour.

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) and can be obtained from http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tiguide.pdf. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using HCM procedures. Appendix A of the SANBAG CMP outlines allowable modifications to these procedures. The SANBAG CMP can be viewed online at:
http://www.sanbag.ca.gov/planning/subr_congestion.html

SCOPE FOR TRAFFIC STUDY

Project Name:	Agua Mansa High Cube Warehouse

5. Trip Generation

Trip Generation Rate(s) Source: ITE Trip Generation	I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:	Edition:	9th

Land Use Code	Land Use	Rate Based on	Qty	*AVTE vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
152	High Cube Warehouse[1]	I/O		1,137	1,137	52	24	25	56	n/a	n/a

- Average Vehicle Trip Ends

[1] See attached trip generation tables for more information on rates and PCE factors.

SCOPE FOR TRAFFIC STUDY

Project Name:	Agua Mansa High Cube Warehouse

6. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study.

Xtn #	% County	Thomas Guide Page+Grid	N/S E/W Street Name	City	Signalized	CMP
1	0	645+E4	Rubidoux Blvd./Cedar Ave (NS) at El Rivino Rd./Tarragon Dr. (EW)	Jurupa Valley	Yes	No
2	25	645+F4	Cactus Ave (NS) at El Rivino Rd. (EW)	SB County/ Riverside County/Rialto	No	No
3	50	645+G4	Hall Ave (NS) at El Rivino Rd. (EW)	SB County/ Jurupa Valley	No	No
4	50	645+G4	Kingham Dr. (NS) at El Rivino Rd. (EW)	SB County/Jurupa Valley	No	No
5	100	645+H4	Agua Mansa Rd. (NS) at El Rivino Rd. (EW)	SB County	No	No
6	0	645+H3	Riverside Ave. (NS) at Agua Mansa Rd. (EW)	Rialto/Colton	Yes	Yes
All Proposed Project Access Driveways to be Analyzed						
7	100	645+G4	Project Access 1 (NS) at El Rivino Road	County of SB	No	No
8	50	645+G4	Agua Mansa Road (NS) at Project Access 2	County of SB	Future	No

Cites to be consulted: Fontana, Rialto, Colton, Jurupa Valley, Riverside, Riverside Co.

Project Name:	Pioneer and San Bernardino Ave. High Cube Warehouse

7. Other:

Traffic counts may be conducted immediately per the following:
• Must be taken on Tuesdays, Wednesdays or Thursdays.
• Must exclude holidays, and the first weekdays before and after the holiday.
• Must be taken on days when local schools or colleges are in session.
• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
• Traffic counts used for other traffic studies in the area shall **NOT** be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
• For all proposed mitigation measures, a conceptual plan for the improvements shall be submitted to our Traffic Studies section for review and approval prior to the approval of the Traffic Impact Analysis. All proposed improvements shall be within the right-of-way.
• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.

This analysis must follow the most current Traffic Impact Study Guidelines for the County as stated in the County's Road Planning and Design Standards.

8. Fees

The County charges on an actual cost basis for review of traffic studies. An initial deposit of $3400 is required at the time that a land use application is filed with the Department of Land Use Services If the review costs exceed the initial deposit, the applicant will be expected to provide additional funds and the review will be suspended until the additional funds are deposited.

Project Name:	Pioneer and San Bernardino Ave. High Cube Warehouse

9. Contact Information:

Please submit a signed copy of this MOU for approval by the Traffic Division. The MOU may be submitted in person, by fax, by email or by US Mail to:

County of San Bernardino
Dept. of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

Phone: 909-387-8186
Fax: 909-387-7809
Email: epetre@dpw.sbcounty.gov (Ed Petre)

TABLE 2

Trip Generation Rates

Land Use	Units[1]	Peak Hour						Daily
		AM			PM			
		In	Out	Total	In	Out	Total	
High-Cube Warehouse	TSF							
Trip Generation Rates[2]		0.076	0.034	0.110	0.037	0.083	0.120	1.680
PCE Inbound/Outbound Splits[3]		69%	31%	100%	31%	69%	100%	--
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[4]		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor[5]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.060	0.027	0.088	0.030	0.066	0.095	1.337
2-Axle Trucks								
Recommended Mix (%)[4]		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor[5]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.004	0.002	0.006	0.002	0.004	0.006	0.087
3-Axle Trucks								
Recommended Mix (%)[4]		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor[5]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.007	0.003	0.010	0.003	0.008	0.011	0.156
4-Axle Trucks								
Recommended Mix (%)[4]		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor[5]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.028	0.013	0.041	0.014	0.031	0.044	0.621
Final Rates (In Passenger Car Equivalents)								
Passenger Cars		0.060	0.027	0.088	0.030	0.066	0.095	1.337
2-Axle Trucks		0.004	0.002	0.006	0.002	0.004	0.006	0.087
3-Axle Trucks		0.007	0.003	0.010	0.003	0.008	0.011	0.156
4-Axle+ Trucks		0.028	0.013	0.041	0.014	0.031	0.044	0.621

Building Size: 516.488 TSF

[1] TSF = Thousand Square Feet

[2] High-Cube Warehouse Trip Generation Source: ITE Trip Generation, 9th Ed./National Association of Industrial and Office Properties (NAIOP) Adjusted Rates

[3] Inbound/Outbound Splits per ITE Trip Generation, 8th Ed., 2008

[4] Recommended Vehicle Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003 (Page 40)

[5] Recommended PCE Factor per San Bernardino County CMP, 2005 Update

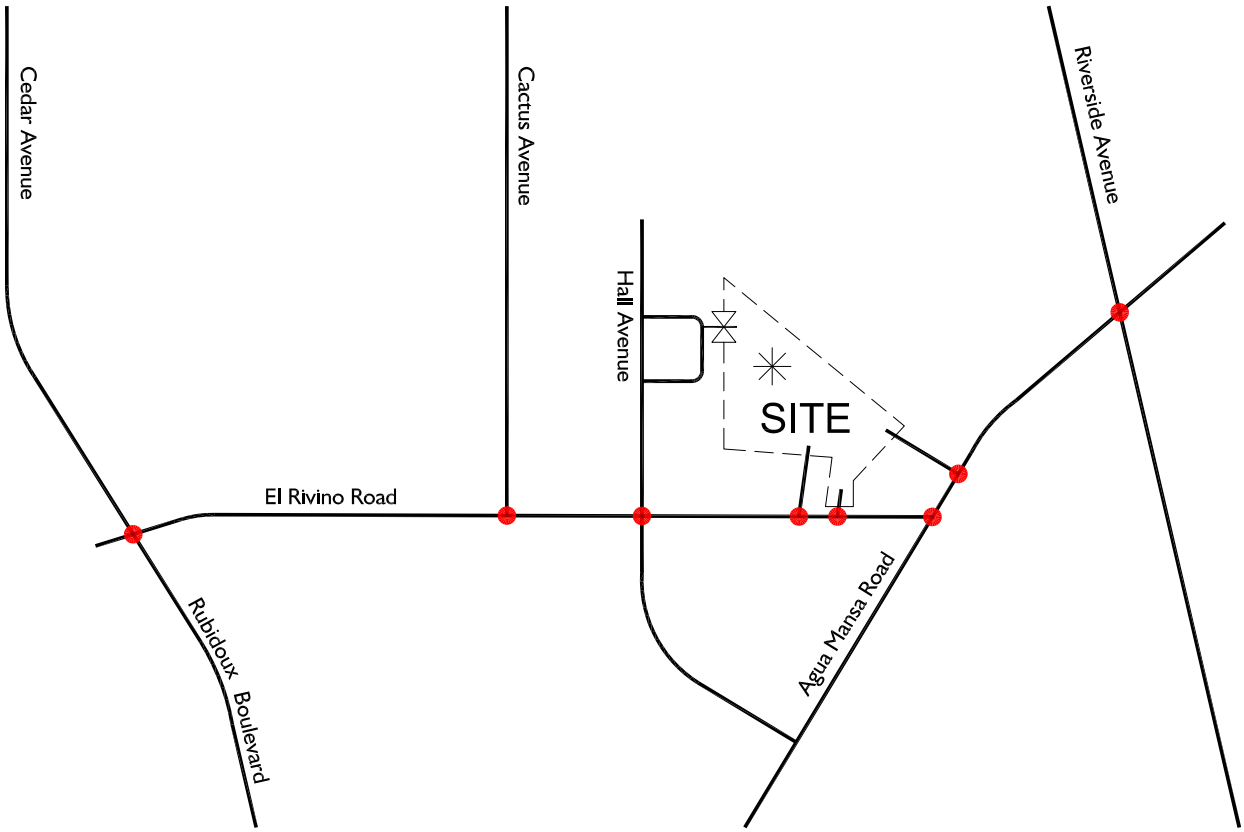
Table 3
Trip Generation (Passenger Car Equivalents)

ITE TRIP GENERATION									
			Weekday Peak Hour						
			AM			PM			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
High Cube Warehouse	516.488	TSF	39	18	57	19	43	62	868

ITE TRIP GENERATION IN PASSENGER CAR EQUIVALENTS							
	Weekday Peak Hour						
	AM			PM			
Vehicle Mix	In	Out	Total	In	Out	Total	Daily
Passenger Cars	31	14	45	15	34	49	690
2-Axle Trucks (1.5 x)	2	1	3	1	2	3	45
3-Axle Trucks (2.0 x)	4	2	6	2	4	6	81
4-Axle+ Trucks (3.0 x)	15	7	22	7	16	23	321
Final Trip Generation (In Passenger Car Equivalents)	**52**	**24**	**76**	**25**	**56**	**81**	**1,137**

[1] TSF = Thousand Square Feet

Exhibit A
Location Map



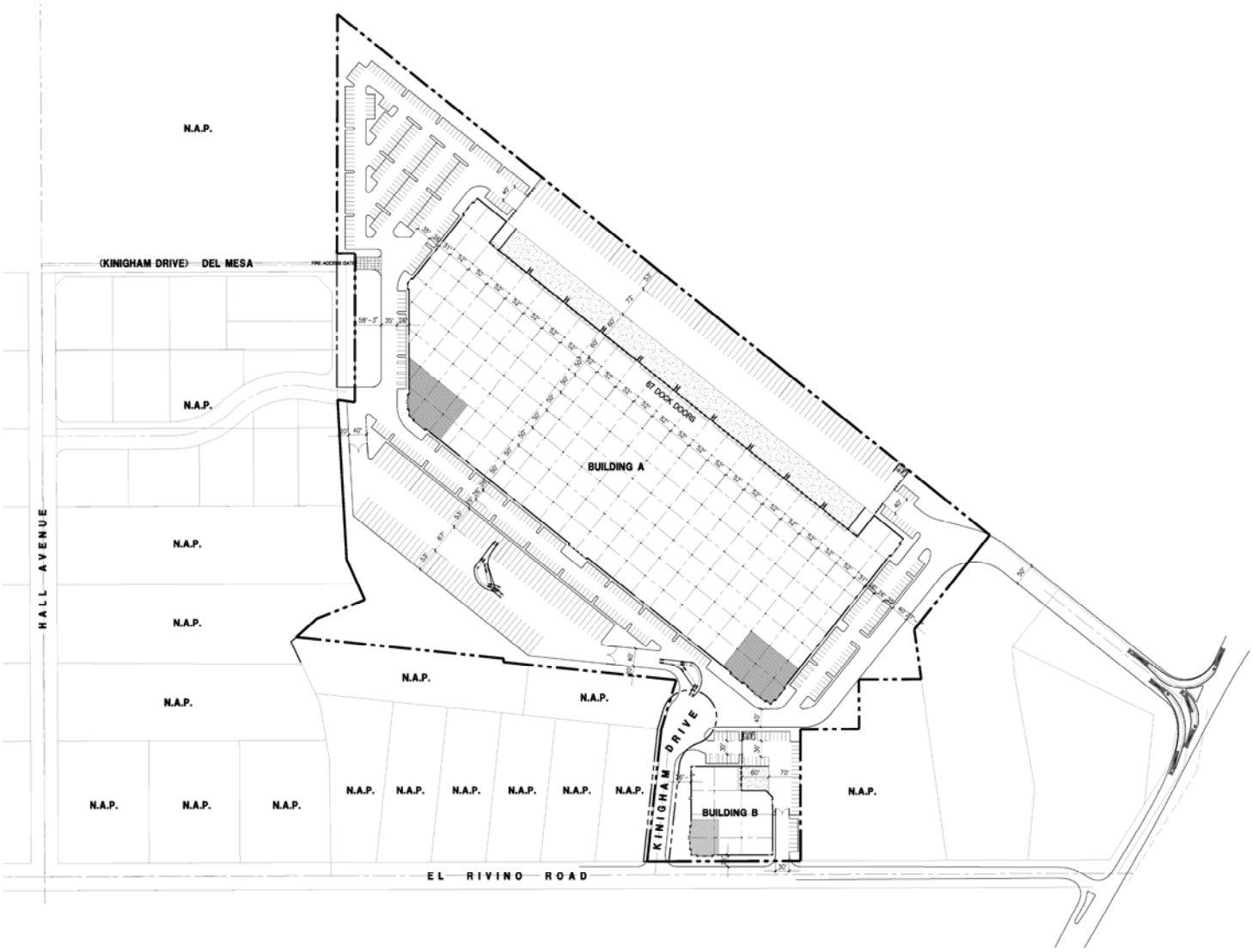
Legend:

● = Study Area Intersection

⋈ = Emergency Access Only

N

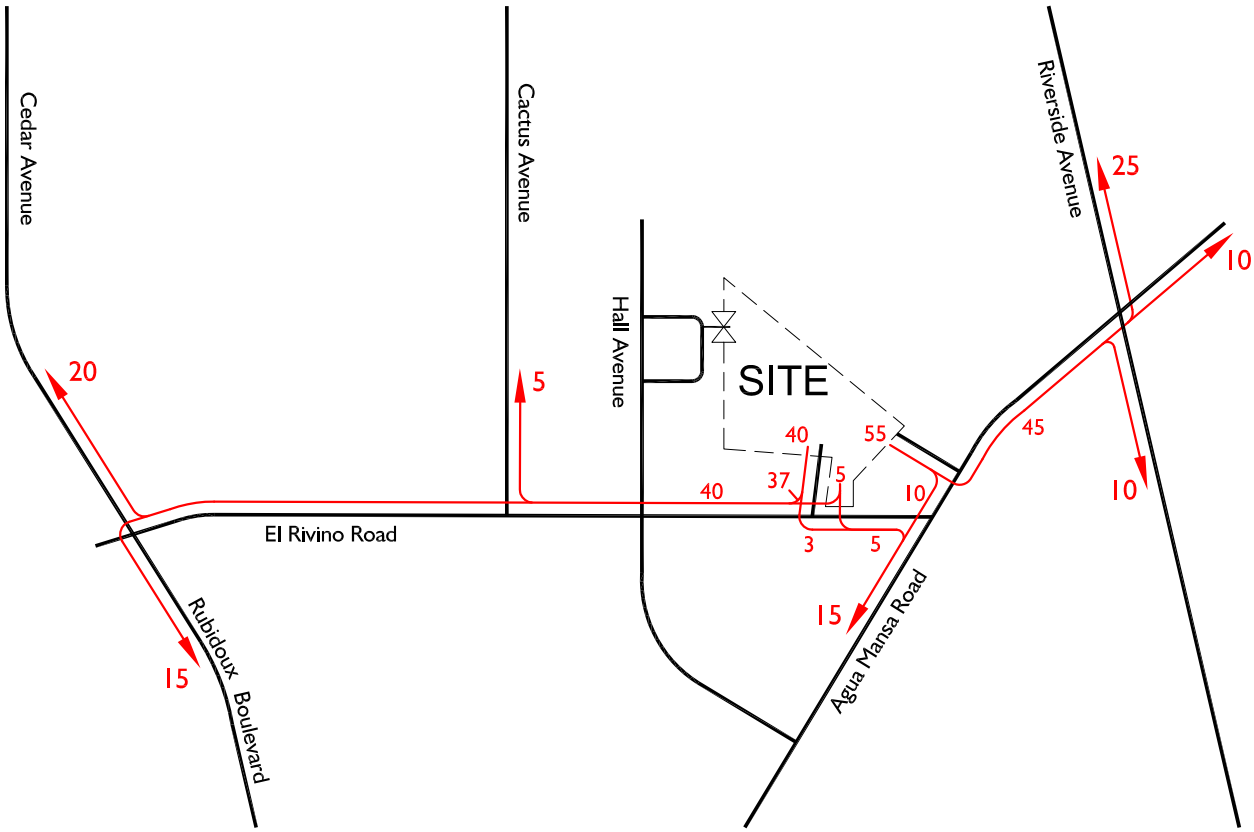
Exhibit B
Site Plan



N

Exhibit C

Project Trip Distribution (Passenger Vehicle)



Legend:

10 = Percent to/from Project

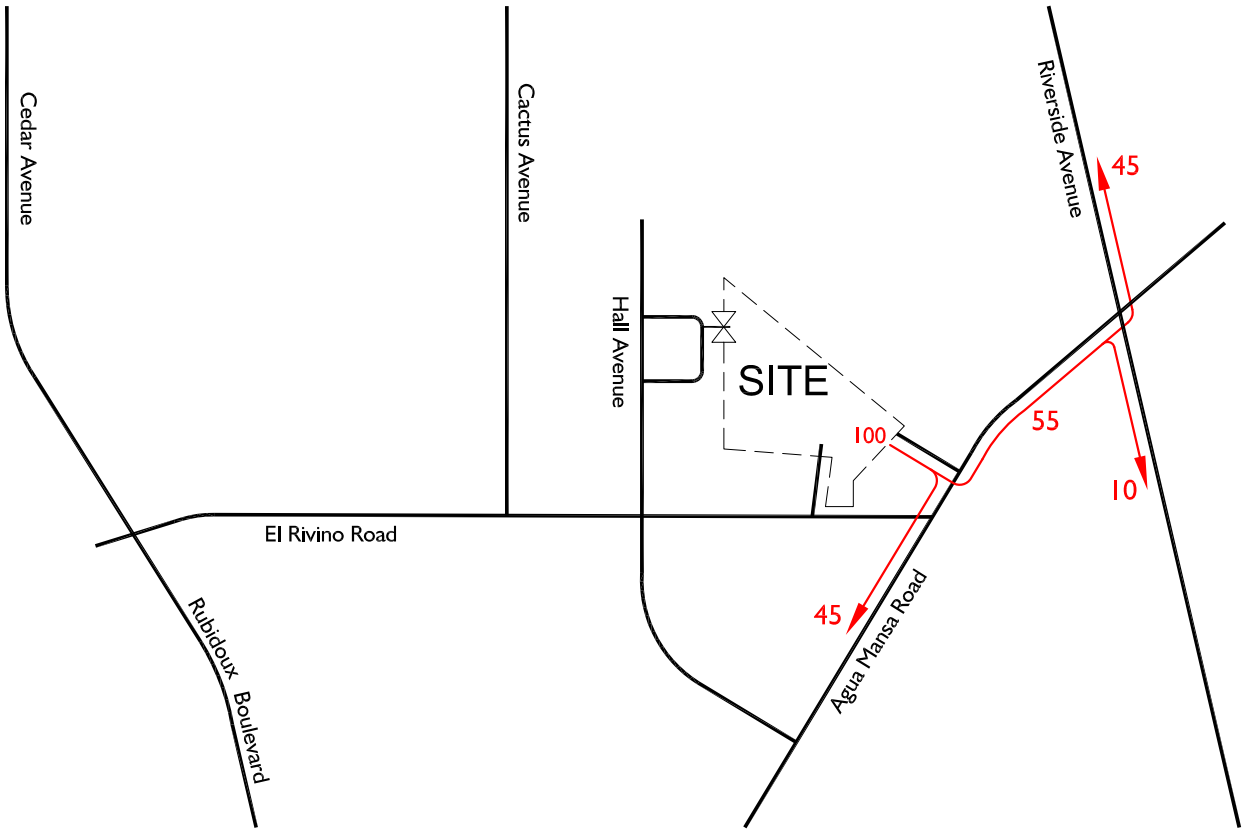
⋈ = Emergency Access Only

N

RK engineering group, inc.

Exhibit D

Project Trip Distribution (Truck)



Legend:

10 = Percent to/from Project

⋈ = Emergency Access Only

N