TRAFFIC STUDY

SLOVER HIGH-CUBE WAREHOUSE
COMMUNITY OF BLOOMINGTON
SAN BERNARDINO COUNTY, CALIFORNIA

LSA

January 3, 2014

TRAFFIC STUDY

SLOVER HIGH-CUBE WAREHOUSE
COMMUNITY OF BLOOMINGTON
SAN BERNARDINO COUNTY, CALIFORNIA

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LSA

January 3, 2014

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INTRODUCTION

This traffic study has been prepared to assess the potential circulation impacts associated with the proposed development of a 708,240-square foot high-cube warehouse facility. The project is located on Slover Avenue between Locust and Linden Avenues and will occupy the site currently developed with the YRC Freight facility in the unincorporated community of Bloomington in San Bernardino County, California. This report is intended to satisfy the requirements of the County of San Bernardino as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA). Figure 1 illustrates the regional and project location.

The traffic analysis examines the following five scenarios:

- Existing without project conditions;
- Existing with project conditions;
- Opening year (2014) without project conditions;
- Opening year (2014) with project conditions; and
- Cumulative with project conditions.

For each scenario, traffic operations at study intersections are evaluated for the a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

Study Objectives

The objectives of the analysis presented in this report are as follows:

- Document existing traffic conditions at intersections in the vicinity of the proposed project;
- Develop Opening Year (2014) traffic conditions;
- Develop Cumulative traffic conditions;
- Determine project traffic impacts; and
- Identify circulation improvements needed to maintain San Bernardino County's level of service (LOS) standard (if applicable).

Project Description

Pacific Industrial proposes to construct a 708,240-square foot high-cube distribution warehouse facility on a T-shaped, 36.7-acre site. The site is located north of Slover Avenue, south of the Union Pacific railroad (UPRR), east of Locust Avenue, and west of Linden Avenue. Figure 1 shows the Regional and Project Location. The facility will include the construction of a single building containing a total of 20,000 square feet of ancillary office space located in two corners of the building. The building length will run north-south and measures approximately 1,092 feet and the

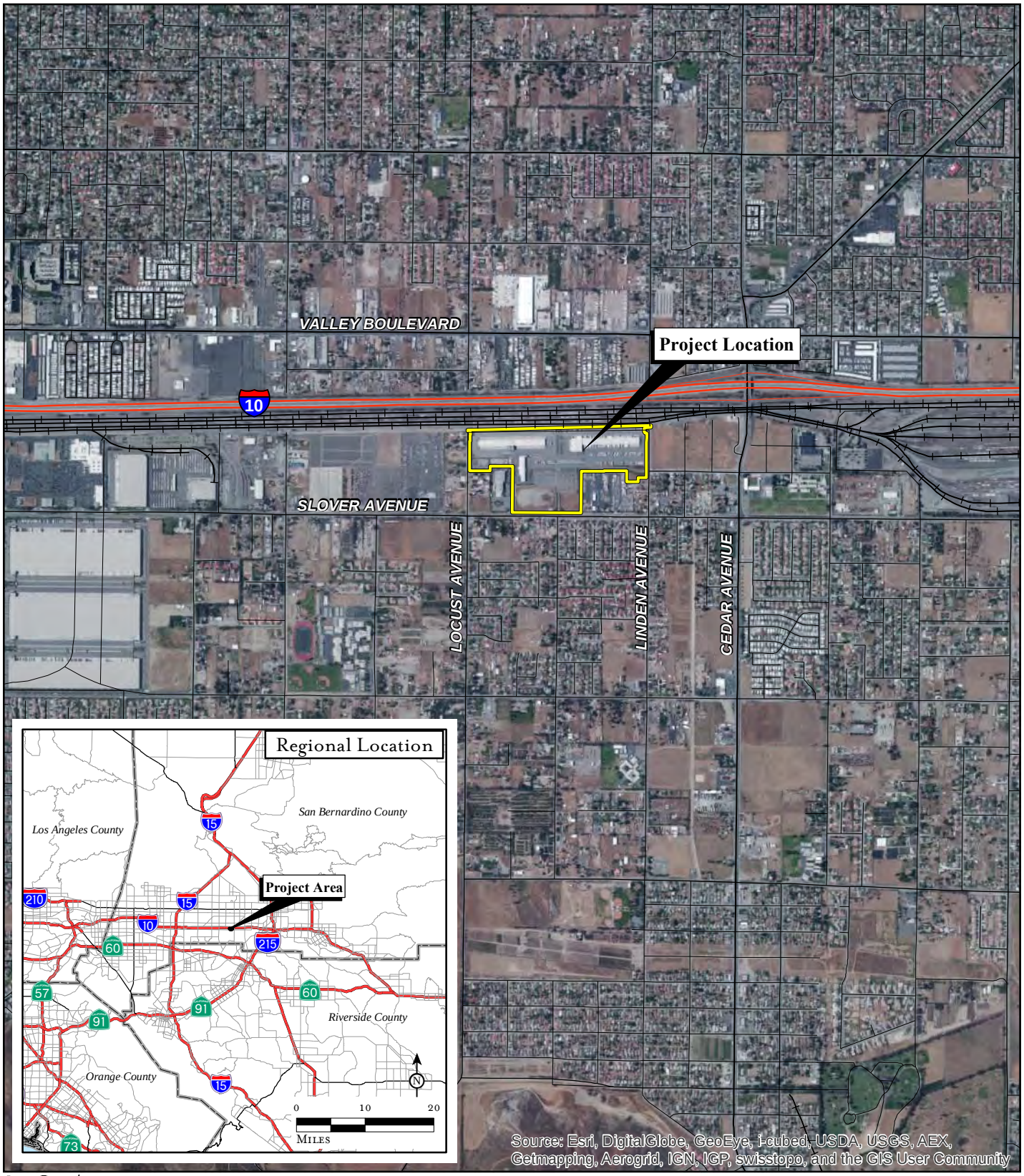

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FIGURE 1

N

0 1,000 2,000

Feet

SOURCE: ESRI World Imagery, 2010; Thomas Bros., 2009

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Slover High-cube Warehouse
Traffic Study

Regional and Project Location

width of the building will run east-west and measures 740 feet. The building will include 104 truck bays/doors. The truck bays/doors will be located on the east and west side of the building. Figure 2 shows the tentative tract map.

Access to the site will be provided at three locations. Two driveways will be located on Slover Avenue on the south end of the site and one driveway will be located on Locust Avenue on the north end of the site. The existing driveway on Linden Avenue will be restricted to emergency access only and the driveway on Maple Avenue will be removed due to limited frontage of the site. The western driveway on Slover Avenue (Driveway 2/Slover Avenue) will be full access for autos only and the eastern driveway (Driveway 3/Slover Avenue) will be for autos and trucks with right-in/right-out access only. Driveway 2/Slover Avenue is approximately 204 feet to the east of the existing Index Fresh driveway to the west (center-line to center-line) and Driveway 3/Slover Avenue is approximately 260 feet to the east of Maple Avenue/Slover Avenue (center-line to center-line). Truck trailer parking will be located along the east and west sides of the building across from a truck court in front of the building dock doors and in a trailer parking yard located at the Locust Avenue driveway in the north end of the site. Passenger vehicle parking for employees will also be located within the Locust Avenue lot, as well as wrapped around the south end of the building near the Slover Avenue driveways and near the north corners of the building.

The project site is currently occupied by a fully functioning trucking facility operated by YRC Freight. The facility includes a total of approximately 197,770 square feet of building area within three buildings and associated truck bays, truck and passenger vehicle parking lots, and truck courts. Figure 3 shows the existing site development. Development of the project will result in the demolition of approximately 138,170 square feet of building area consisting of complete removal of the two west buildings and partial removal of the east building. Upon completion of the proposed project, the east building will be reduced to approximately 59,600 square feet of building area and will be retained and reconfigured for ongoing operations by YRC Freight or another suitable tenant. A connecting driveway is proposed in the northeast corner of the proposed project site to allow consolidated operations between the proposed 708,240-square foot building and the reconfigured building in the event both buildings are feasible for lease to a single user.

Shared Access Analysis

A separate shared access analysis was conducted for opening year and cumulative conditions on Slover Avenue to determine the feasibility of combining the western project driveway (Driveway 2/ Slover Avenue) with the existing driveway on the adjacent property to the west (Index Fresh Driveway/Slover Avenue). In this analysis, both properties have full access in and out of this driveway and is referred to as Driveway 2-Index Fresh Driveway/Slover Avenue.

ANALYSIS METHODOLOGY

The scope of the study has been reviewed and approved by County staff. This traffic impact analysis has been prepared to provide an analysis of traffic operations at intersections where project-related traffic has the potential to generate circulation impacts on the local roadway network. This study evaluates existing conditions and Opening Year (2014) with and without project conditions in the vicinity of the proposed project during the a.m. and p.m. peak hours.

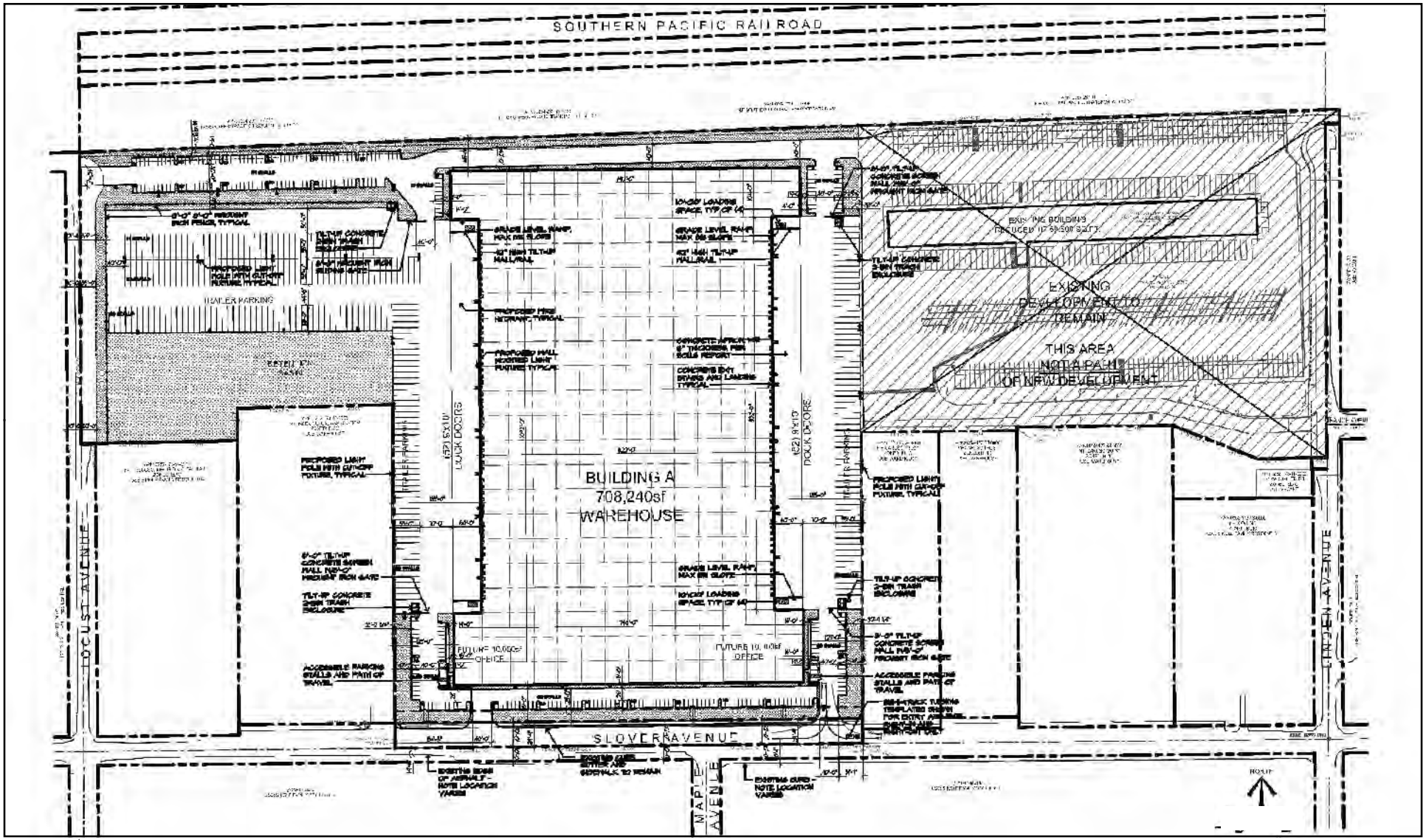

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FIGURE 2

N

0 150 300

FEET

SOURCE: Douglas Franz Architects, Inc. 25 Feb, 2013.

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Slover High-cube Warehouse
Traffic Study

Tentative Tract Map

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FIGURE 3

N

0 225 450

FEET

Project Boundary

Slover High-cube Warehouse
Traffic Study

Existing Site Development

SOURCE: Google Earth, 2012; County of San Bernardino, 2012; Soil Data Mart, 1998.

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Study Area Determination

Based on discussion with County staff, the study area was determined to include the following seven intersections:

- Locust Avenue/Driveway 1;
- Locust Avenue/Slover Avenue;
- Driveway 2/Slover Avenue;
- Maple Avenue/Slover Avenue;
- Driveway 3/Slover Avenue;
- Linden Avenue/Driveway 4-Orange Avenue; and
- Linden Avenue/Slover Avenue.

Figure 4 illustrates the locations of study area intersections.

Existing Traffic Volumes

Existing traffic volumes are based on peak hour intersection turn movement counts collected by National Data and Surveying Services in 2012 and 2013, with the exception of the intersection of Locust Avenue and Slover Avenue, which was counted in 2011. Count sheets are contained in Appendix A. Vehicle classification counts were collected at the intersections of Maple Avenue/Slover Avenue, Linden Avenue/Driveway 4-Orange Avenue, and Index Fresh Driveway/Slover Avenue. Passenger car equivalent (PCE) volumes for this intersection were computed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. The percentage of trucks at the remaining study intersections without classification counts was determined from the classification counts at the nearby intersections. PCE volumes for these intersections were computed using a PCE factor of 2.5 for all trucks. Detailed volume development worksheets are included in Appendix B.

Development of Opening Year (2014) Traffic Volumes

Based on discussion with County staff, traffic volumes at study intersections for Opening Year (2014) without project conditions were developed by applying a 2 percent annual growth rate to the existing traffic volumes. Traffic volumes for Opening Year (2014) with project conditions were developed by adding project trips to Opening Year (2014) without project traffic volumes.

Development of Cumulative Traffic Volumes

Based on discussion with County staff, traffic volumes at study intersections for cumulative conditions were developed by adding trips from cumulative projects to the Opening Year (2014) traffic volumes. The Alder Slover and Slover II Warehouses were the only projects identified as cumulative projects. Traffic volumes for the two warehouse projects were taken from the approved Alder Slover Warehouse Traffic Study (LSA, November 2011) and the draft Slover II Warehouse Study (LSA, September 2012).

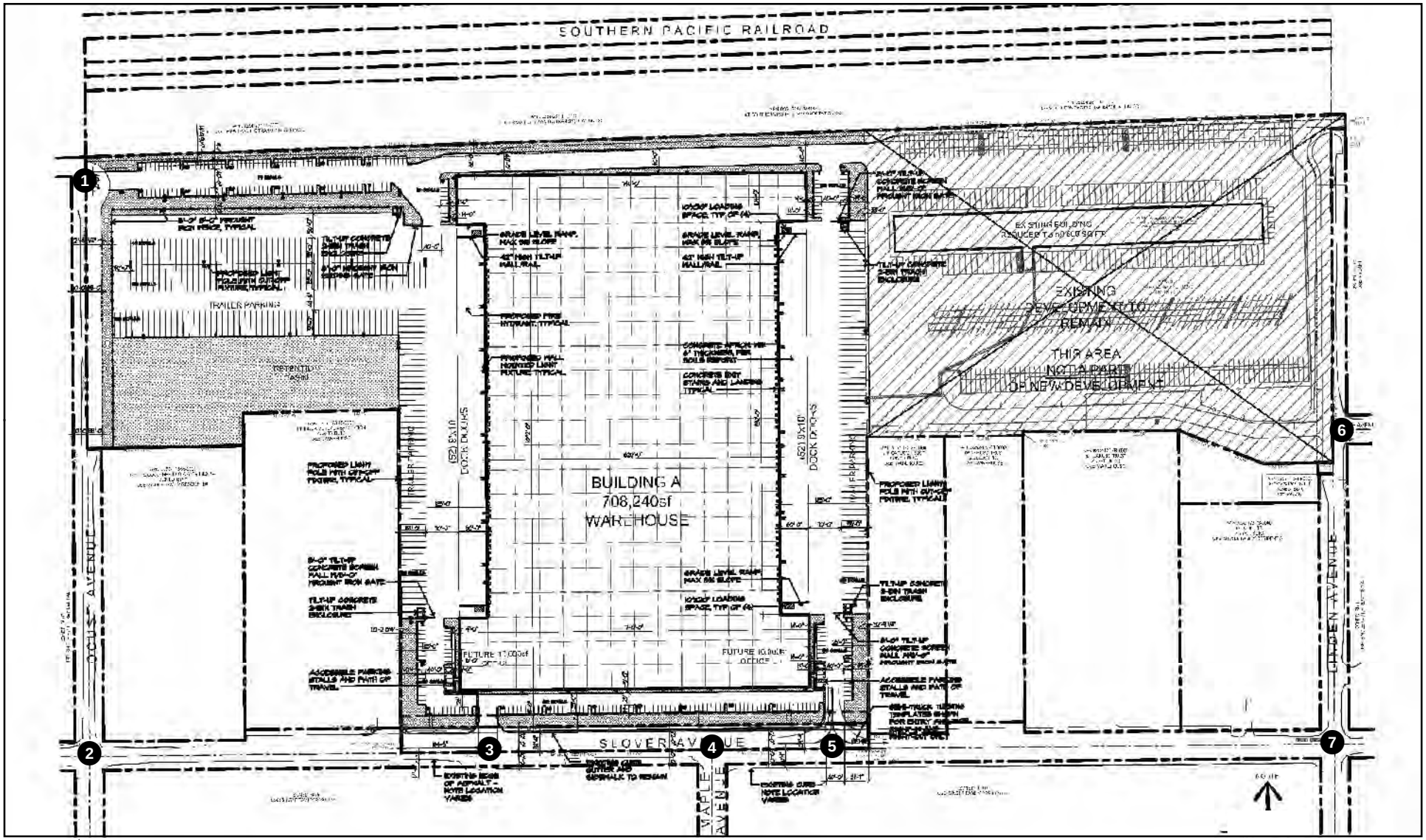

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FIGURE 4

● Study Area Intersections

N

0 150 300

FEET

SOURCE: Douglas Franz Architects, Inc. 25 Feb, 2013.

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Slover High-cube Warehouse Traffic Study

Study Area Intersections

Level of Service Definitions and Procedures

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (which are defined using the letter grades A through F). These levels recognize that an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), and that the conditions motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. Upstream queues will then form and continue to expand in length until the demand volume again declines.

A complete description of the meaning of level of service can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual*. The Manual establishes levels of service A through F. Table A provides brief descriptions of the six levels of service, as abstracted from the Manual.

Table A: Level of Service Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Table B shows the relationship between delay and level of service for unsignalized and signalized intersections.

Table B: Level of Service for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

For all study area intersections, the 2000 *Highway Capacity Manual* (HCM 2000) analysis methodologies were used to determine intersection levels of service. Levels of service at all intersections were calculated using the Traffix version 8 software, which uses the HCM 2000 methodologies. Saturation flow rates consistent with CMP guidelines for existing conditions, and Opening Year were used in the calculations of intersection capacity. In accord with CMP guidelines, any intersection at which the volume-to-capacity ratio is greater than 1.0 is considered to be operating at LOS F, regardless of delay.

Level of Service Standards

The County of San Bernardino uses LOS D as its minimum level of service standard for intersections in the Valley Area. Therefore, improvements are recommended at all study intersections operating at LOS E or F to improve intersection performance to LOS D or better.

Project Trip Generation

Trip generation for the proposed project was developed using rates for Land Use 152 – High Cube Warehouse from the Institute of Transportation Engineers' (ITE) *Trip Generation, 8th Edition*. Vehicle splits were based on *City of Fontana Truck Trip Generation Study for Heavy Warehouse Uses*, August 2003. Because the proposed project includes the demolition of approximately 70 percent of the existing YRC Freight buildings (138,170 square feet to be demolished of 197,770 square of existing building area; 138,170 ÷ 197,770 = 0.698641 or 70%), the proposed project's trip generation includes the deletion of 70 percent of the existing trip generation surveyed at the project driveways. Trucks were converted to PCEs using the recommended PCE factors per the San Bernardino Associated Governments (SANBAG) Congestion Management Plan (2005). Table C summarizes the a.m. and p.m. peak hour and daily project trip generation. As shown in Table C, the project is expected to generate a total of 629 net daily PCE trips, with 74 net PCE trips occurring during the a.m. peak hour and 44 net PCE trips occurring during the p.m. peak hour.

Project Trip Distribution

The distribution of project trips was developed in consultation with County staff by examining the regional roadway network and the location of the proposed project in relation to the surrounding areas. Figures 5 and 6 illustrate the trip distribution patterns for project passenger vehicle and truck traffic, respectively.

Table C - Project Trip Generation

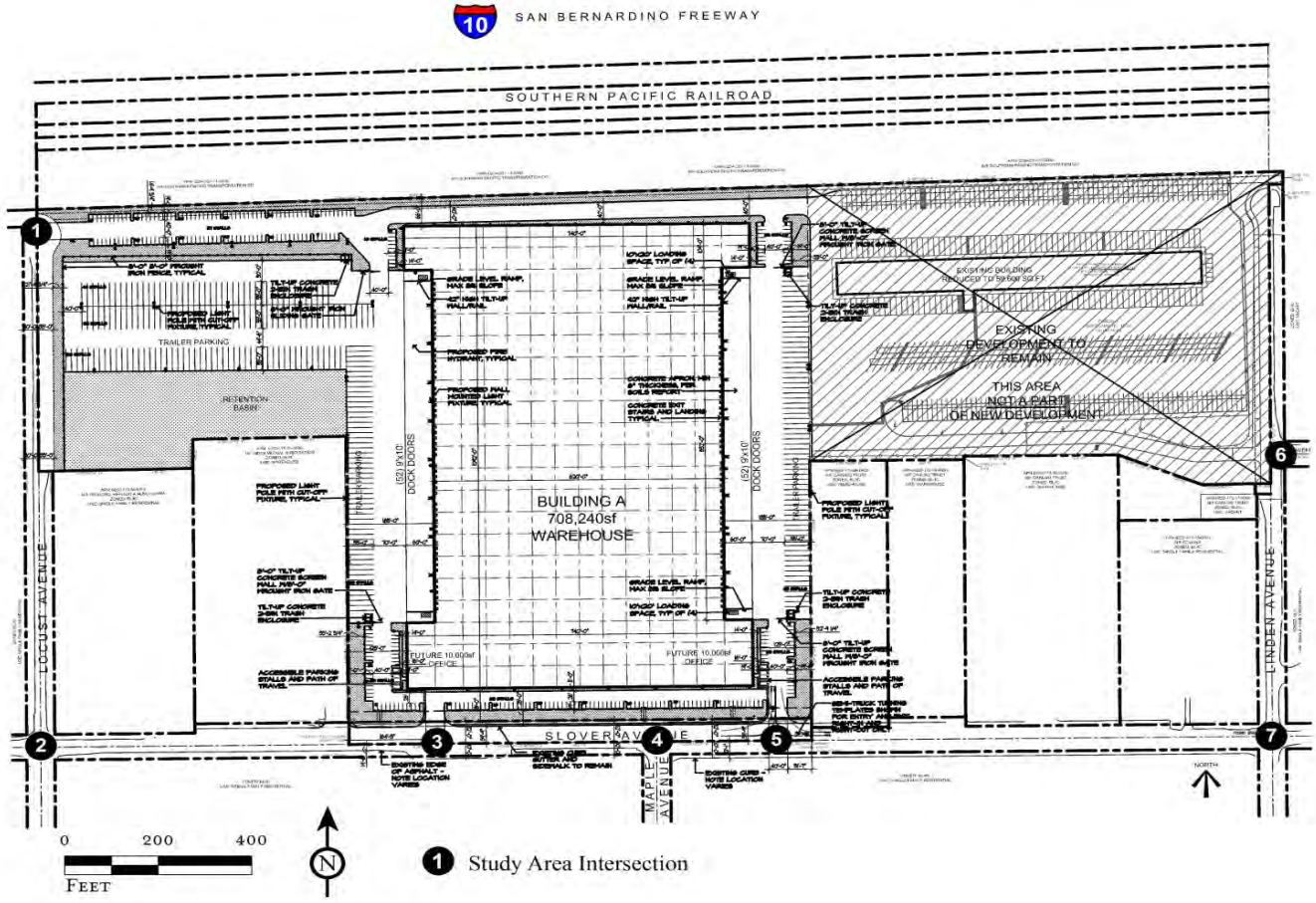
Land Uses	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Existing Building to be Demolished	138.16 TSF							
Trips/Unit (Cars)[1]		0.086	0.015	0.101	0.101	0.126	0.228	3.202
Trips/Unit (2-Axle Trucks)[1]		0.005	0.005	0.010	0.005	0.005	0.010	0.147
Trips/Unit (3-Axle Trucks)[1]		0.005	0.010	0.015	0.015	0.000	0.015	0.197
Trips/Unit (4+ Axle Trucks)[1]		0.000	0.015	0.015	0.035	0.035	0.071	0.977
Trips/Unit (Total)		0.096	0.046	0.142	0.157	0.167	0.324	4.523
Trip Generation (Cars)		12	2	14	14	17	31	442
Trip Generation (2-Axle Trucks)		1	1	2	1	1	2	20
Trip Generation (3-Axle Trucks)		1	1	2	2	0	2	27
Trip Generation (4+ Axle Trucks)		0	2	2	5	5	10	135
Trip Generation (Total)		14	6	20	22	23	45	624
New High Cube Warehouse	708.24 TSF							
Trips/Unit (Cars)[2]		0.070	0.018	0.088	0.028	0.067	0.095	1.337
Trips/Unit (2-Axle Trucks)[2]		0.002	0.002	0.004	0.002	0.002	0.004	0.058
Trips/Unit (3-Axle Trucks)[2]		0.002	0.003	0.005	0.003	0.003	0.006	0.078
Trips/Unit (4+ Axle Trucks)[2]		0.006	0.007	0.013	0.007	0.008	0.015	0.207
Trips/Unit (Total)		0.080	0.030	0.110	0.040	0.080	0.120	1.680
Trip Generation (Cars)		50	12	62	20	47	67	947
Trip Generation (2-Axle Trucks)		1	2	3	1	2	3	41
Trip Generation (3-Axle Trucks)		1	3	4	2	2	4	55
Trip Generation (4+ Axle Trucks)		4	5	9	5	6	11	147
Trip Generation (Total)		56	22	78	28	57	85	1,190
Total Net Trips		**42**	**16**	**58**	**6**	**34**	**40**	**566**
Existing Building to be Demolished								
Trip Generation (Cars)		12	2	14	14	17	31	442
PCE Trip Generation (2-Axle Trucks)		2	2	4	2	2	4	30
PCE Trip Generation (3-Axle Trucks)		2	2	4	4	0	4	54
PCE Trip Generation (4+ Axle Trucks)		0	6	6	15	15	30	405
PCE Trip Generation (Total)		16	12	28	35	34	69	931
New High Cube Warehouse								
Trip Generation (Cars)		50	12	62	20	47	67	947
PCE Trip Generation (2-Axle Trucks)		2	3	5	2	3	5	62
PCE Trip Generation (3-Axle Trucks)		2	6	8	4	4	8	110
PCE Trip Generation (4+ Axle Trucks)		12	15	27	15	18	33	441
PCE Trip Generation (Total)		66	36	102	41	72	113	1560
Total Net PCE Trips	570.08	**50**	**24**	**74**	**6**	**38**	**44**	**629**

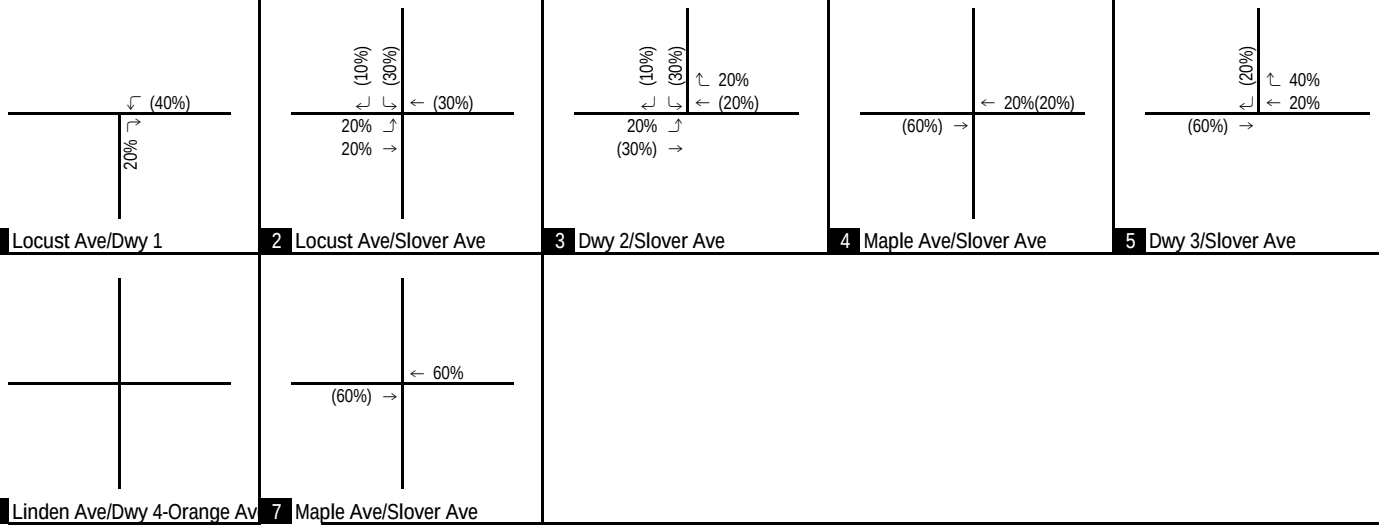
Note: TSF= Thousand Square Feet, [1]Existing A.M. and P.M. Peak hour rates are based on Traffic Counts conducted in May 2013 by NDS. Existing Daily rates are based on High-Cube Warehouse from Institute of Transportation Engineers.

[2] Rates based on Land Use 152 - "High-Cube Warehouse" from Institute of Transportation Engineers (ITE)*Trip Generation*

[3] Recommended Vehicle Mix Percentages per City of Fontana Truck Trip Generation Study, August 2003.

[4] Recommended PCE Factor per San Bernardino County CMP.





1 Locust Ave/Dwy 1
2 Locust Ave/Slover Ave
3 Dwy 2/Slover Ave
4 Maple Ave/Slover Ave
5 Dwy 3/Slover Ave
6 Linden Ave/Dwy 4-Orange Av
7 Maple Ave/Slover Ave

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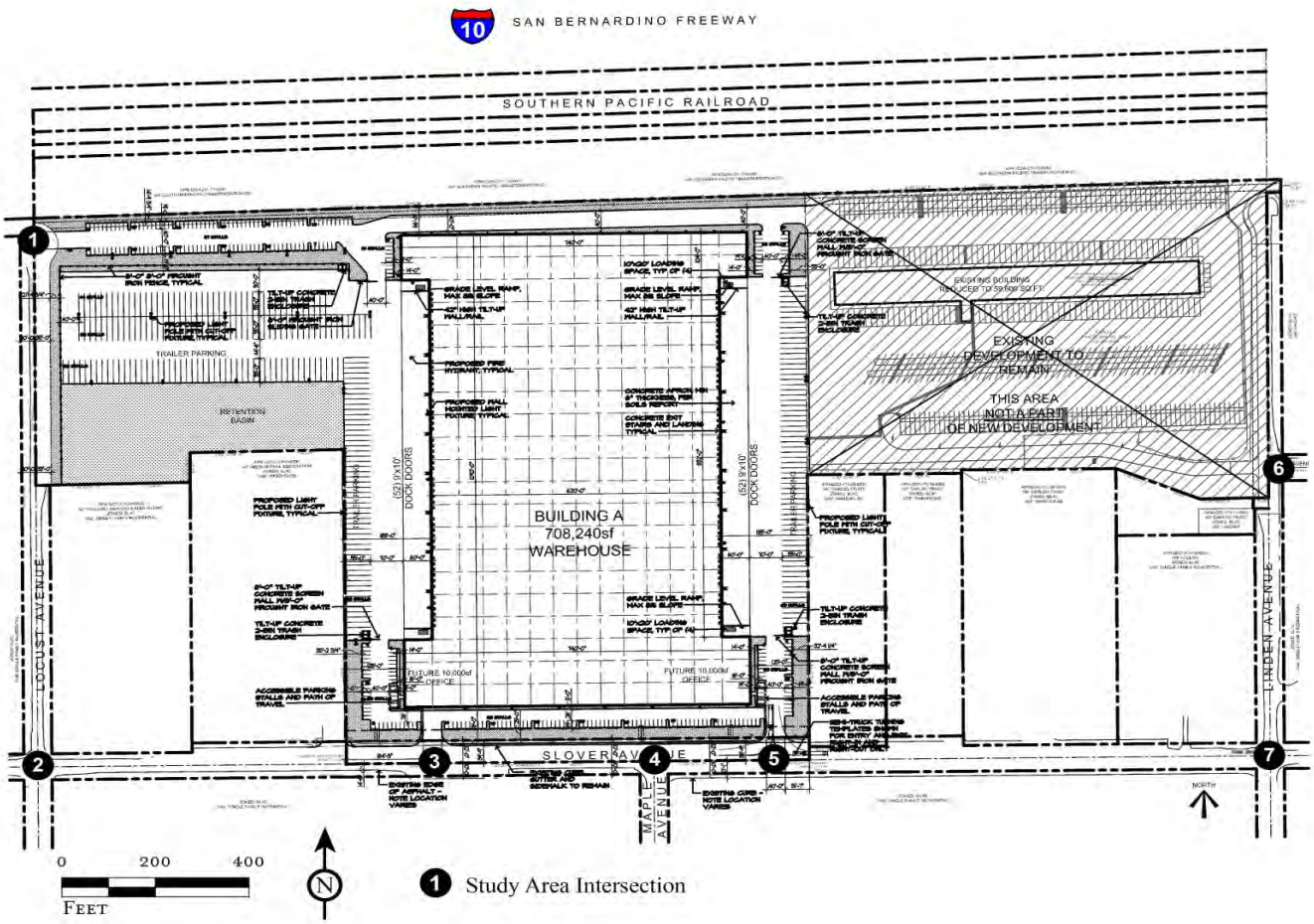
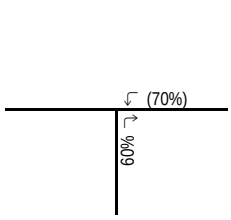
FIGURE 5

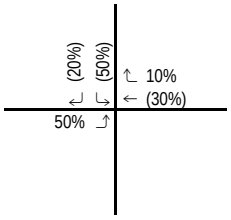
XX% (YY%) Inbound% (Outbound%) Distribution

Slover High-Cube Warehouse
Traffic Study
Project Passenger Vehicle Distribution

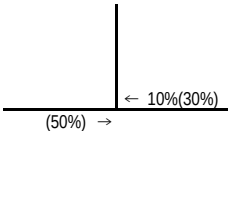




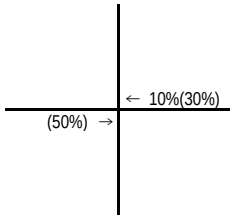
1 Locust Ave/Dwy 1



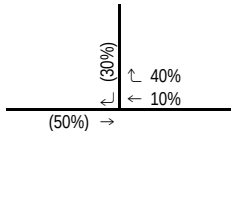
2 Locust Ave/Slover Ave



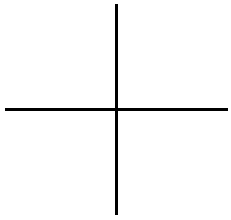
3 Dwy 2/Slover Ave



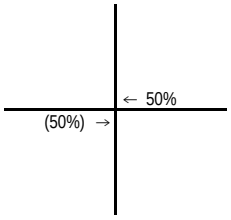
4 Maple Ave/Slover Ave



5 Dwy 3/Slover Ave



6 Linden Ave/Dwy 4-Orange Av



7 Maple Ave/Slover Ave

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FIGURE 6

XX% (YY%) Inbound% (Outbound%) Distribution

Slover High-Cube Warehouse
Traffic Study
Project Truck Distribution

Project Trip Assignment

Trip assignment for project trips is the product of the project trip generation and the trip distribution percentages. Figures 7 and 8 illustrate the resulting passenger vehicle and truck PCE project traffic volumes at the study area intersections during the a.m. and p.m. peak hours. Figure 9 illustrates the total project traffic volumes in PCEs at the study area intersections during the a.m. and p.m. peak hours.

EXISTING CONDITIONS

This section discusses existing traffic conditions with and without the proposed project. Existing traffic volumes were developed using the approach discussed in the Analysis Methodology section.

Existing Without Project Conditions

Figure 10 illustrates existing geometrics and traffic controls. Existing without project a.m. and p.m. peak hour traffic volumes at study area intersections are illustrated in Figure 11. A level of service analysis was conducted to evaluate existing without project a.m. and p.m. peak hour traffic operations at study area intersections. The results of this analysis are summarized in Table D, which shows all study intersections are forecast to operate at a satisfactory level of service.

Detailed level of service worksheets are included in Appendix C.

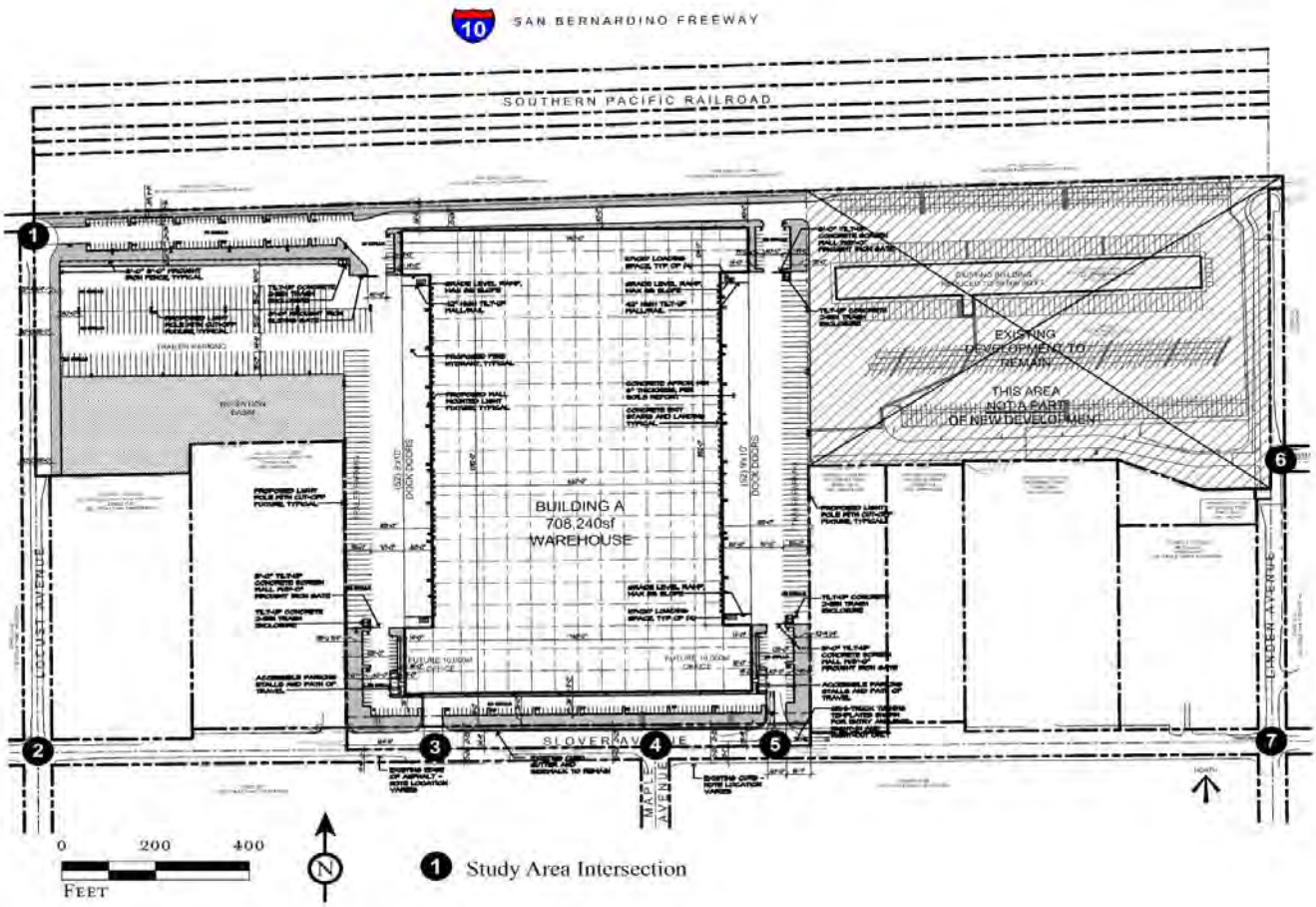
Existing With Project Conditions

The existing with project condition considers the addition of traffic generated by the proposed project to the existing without project conditions. This scenario is not required per the County guidelines, but is recommended based on recent CEQA litigation. Figure 12 illustrates existing with project a.m. and p.m. peak hour traffic volumes at study area intersections. A level of service analysis was conducted to evaluate existing with project a.m. and p.m. peak hour traffic operations at study area intersections. The results of this analysis are summarized in previously referenced Table D, which shows all study intersections are forecast to operate at a satisfactory level of service.

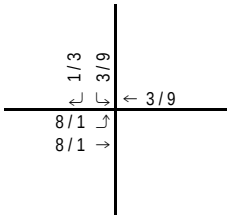
Detailed level of service worksheets are included in Appendix C.

OPENING YEAR (2014) CONDITIONS

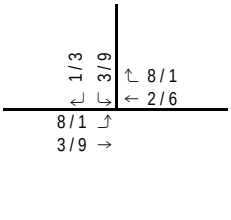
This section discusses Opening Year traffic conditions with and without the proposed project. Opening year traffic volumes were developed using the approach discussed in the Analysis Methodology section. The County of San Bernardino Public Works Department anticipates the Slover Avenue Phase I construction project to be completed by opening year 2014. Improvements include a signal at Locust Avenue/Slover Avenue and widening of Slover Avenue from two to four lanes. Figure 13 shows the opening year intersection geometrics and traffic controls.



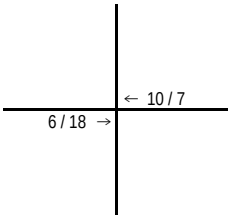
1 Locust Ave/Dwy 1



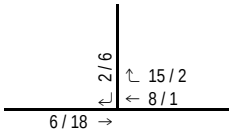
2 Locust Ave/Slover Ave



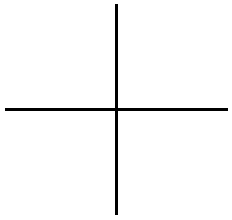
3 Dwy 2/Slover Ave



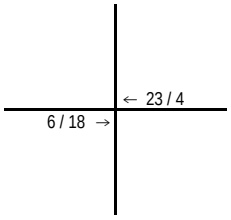
4 Maple Ave/Slover Ave



5 Dwy 3/Slover Ave



6 Linden Ave/Dwy 4-Orange Av



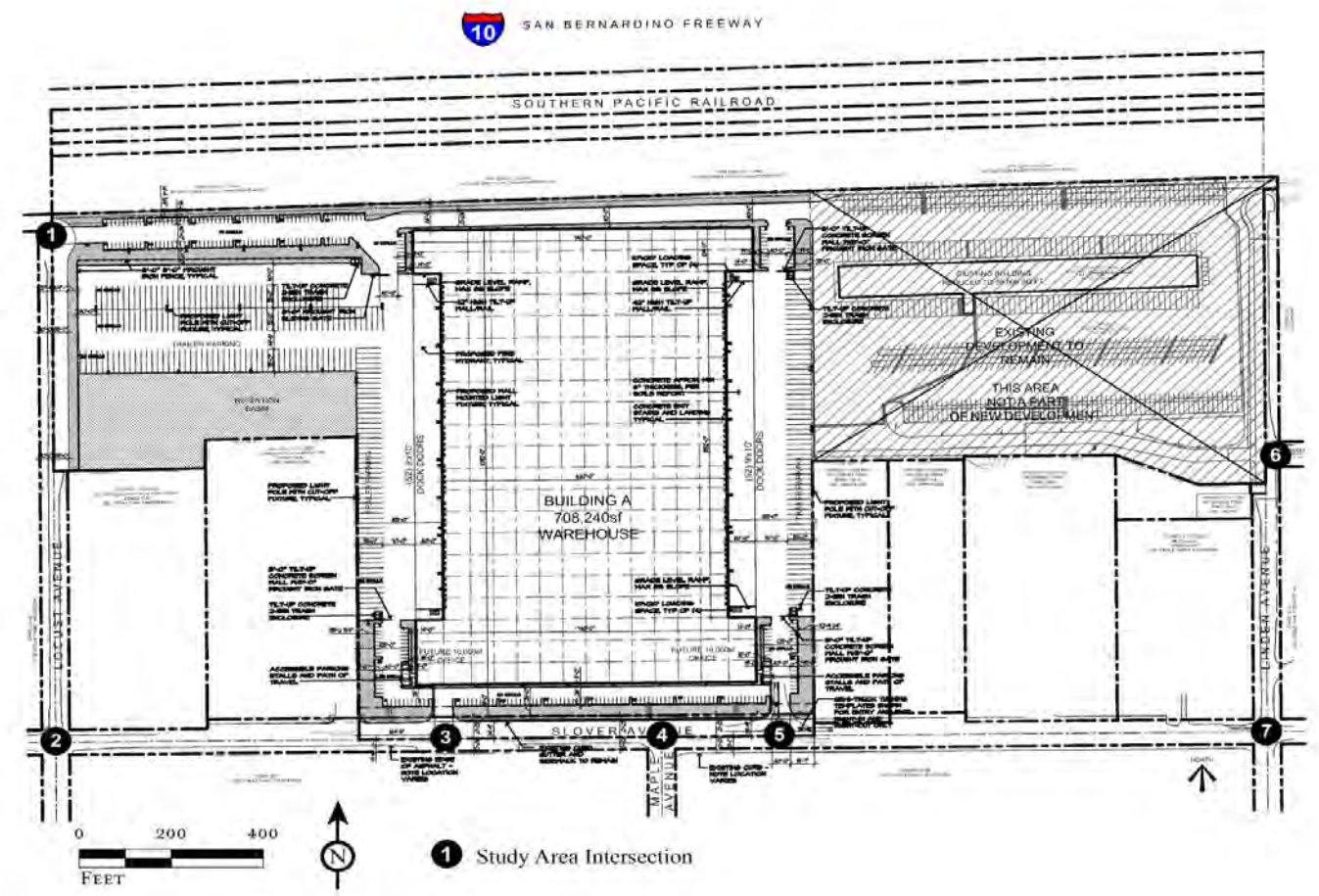
7 Maple Ave/Slover Ave

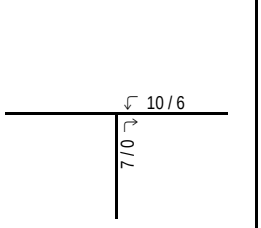
LSA

FIGURE 7

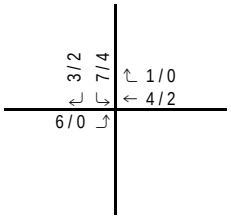
XXX / YYY AM / PM Volume (in PCES)

Slover High-Cube Warehouse
Traffic Study
Project Passenger Vehicle Traffic Volume

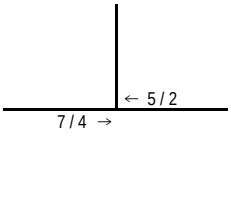




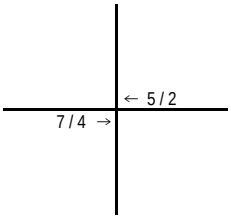
1 Locust Ave/Dwy 1



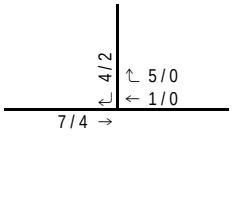
2 Locust Ave/Slover Ave



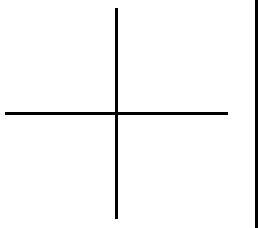
3 Dwy 2/Slover Ave



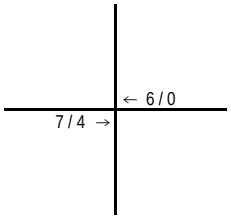
4 Maple Ave/Slover Ave



5 Dwy 3/Slover Ave



6 Linden Ave/Dwy 4-Orange Av



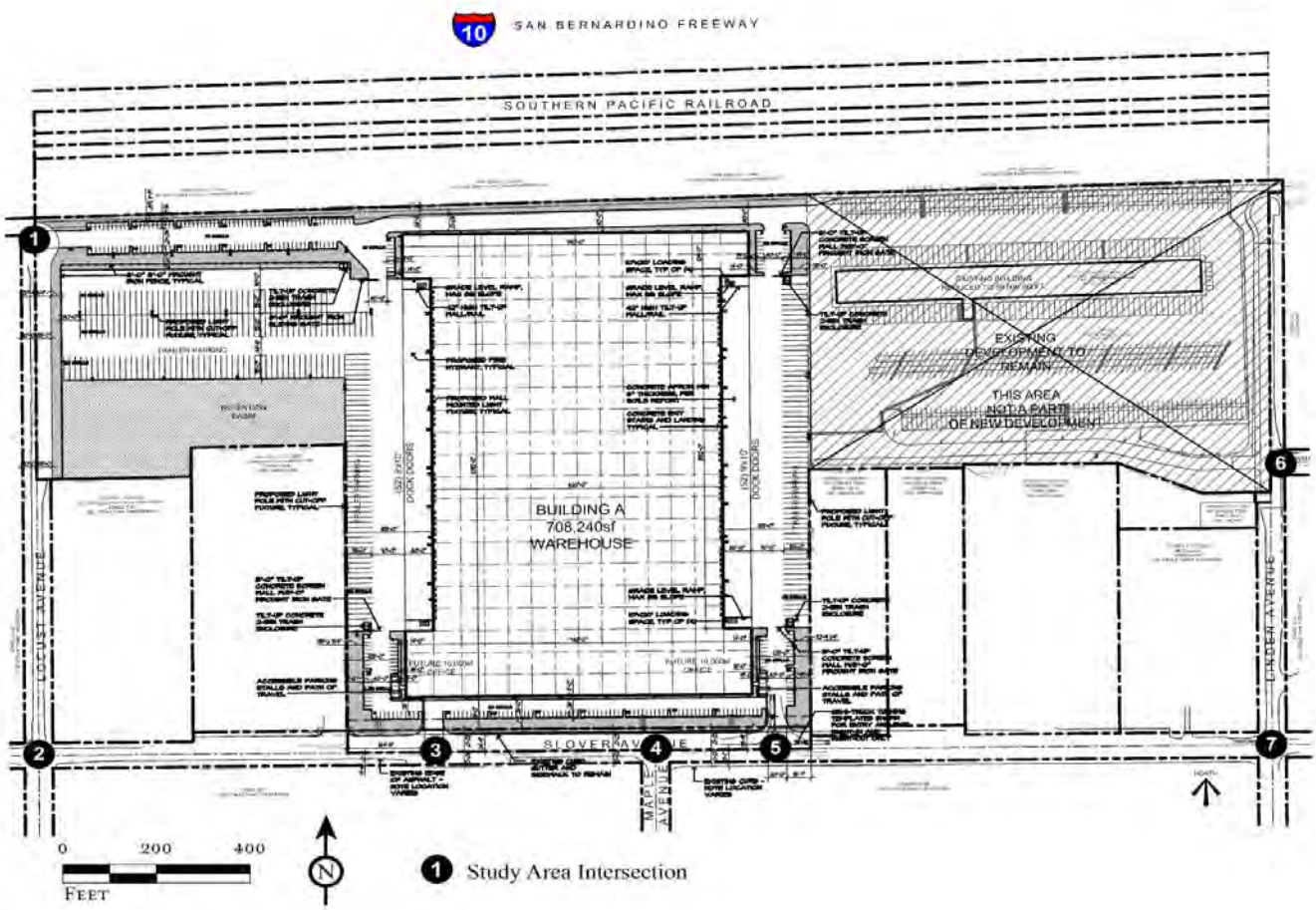
7 Dwy 3/Slover Ave

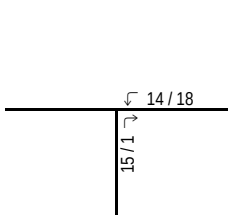
LSA

FIGURE 8

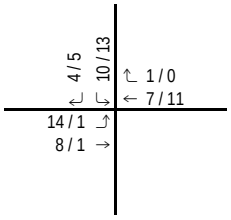
XXX / YYY AM / PM Volume (in PCES)

Slover High-Cube Warehouse
Traffic Study
Project Truck Traffic Volumes

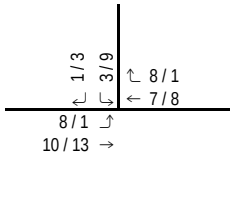




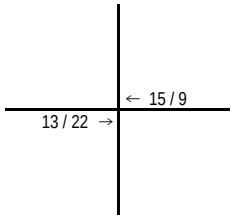
1 Locust Ave/Dwy 1



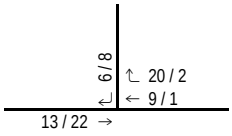
2 Locust Ave/Slover Ave



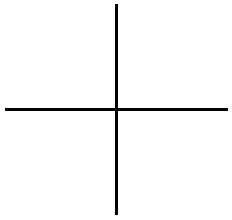
3 Dwy 2/Slover Ave



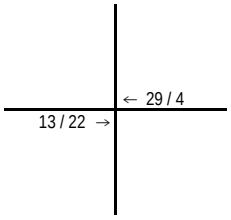
4 Maple Ave/Slover Ave



5 Dwy 3/Slover Ave



6 Linden Ave/Dwy 4-Orange Av



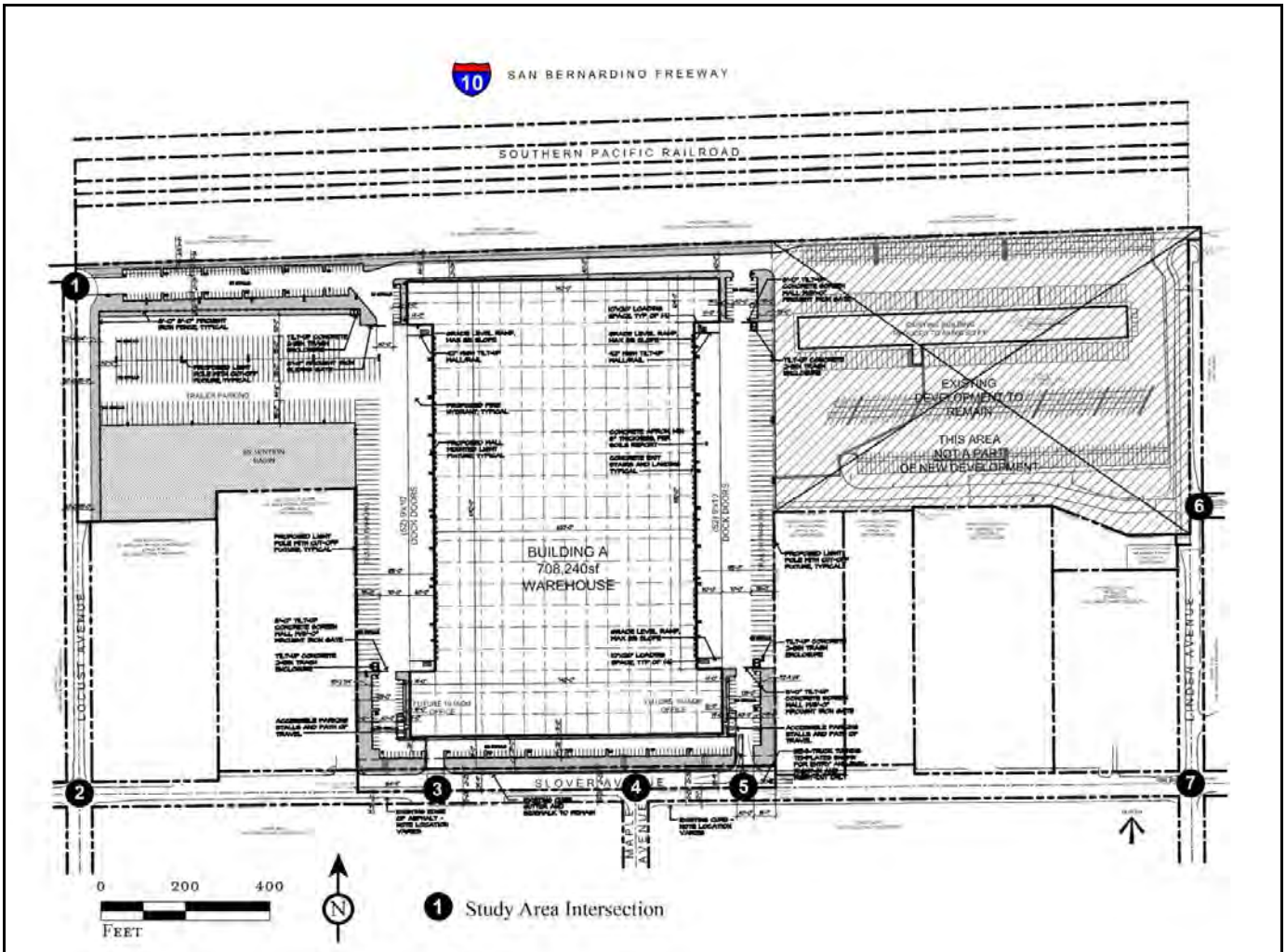
7 Linden Ave/Slover Ave

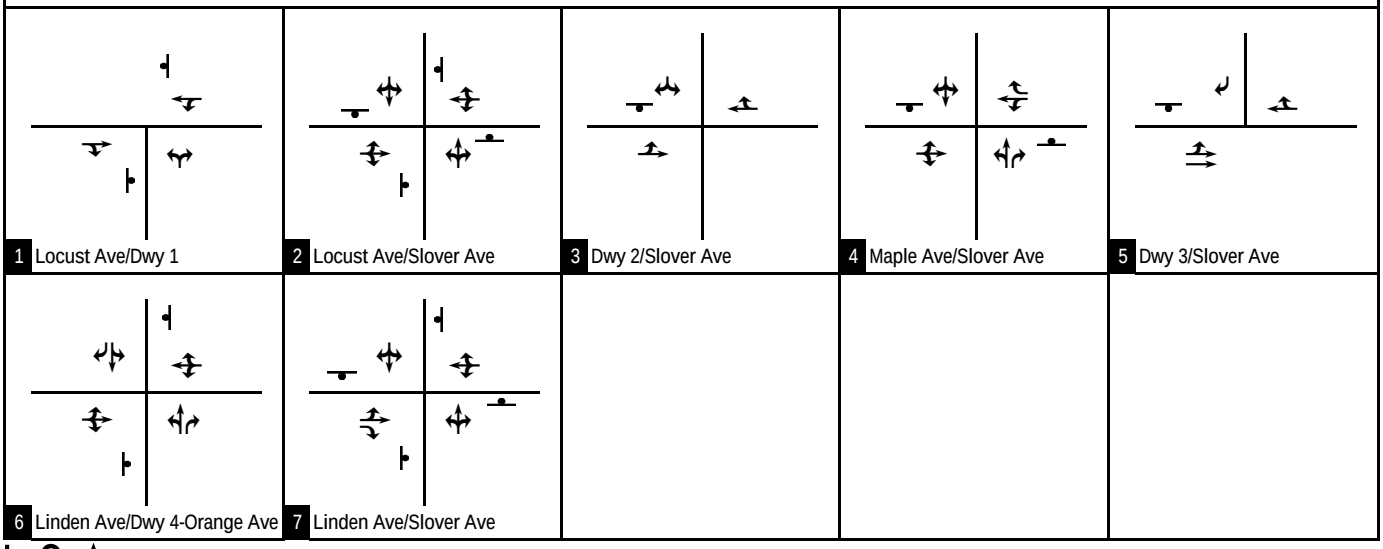
LSA

FIGURE 9

XXX / YYY AM / PM Volume (in PCES)

Slover High-Cube Warehouse
Traffic Study
Total Project Traffic Volumes (In PCE'S)





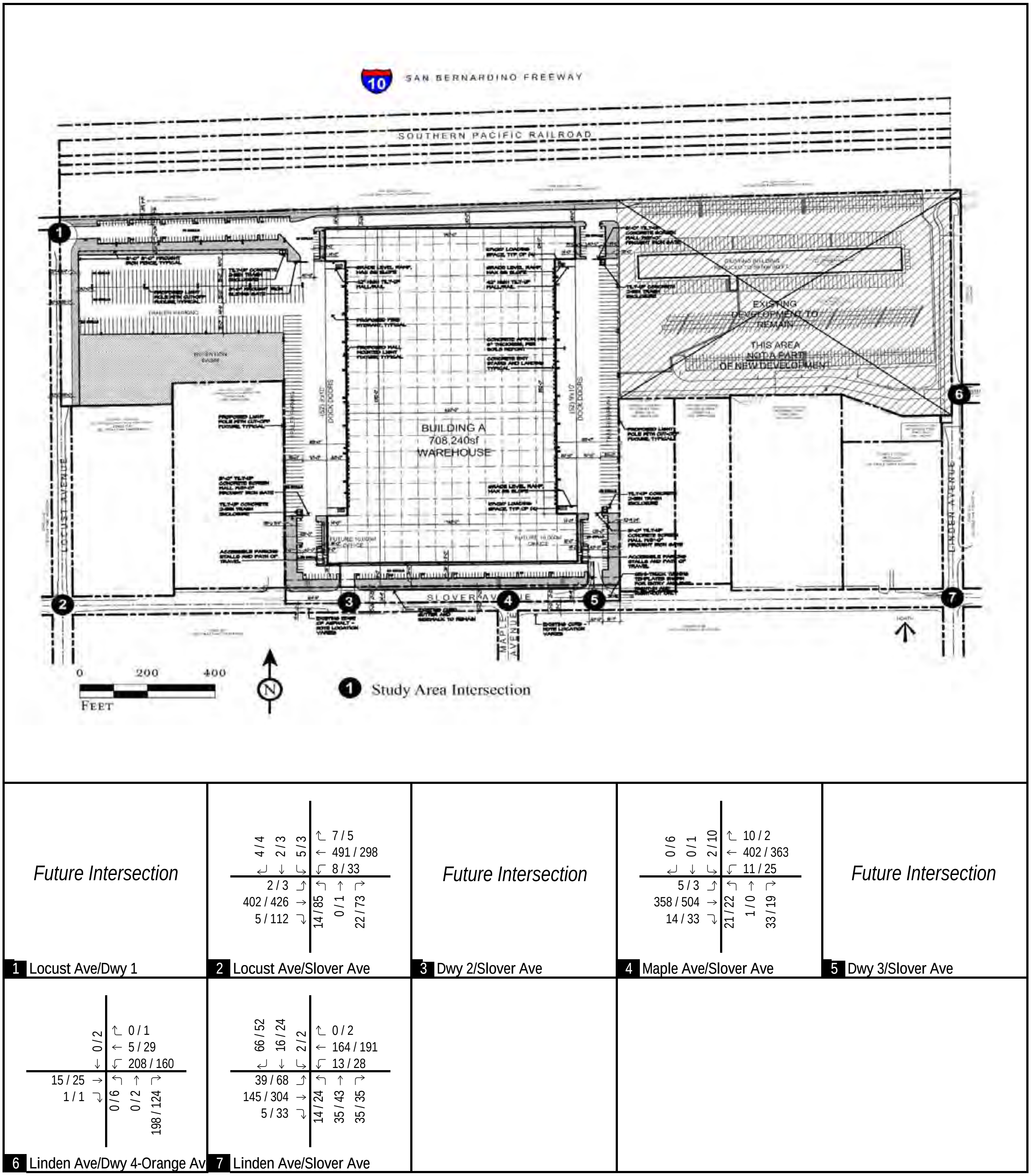
LSA

FIGURE 10

Legend

Stop Sign

Slover High-Cube Warehouse
Traffic Study
Existing Intersection Geometrics and Stop Control



LSA

FIGURE 11

XXX / YYY AM / PM Volume (in PCEs)

Slover High-Cube Warehouse

Existing Without Project Peak Hour Traffic Volumes (In PCE's)

R:\PAC1301\Traffic\January 2014\z30_13_exist_ (1/2/2014)

Table D - Existing Intersection Levels of Service

Intersection	Control	Existing Without Project						Existing With Project					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1 . Locust Ave/Dwy 1	TWSC	*Future Intersection*			*Future Intersection*			-	8.5	A	-	8.6	A
2 . Locust Ave/Slover Ave	AWSC	0.81	20.0	C	0.77	16.8	C	0.84	22.5	C	0.79	17.7	C
3 . Dwy 2/Slover Ave	TWSC	*Future Intersection*			*Future Intersection*			-	14.5	B	-	16.1	C
4 . Maple Ave/Slover Ave	TWSC	-	21.1	C	-	20.0	C	-	14.0	B	-	17.6	C
5 . Dwy 3/Slover Ave	TWSC	*Future Intersection*			*Future Intersection*			-	10.9	B	-	10.5	B
6 . Linden Ave/Dwy 4-Orange Ave	TWSC	-	10.5	B	-	10.0	A	-	10.6	B	-	10.3	B
7 . Linden Ave/Slover Ave	AWSC	0.29	9.1	A	0.61	12.6	B	0.32	9.5	A	0.65	13.3	B

Notes:

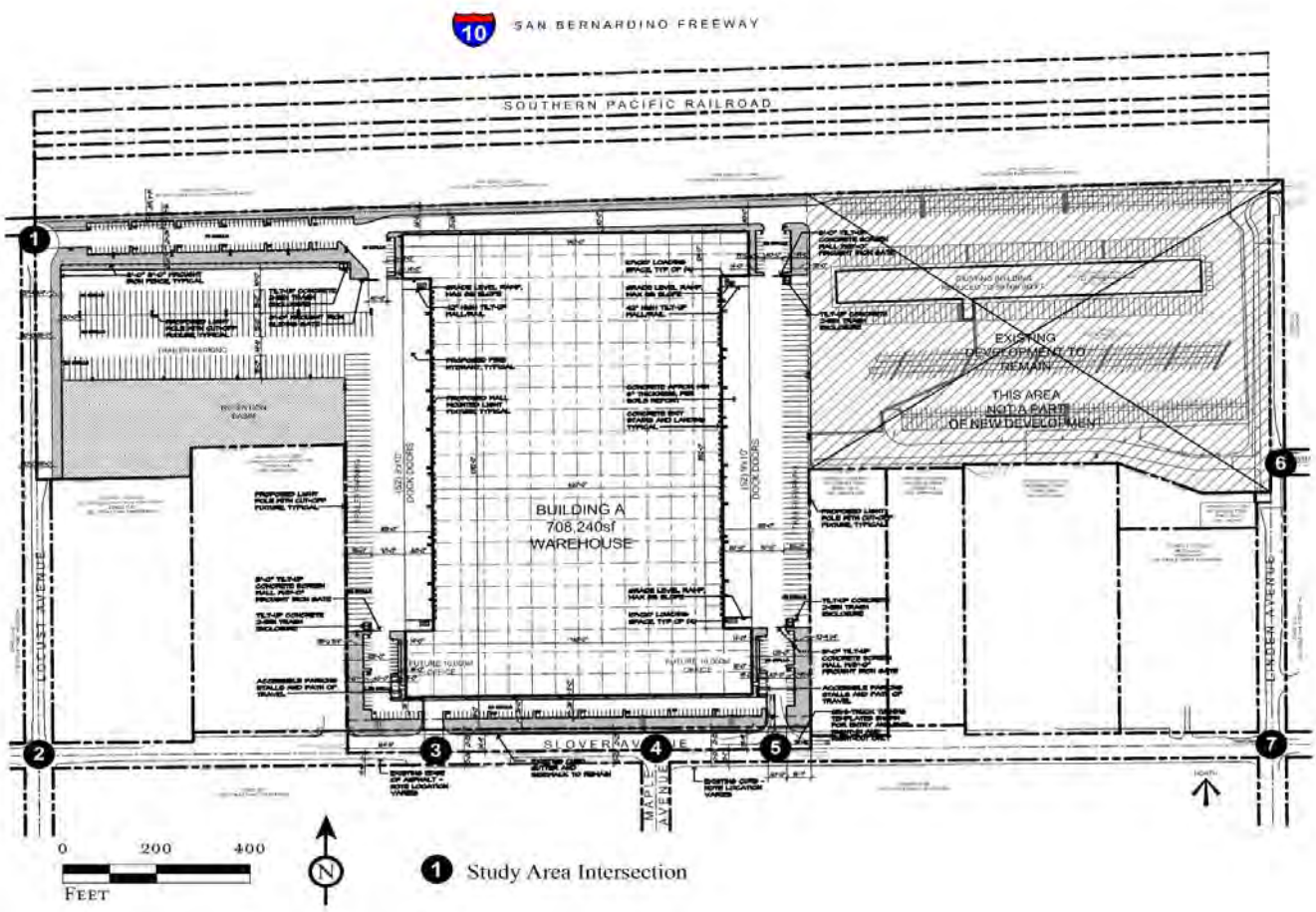
TWSC = Two-Way Stop Control

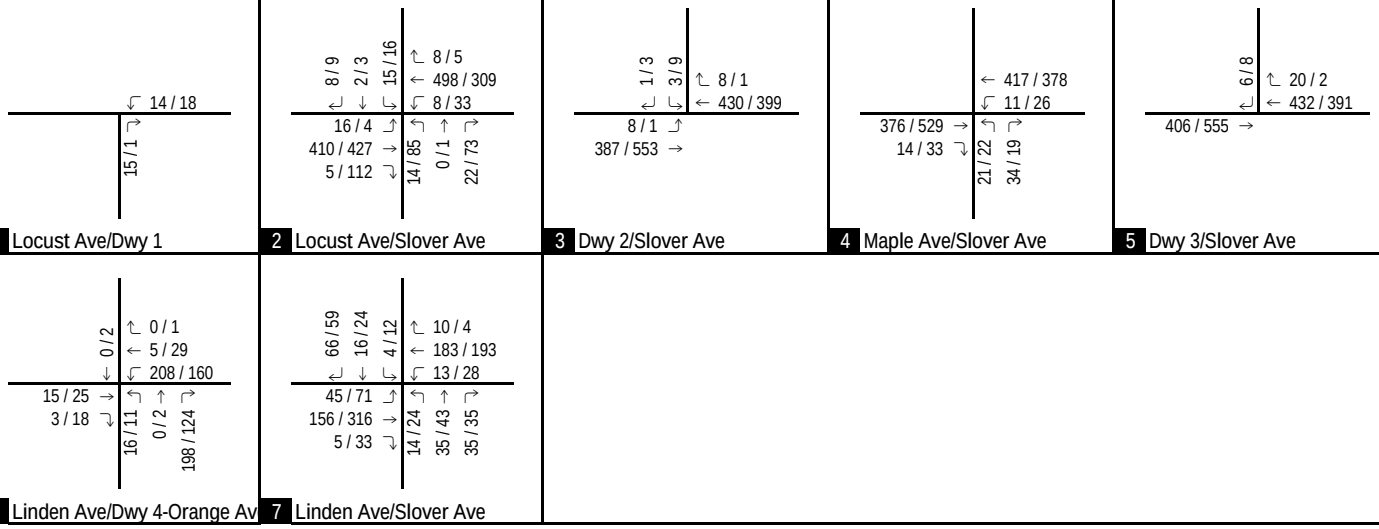
AWSC= All-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service





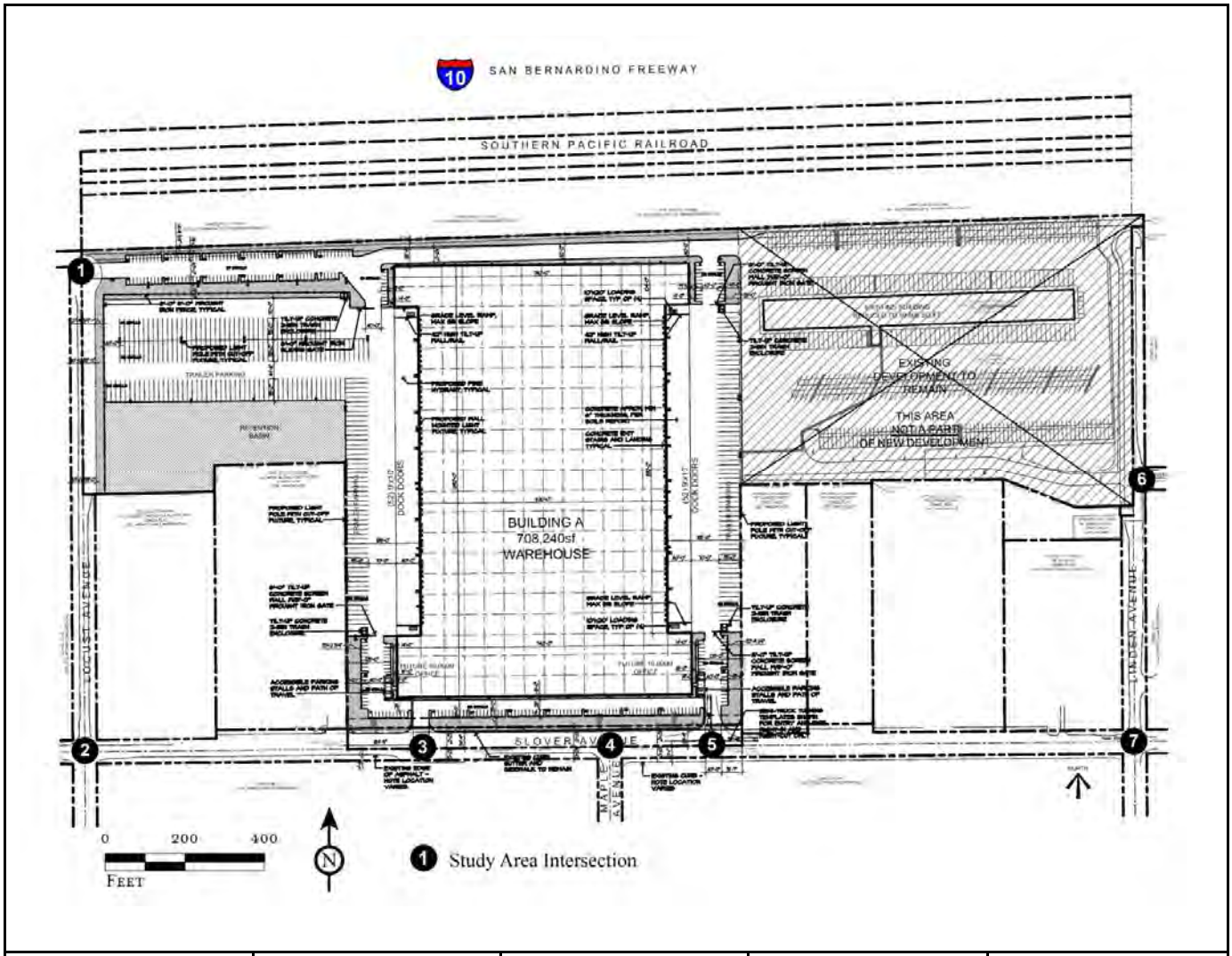
LSA

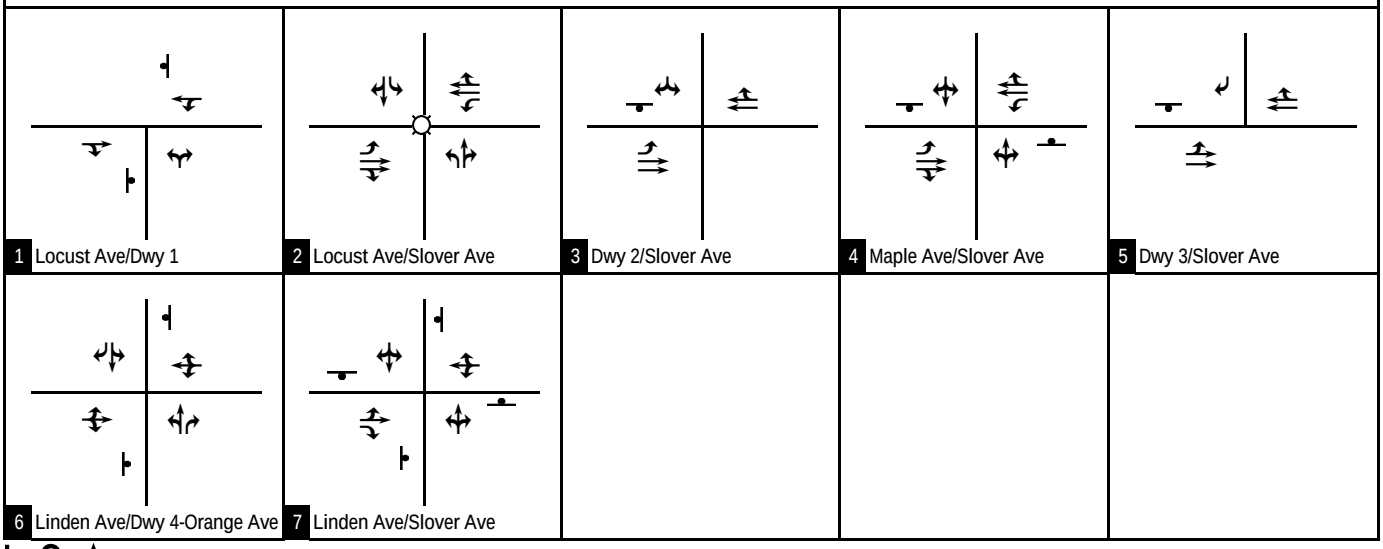
FIGURE 12

XXX / YYY AM / PM Volume (in PCEs)

Slover High-Cube Warehouse

Existing Plus Project Peak Hour Traffic Volumes (In PCE's)





LSA

FIGURE 13

Legend

Stop Sign

Slover High-Cube Warehouse
Traffic Study
Opening Year Geometrics and Stop Control

R:\PAC1301\Traffic\January 2014\g30_09_project geo_OY WP 1/2/2014

Opening Year Without Project Conditions

Figure 14 illustrates Opening Year without project a.m. and p.m. peak hour traffic volumes at study area intersections. A level of service analysis was conducted to evaluate Opening Year without project a.m. and p.m. peak hour traffic operations at study area intersections. The results of this analysis are summarized in Table E, which shows all study intersections are forecast to operate at a satisfactory level of service.

Detailed level of service worksheets are included in Appendix C.

Opening Year With Project Conditions

The Opening Year with project condition considers the addition of traffic generated by the proposed project to the Opening Year without project conditions. Figure 15 illustrates Opening Year with project a.m. and p.m. peak hour traffic volumes at study area intersections. A level of service analysis was conducted to evaluate Opening Year with project a.m. and p.m. peak hour traffic operations at study area intersections. The results of this analysis are summarized in Table E, which shows all study intersections are forecast to operate at a satisfactory level of service.

Detailed level of service worksheets are included in Appendix C.

Cumulative With Project Conditions

The cumulative with project condition considers the addition of traffic generated by the cumulative projects to the Opening Year with project conditions. Figure 16 illustrates cumulative with project a.m. and p.m. peak hour traffic volumes at study area intersections. A level of service analysis was conducted to evaluate Opening Year with project a.m. and p.m. peak hour traffic operations at study area intersections. The results of this analysis are summarized in Table F, which shows all study intersections are forecast to operate at a satisfactory level of service.

Detailed level of service worksheets are included in Appendix C.

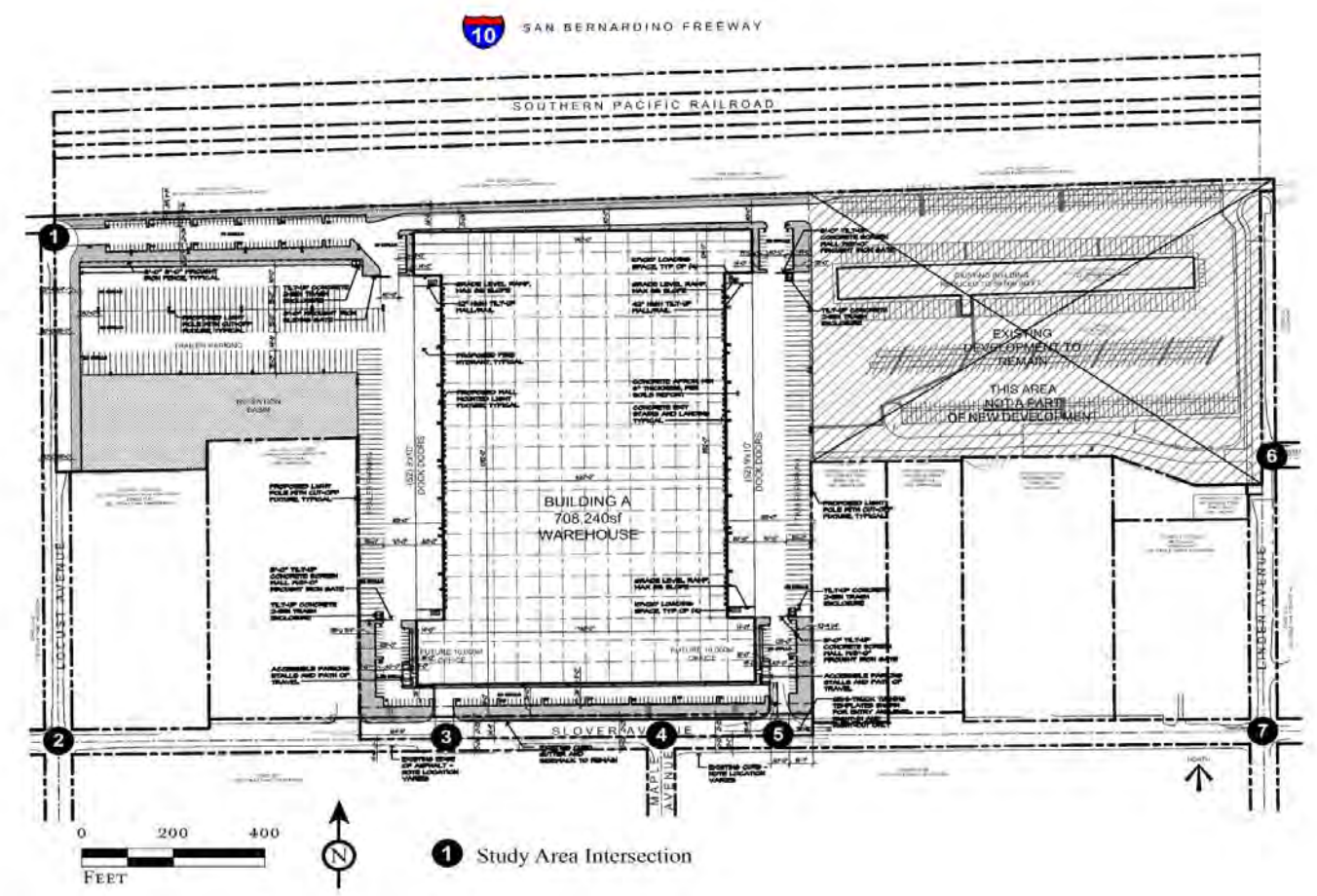
CIRCULATION IMPROVEMENTS

Existing Improvements

Under Existing and Existing Plus Project conditions, all study intersections will meet the County of San Bernardino's minimum level of service standard. No traffic improvements are required.

Opening Year Improvements

Under Opening Year and Opening Year Plus Project conditions, all study intersections will meet the County of San Bernardino's minimum level of service standard. No traffic improvements are required.



Future Intersection	4 / 4 ↲, 2 / 3 ↓, 5 / 3 ↳; 7 / 5 ↰, 520 / 316 ←, 8 / 35 ↶; 2 / 3 ↱, 426 / 452 →, 5 / 119 ↲; 15 / 90 ↑, 0 / 1 →, 23 / 77 ↱	*Future Intersection*	0 / 6 ↲, 0 / 1 ↓, 2 / 10 ↳; 10 / 2 ↰, 410 / 370 ←, 11 / 26 ↶; 5 / 3 ↱, 365 / 514 →, 14 / 34 ↲; 21 / 22 ↑, 1 / 0 →, 34 / 19 ↱	*Future Intersection*
1 Locust Ave/Dwy 1	2 Locust Ave/Slover Ave	3 Dwy 2/Slover Ave	4 Maple Ave/Slover Ave	5 Dwy 3/Slover Ave
0 / 2 ↓; 0 / 1 ↰, 5 / 30 ←, 212 / 163 ↶; 15 / 26 →, 1 / 1 ↲; 0 / 6 ↑, 0 / 2 →, 202 / 126 ↱	69 / 54 ↲, 17 / 25 ↓, 2 / 2 ↳; 0 / 2 ↰, 171 / 199 ←, 14 / 29 ↶; 41 / 71 ↱, 151 / 316 →, 5 / 34 ↲; 15 / 25 ↑, 36 / 45 →, 36 / 36 ↱			
6 Linden Ave/Dwy 4-Orange Av	7 Linden Ave/Slover Ave			

LSA

FIGURE 14

XXX / YYY AM / PM Volume (in PCEs)

Slover High-Cube Warehouse

Opening Year Without Project Project Peak Hour Traffic Volumes (In PCE's)

Table E - Opening Year Intersection Levels of Service

Intersection	Control	Opening Year Without Project						Opening Year With Project					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1 . Locust Ave/Dwy 1	TWSC	*Future Intersection*			*Future Intersection*			-	8.5	A	-	8.6	A
2 . Locust Ave/Slover Ave	Signal	0.21	10.6	B	0.26	17.5	B	0.23	11.4	B	0.26	17.7	B
3 . Dwy 2/Slover Ave	TWSC	*Future Intersection*			*Future Intersection*			-	12.9	B	-	13.4	B
4 . Maple Ave/Slover Ave	TWSC	-	17.3	C	-	16.9	C	-	12.5	B	-	15.6	C
5 . Dwy 3/Slover Ave	TWSC	*Future Intersection*			*Future Intersection*			-	9.7	A	-	9.5	A
6 . Linden Ave/Dwy 4-Orange Ave	TWSC	-	10.5	B	-	10.1	B	-	10.6	B	-	10.3	B
7 . Linden Ave/Slover Ave	AWSC	0.31	9.3	A	0.64	13.3	B	0.34	9.6	A	0.68	14.1	B

Notes:

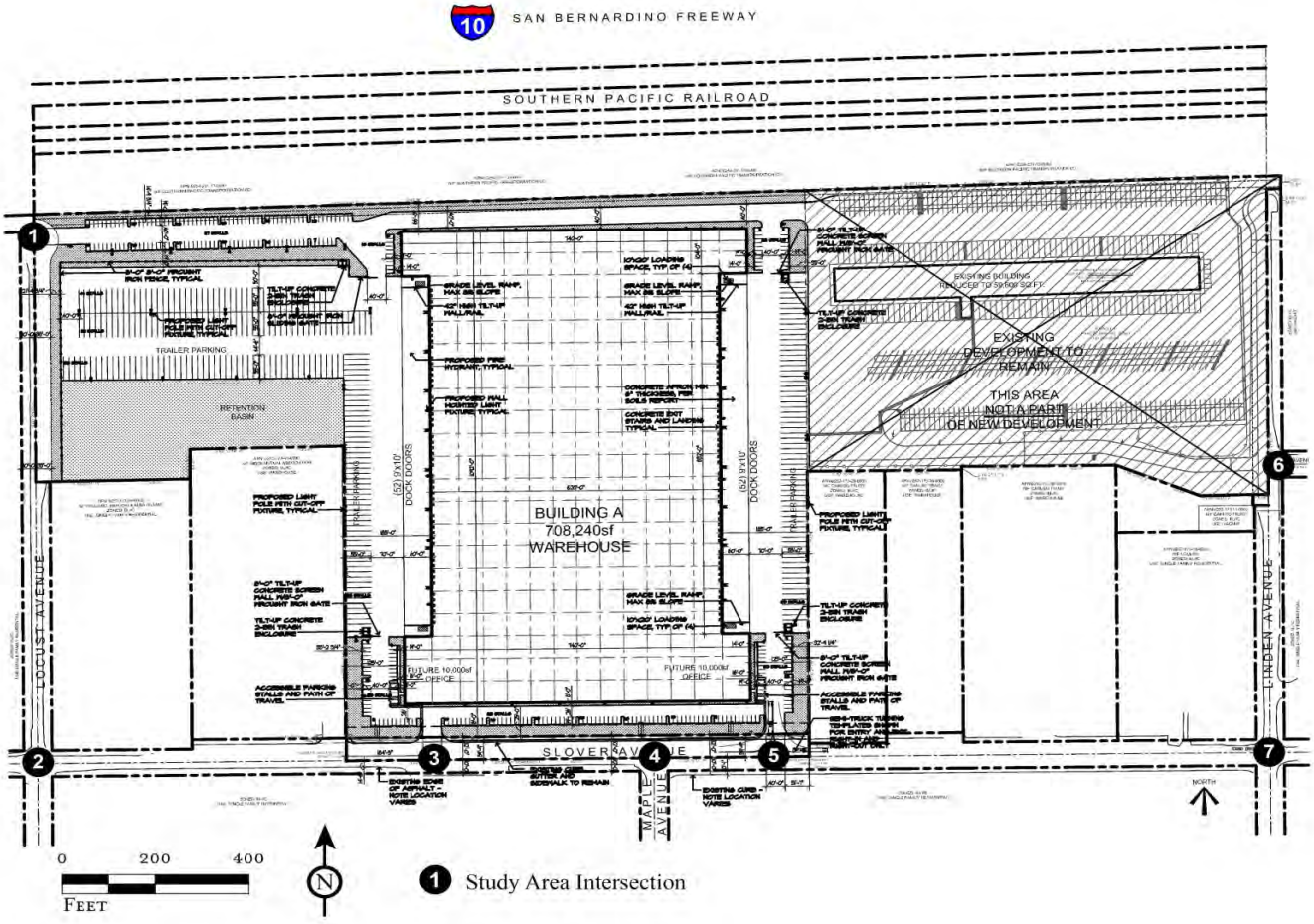
TWSC = Two-Way Stop Control

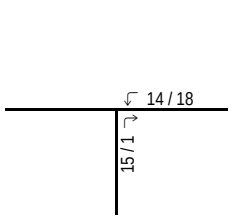
AWSC= All-Way Stop Control

V/C = Volume/capacity ratio

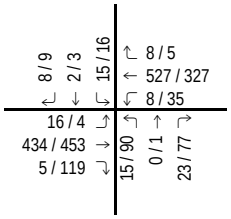
Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service

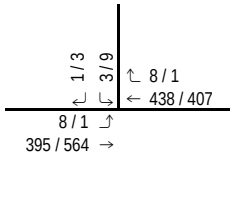




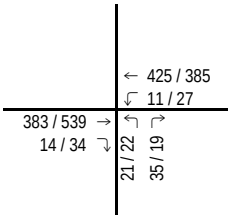
1 Locust Ave/Dwy 1



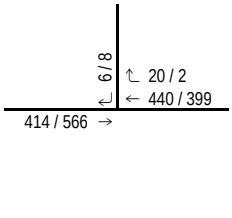
2 Locust Ave/Slover Ave



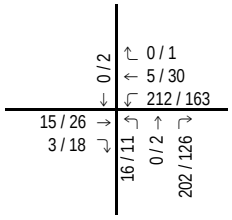
3 Dwy 2/Slover Ave



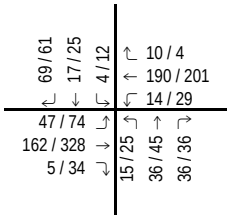
4 Maple Ave/Slover Ave



5 Dwy 3/Slover Ave



6 Linden Ave/Dwy 4-Orange Av



7 Linden Ave/Slover Ave

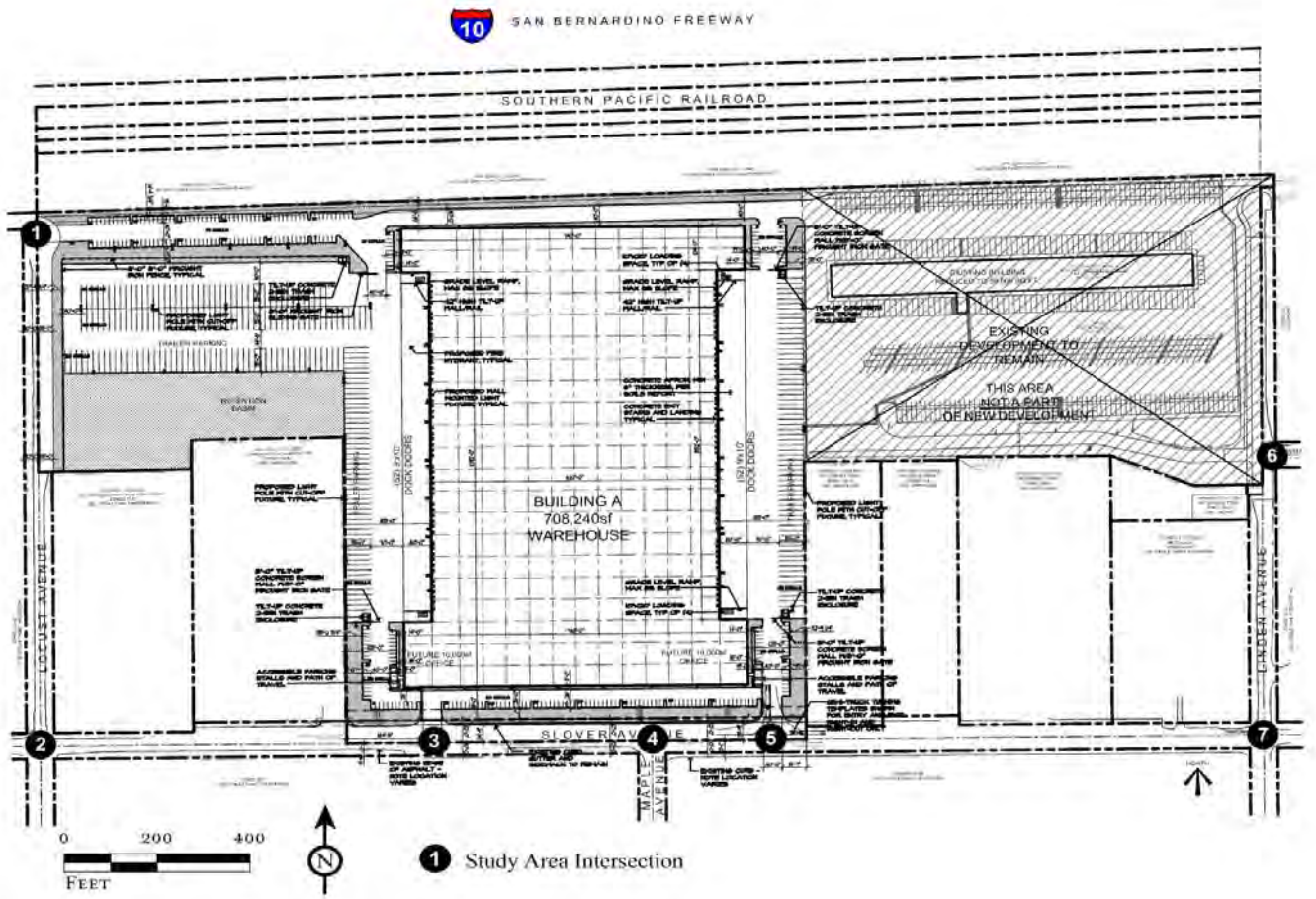
LSA

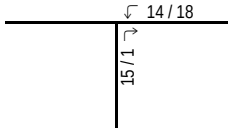
FIGURE 15

XXX / YYY AM / PM Volume (in PCEs)

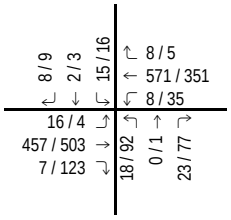
Slover High-Cube Warehouse

Opening Year With Project Project Peak Hour Traffic Volumes (In PCE's)

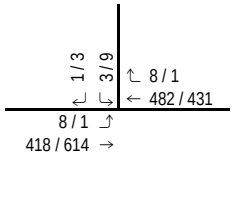




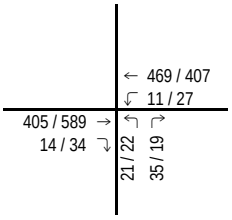
1 Locust Ave/Dwy 1



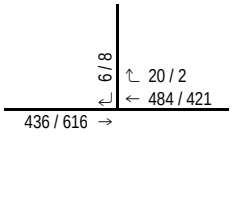
2 Locust Ave/Slover Ave



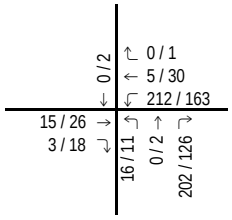
3 Dwy 2/Slover Ave



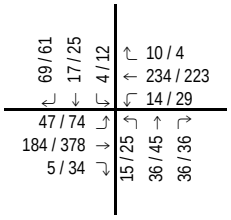
4 Maple Ave/Slover Ave



5 Dwy 3/Slover Ave



6 Linden Ave/Dwy 4-Orange Av



7 Linden Ave/Slover Ave

LSA

FIGURE 16

XXX / YYY AM / PM Volume (in PCEs)

Slover High-Cube Warehouse

Cumulaitve With Project Project Peak Hour Traffic Volumes (In PCE's)

Table F - Cumulative Plus Project Intersection Levels of Service

Intersection	Control	Cumulative With Project					
		AM Peak Hour			PM Peak Hour		
		V/C	Delay	LOS	V/C	Delay	LOS
1 . Locust Ave/Dwy 1	TWSC	-	8.5	A	-	8.6	A
2 . Locust Ave/Slover Ave	Signal	0.24	11.1	B	0.28	17.2	B
3 . Dwy 2/Slover Ave	TWSC	-	13.6	B	-	14.0	B
4 . Maple Ave/Slover Ave	TWSC	-	12.9	B	-	16.7	C
5 . Dwy 3/Slover Ave	TWSC	-	9.8	A	-	9.5	A
6 . Linden Ave/Dwy 4-Orange Ave	TWSC	-	10.6	B	-	10.3	B
7 . Linden Ave/Slover Ave	AWSC	0.38	10.2	B	0.76	16.8	C

Notes:

TWSC = Two-Way Stop Control

AWSC= All-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service

Cumulative Improvements

Under Cumulative and Cumulative Plus Project conditions, all study intersections will meet the County of San Bernardino's minimum level of service standard. No traffic improvements are required.

SHARED ACCESS DRIVEWAY ANALYSIS

As discussed earlier in the report, a separate shared access driveway analysis was conducted for opening year and cumulative conditions on Slover Avenue to determine the feasibility of combining the western project driveway (Driveway 2/Slover Avenue) with the existing driveway on the adjacent property to the west (Index Fresh Driveway/Slover Avenue). In this analysis, both properties can make left and right turns in and out of the driveway without any restrictions and is referred to as Driveway 2-Index Fresh Driveway/Slover Avenue.

Opening Year Without Project (With Shared Access Driveway) Conditions

Figure 17 illustrates Opening Year without project (with shared access driveway) a.m. and p.m. peak hour traffic volumes at study area intersections. A level of service analysis was conducted to evaluate Opening Year without project (with shared access driveway) a.m. and p.m. peak hour traffic operations at study area intersections. The results of this analysis are summarized in Table G, which shows all study intersections are forecast to operate at a satisfactory level of service.

Detailed level of service worksheets are included in Appendix C.

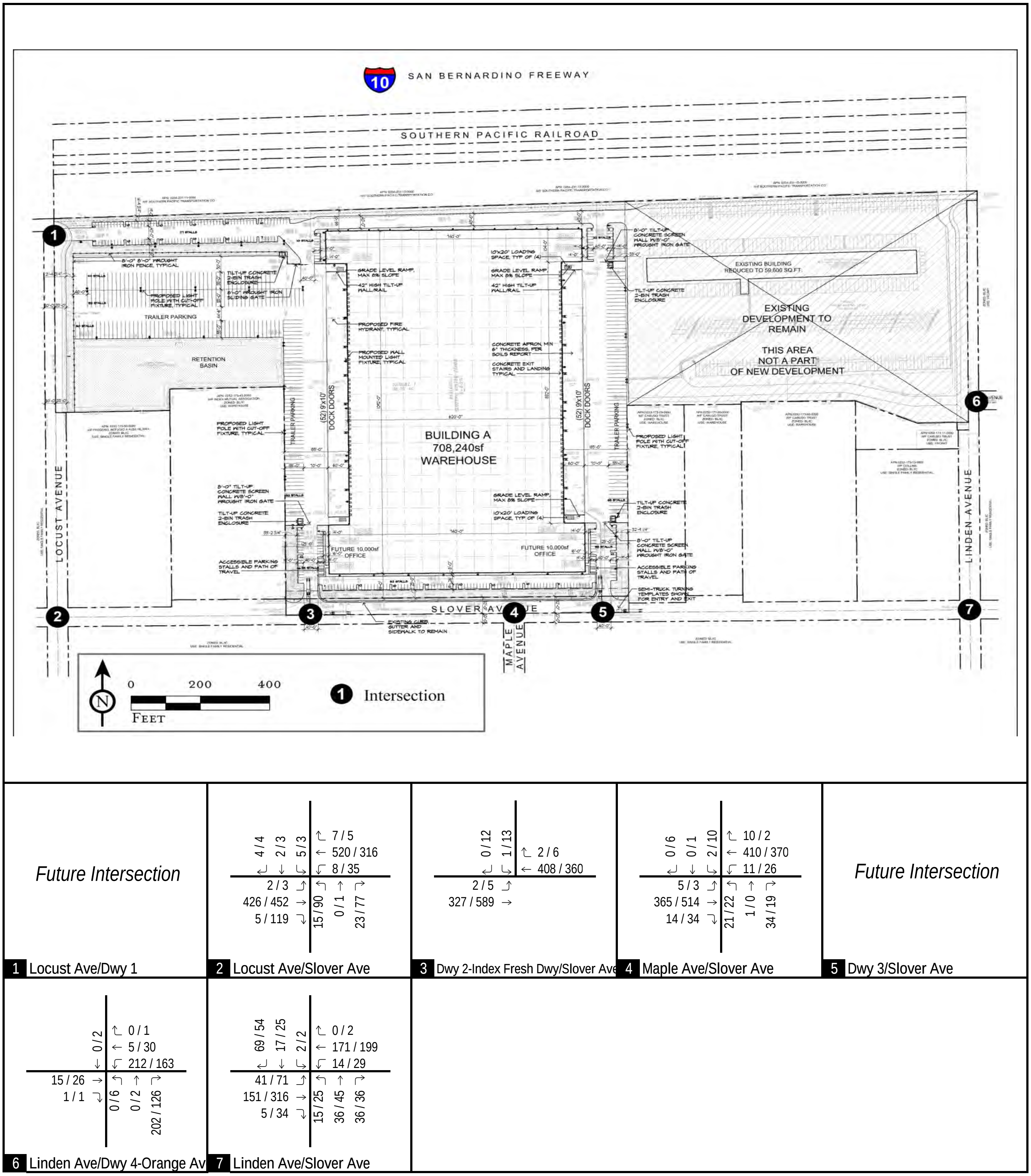
Opening Year With Project (With Shared Access Driveway) Conditions

The Opening Year with project (with shared access driveway) condition considers the addition of traffic generated by the proposed project to the Opening Year without project conditions. Figure 18 illustrates Opening Year with project a.m. and p.m. peak hour traffic volumes at study area intersections. A level of service analysis was conducted to evaluate Opening Year with project (with shared access driveway) a.m. and p.m. peak hour traffic operations at study area intersections. The results of this analysis are summarized in Table G, which shows all study intersections are forecast to operate at a satisfactory level of service.

Detailed level of service worksheets are included in Appendix C.

Cumulative With Project (With Shared Access Driveway) Conditions

The cumulative with project (with shared access driveway) condition considers the addition of traffic generated by the cumulative projects to the Opening Year with project (with shared access driveway) conditions. Figure 19 illustrates cumulative with project (with shared access driveway) a.m. and p.m. peak hour traffic volumes at study area intersections. A level of service analysis was conducted to evaluate Opening Year with project (with shared access driveway) a.m. and p.m. peak hour traffic operations at study area intersections. The results of this analysis are summarized in Table H, which shows all study intersections are forecast to operate at a satisfactory level of service.



LSA

FIGURE 17

XXX / YYY AM / PM Volume (in PCEs)

Slover High-Cube Warehouse

Opening Year Without Project (With Shared Access Driveway) Peak Hour Traffic Volumes

R:\PAC1301\Traffic\January 2014\z30_13_OY NP ALT (1/2/2014)

Table G - Opening Year (With Shared Access Driveway) Intersection Levels of Service

Intersection	Control	Opening Year Without Project						Opening Year With Project					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1 . Locust Ave/Dwy 1	TWSC	*Future Intersection*			*Future Intersection*			-	8.5	A	-	8.6	A
2 . Locust Ave/Slover Ave	Signal	0.21	10.6	B	0.26	17.5	B	0.23	11.4	B	0.26	17.7	B
3 . Dwy 2/Slover Ave	TWSC	*Future Intersection*			*Future Intersection*			-	14.2	B	-	13.3	B
4 . Maple Ave/Slover Ave	TWSC	-	17.3	C	-	16.9	C	-	12.5	B	-	15.6	C
5 . Dwy 3/Slover Ave	TWSC	*Future Intersection*			*Future Intersection*			-	9.7	A	-	9.5	A
6 . Linden Ave/Dwy 4-Orange Ave	TWSC	-	10.5	B	-	10.1	B	-	10.6	B	-	10.3	B
7 . Linden Ave/Slover Ave	AWSC	0.31	9.3	A	0.64	13.3	B	0.34	9.6	A	0.68	14.1	B

Notes:

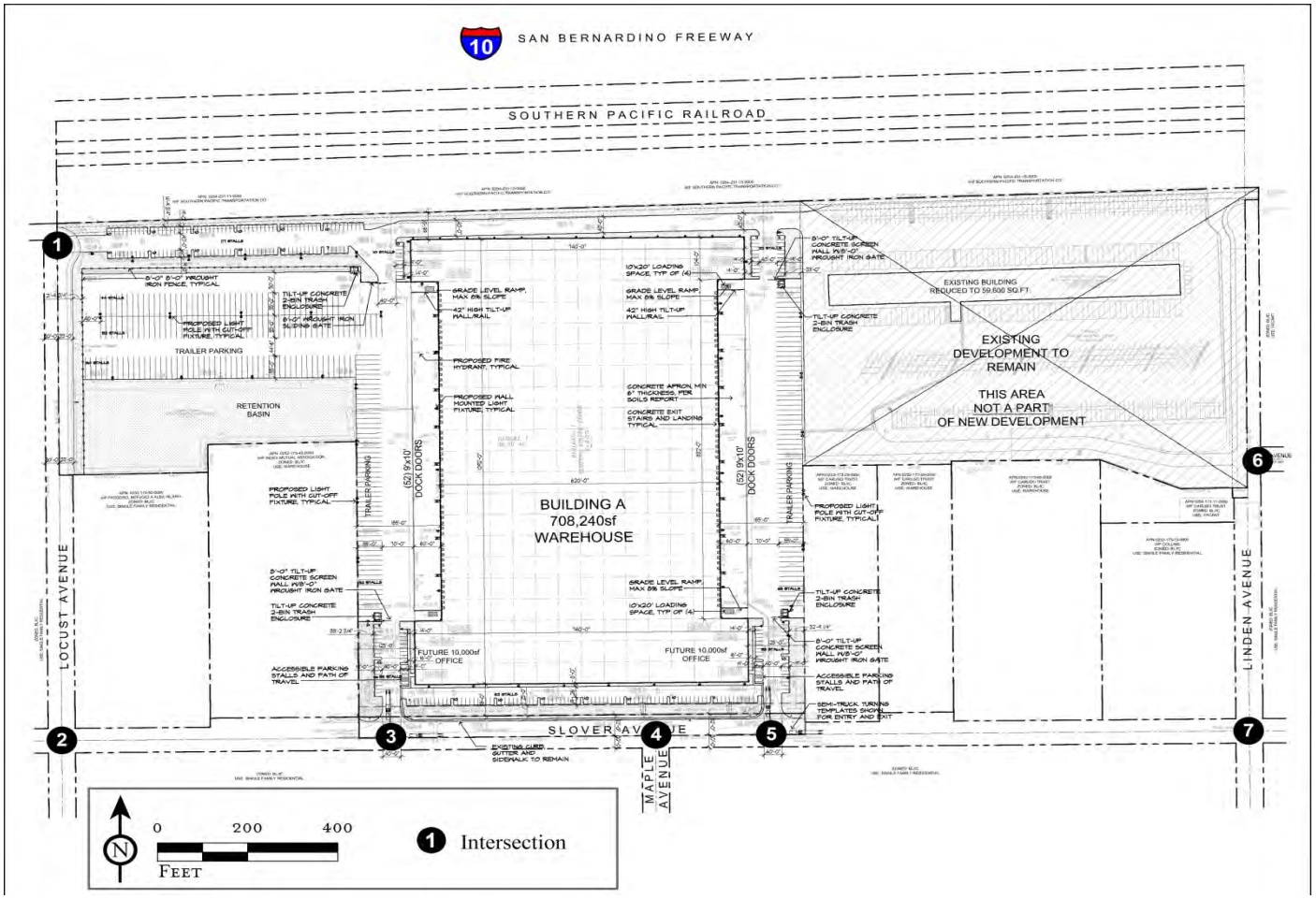
TWSC = Two-Way Stop Control

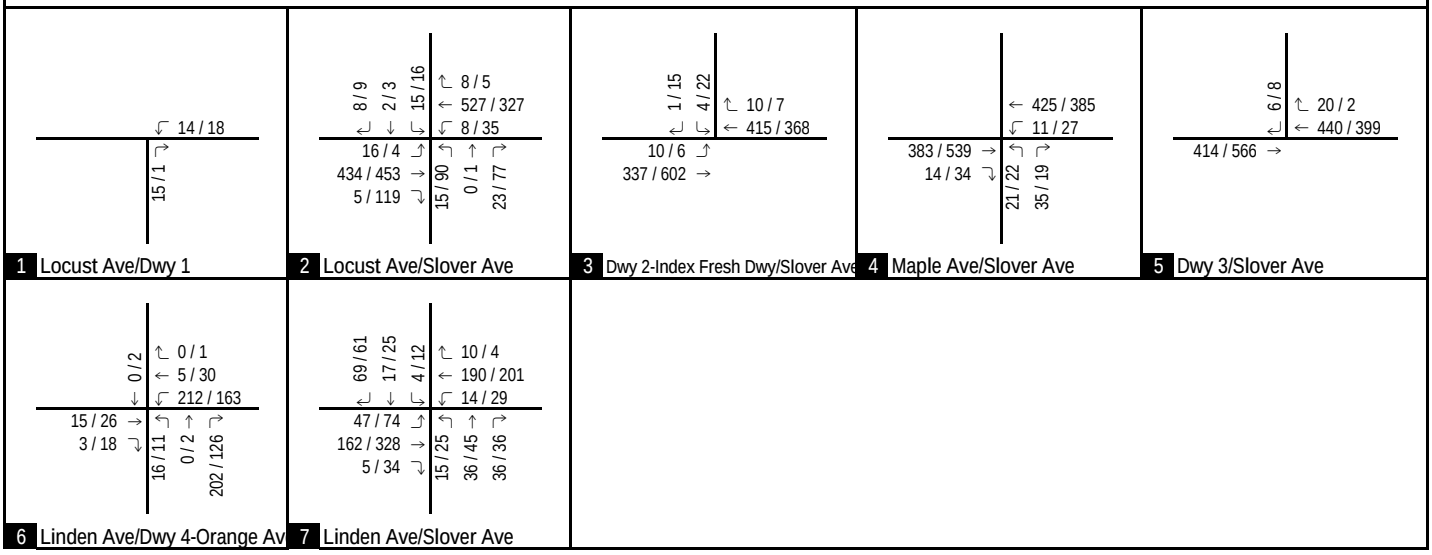
AWSC= All-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service





LSA

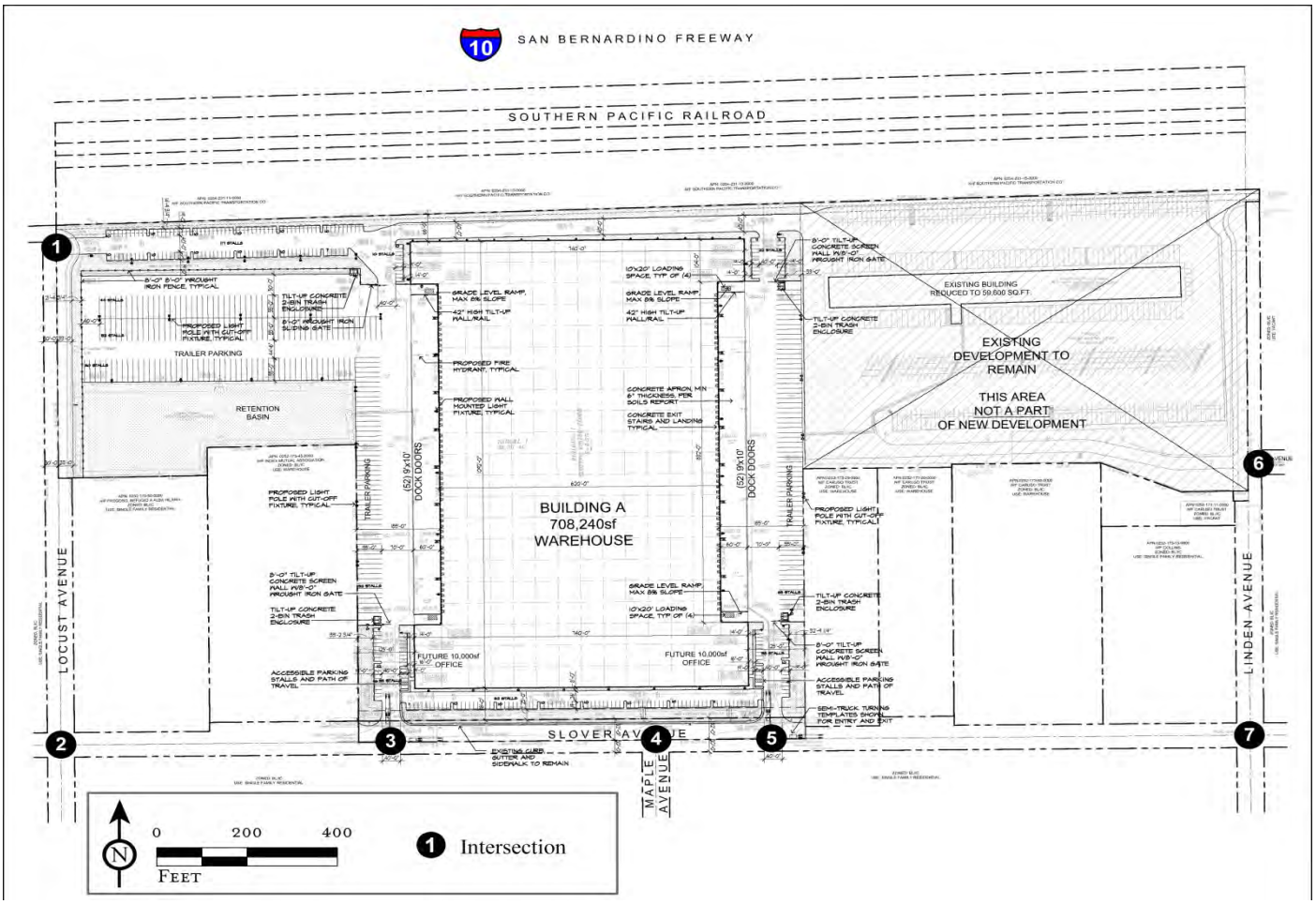
FIGURE 18

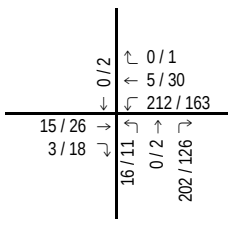
XXX / YYY AM / PM Volume (in PCEs)

Slover High-Cube Warehouse

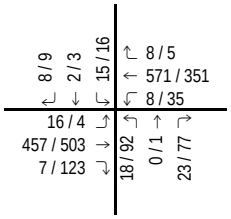
Opening Year With Project (With Shared Access Driveway) Peak Hour Traffic Volumes

R:\PAC1301\Traffic\January 2014\z30_13_OY P ALT (1/2/2014)

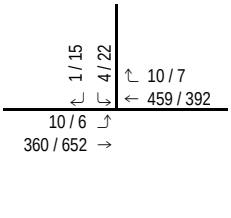




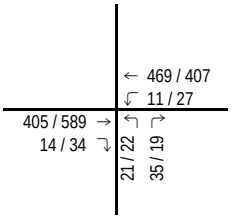
1 Locust Ave/Dwy 1



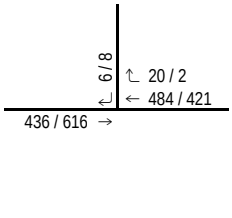
2 Locust Ave/Slover Ave



3 Dwy 2/Slover Ave

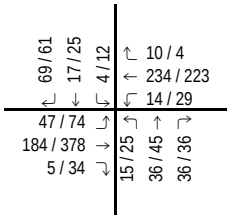


4 Maple Ave/Slover Ave



5 Dwy 3/Slover Ave

6 Linden Ave/Dwy 4-Orange Av



7 Linden Ave/Slover Ave

LSA

FIGURE 19

XXX / YYY AM / PM Volume (in PCEs)

Slover High-Cube Warehouse

Cumulaitve With Project (With Shared Access Driveway) Peak Hour Traffic Volumes

Table H - Cumulative Plus Project (With Shared Access Driveway) Intersection Levels of Service

Intersection	Control	Cumulative With Project					
		AM Peak Hour			PM Peak Hour		
		V/C	Delay	LOS	V/C	Delay	LOS
1 . Locust Ave/Dwy 1	TWSC	-	8.5	A	-	8.6	A
2 . Locust Ave/Slover Ave	Signal	0.24	11.1	B	0.28	17.2	B
3 . Dwy 2/Slover Ave	TWSC	-	15.2	C	-	13.9	B
4 . Maple Ave/Slover Ave	TWSC	-	12.9	B	-	16.7	C
5 . Dwy 3/Slover Ave	TWSC	-	9.8	A	-	9.5	A
6 . Linden Ave/Dwy 4-Orange Ave	TWSC	-	10.6	B	-	10.3	B
7 . Linden Ave/Slover Ave	AWSC	0.38	10.2	B	0.76	16.8	C

Notes:

TWSC = Two-Way Stop Control

AWSC= All-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service

Detailed level of service worksheets are included in Appendix C.

QUEUING ANALYSIS

A queuing analysis was conducted for all scenarios at the intersection of Driveway 2/Slover Avenue to determine if 204 feet between Driveway 2/Slover Avenue and the Index Fresh Driveway/Slover Avenue (center-line to center-line) was sufficient to accommodate the eastbound left-turn queue to enter the project driveway without conflicting with the Index Fresh Driveway. Based on the 95th percentile queue for all scenarios, the eastbound left-turn queues into Driveway 2/Slover Avenue are no greater than one vehicle. With an average vehicle length of 25 feet, the eastbound left-turn queue would not exceed the available distance between the two driveways.

Detailed queue worksheets are included in Appendix D.

SUMMARY

Circulation impacts associated with the development of the proposed 708,240-square foot high cube warehouse facility are nominal as the proposed project includes the demolition of 70 percent of the existing YRC Freight operations. The corresponding net trip additions would not create new impacts at any of the study intersections. Under Existing, Opening Year, and Cumulative conditions, all study intersections are forecast to operate at satisfactory levels of service without and with the proposed project. For this reason, no traffic improvements are required.

APPENDIX A:

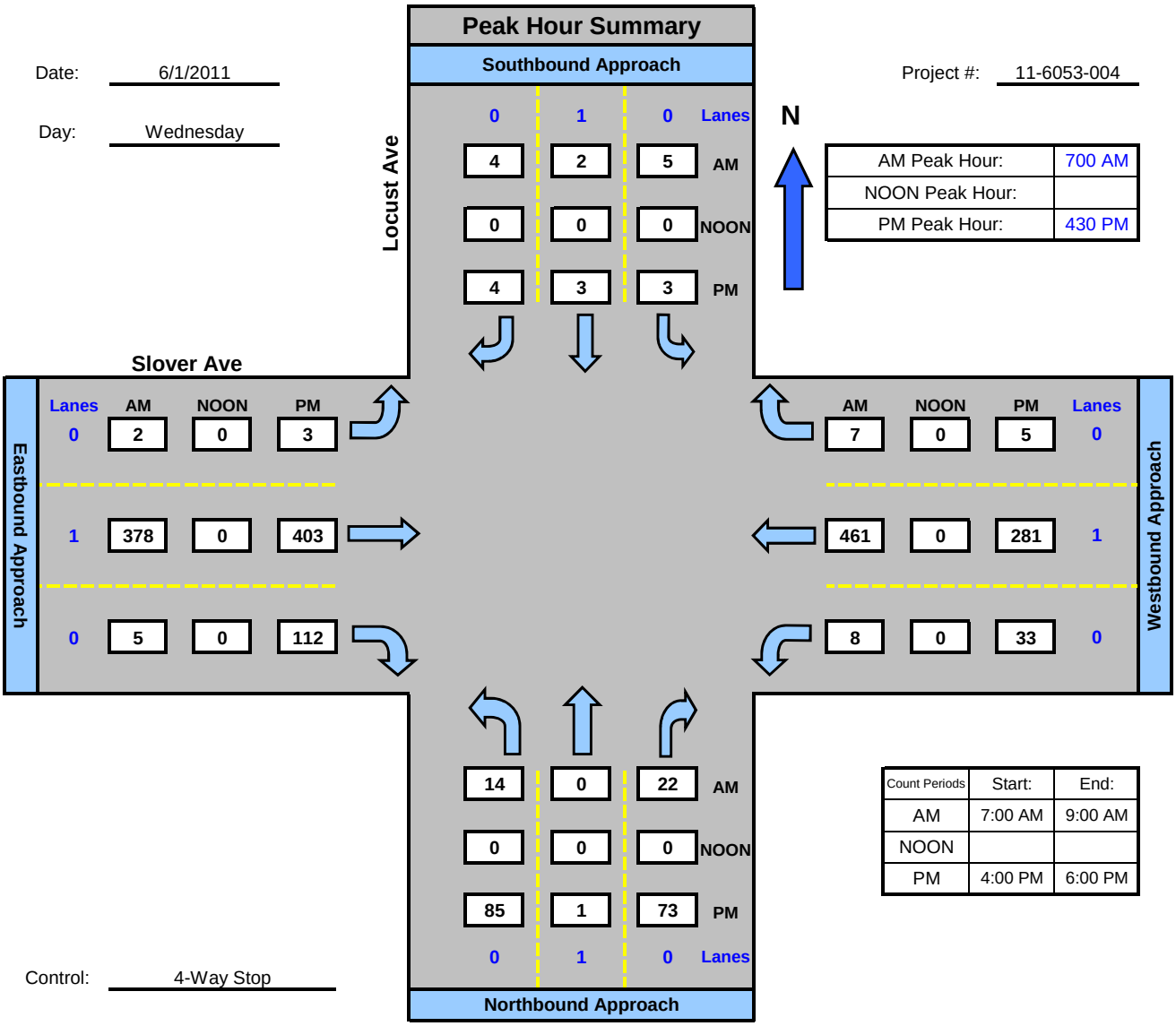
TRAFFIC COUNT SHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Locust Ave and Slover Ave , City of Bloomington



Date: 6/1/2011

Day: Wednesday

Project #: 11-6053-004

AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 4-Way Stop

ITM Peak Hour Summary

Prepared by:

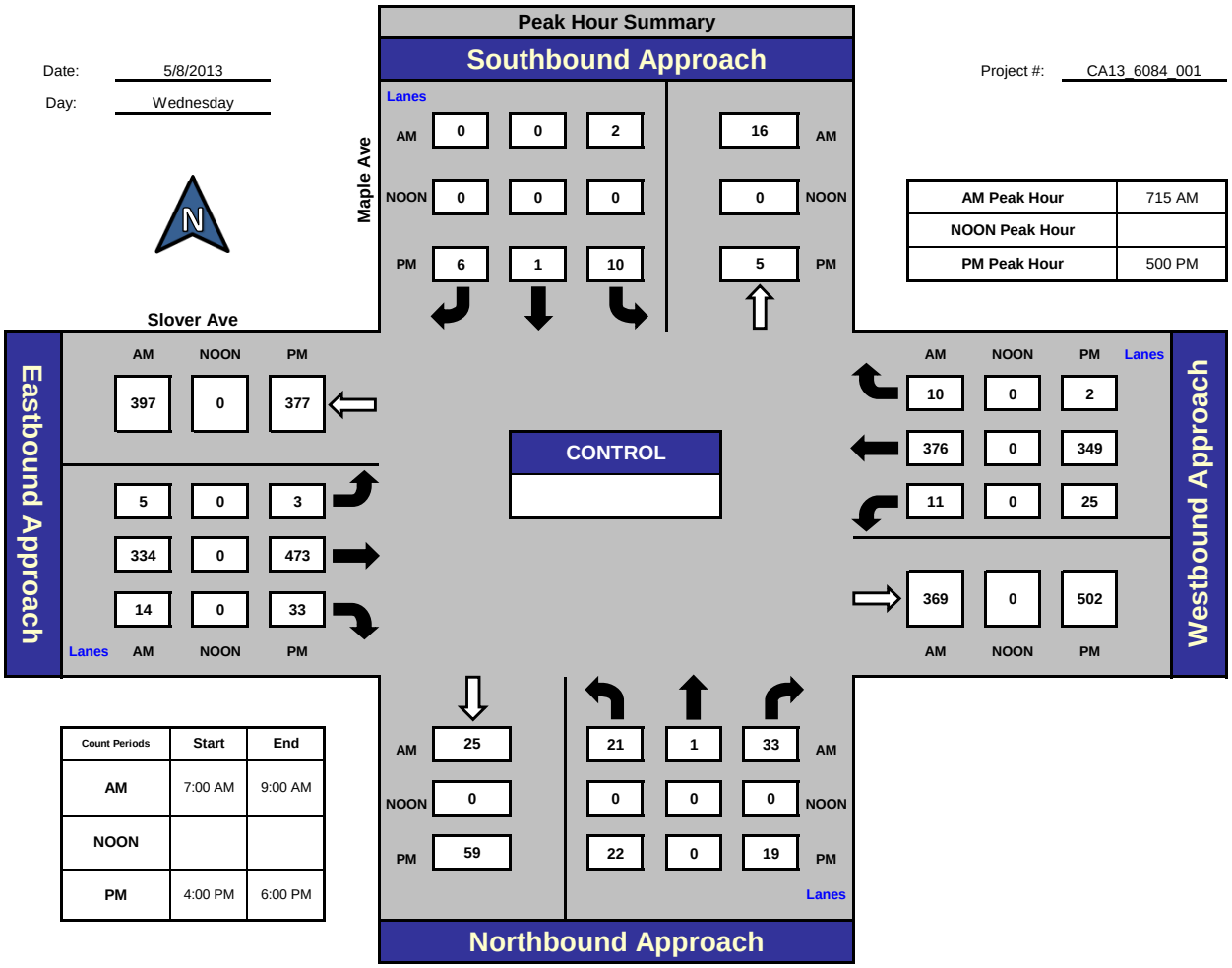
National Data & Surveying Services

Maple Ave and Slover Ave , City of Bloomington

Date: 5/8/2013

Day: Wednesday

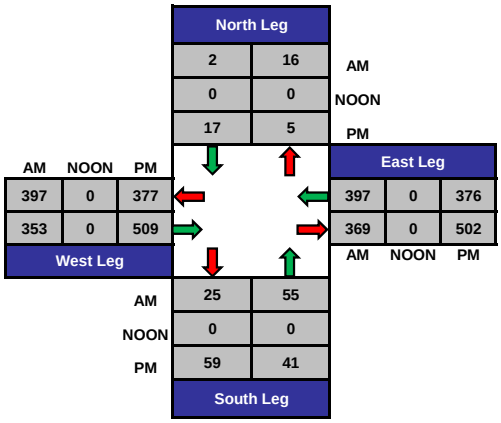
Project #: CA13_6084_001



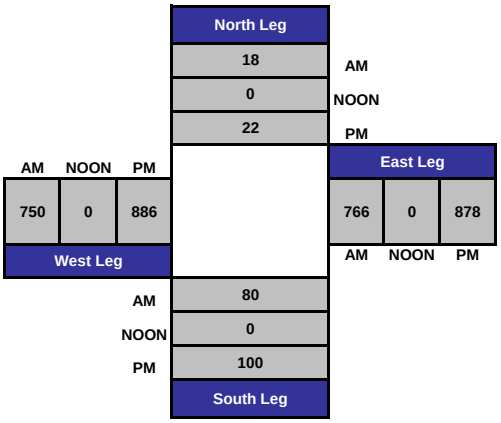
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

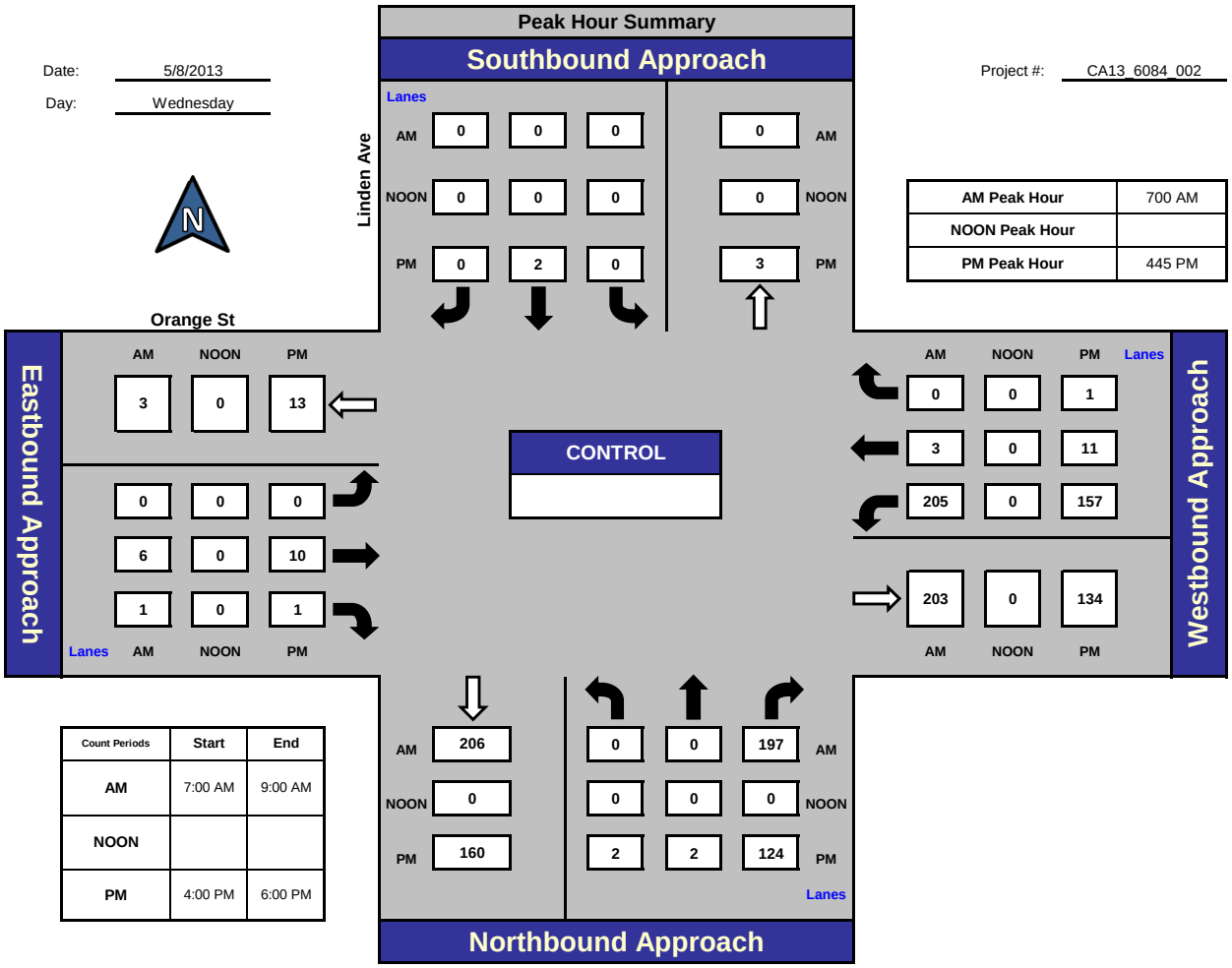
National Data & Surveying Services

Linden Ave and Orange St , City of Bloomington

Date: 5/8/2013

Day: Wednesday

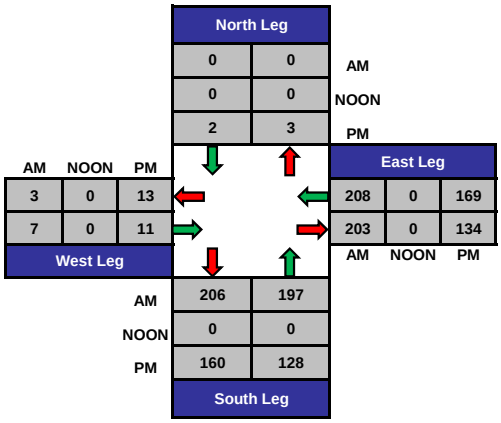
Project #: CA13_6084_002



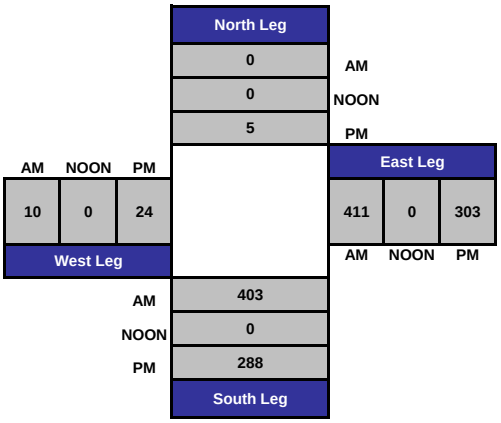
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

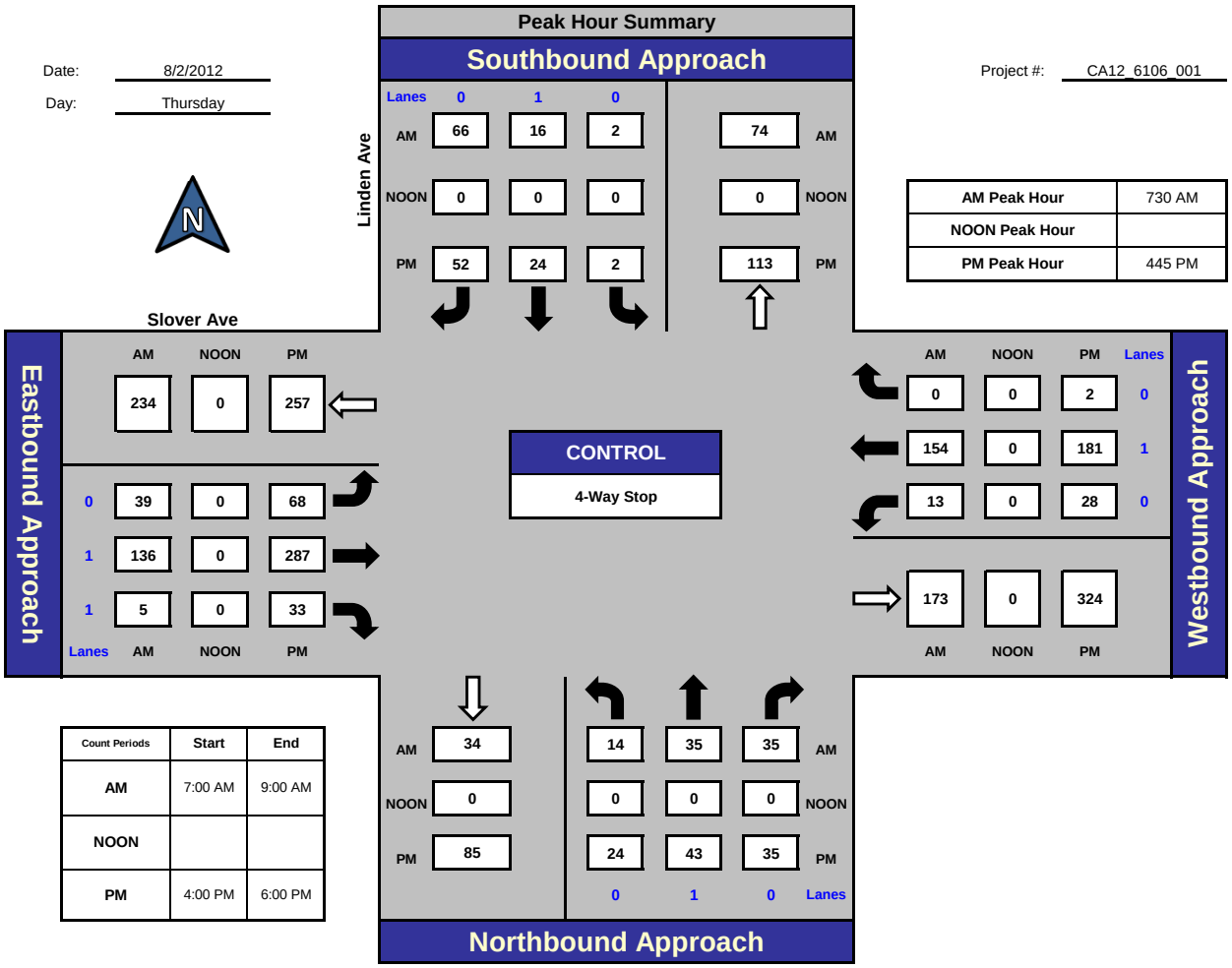
National Data & Surveying Services

Linden Ave and Slover Ave , San Bernardino

Date: 8/2/2012

Day: Thursday

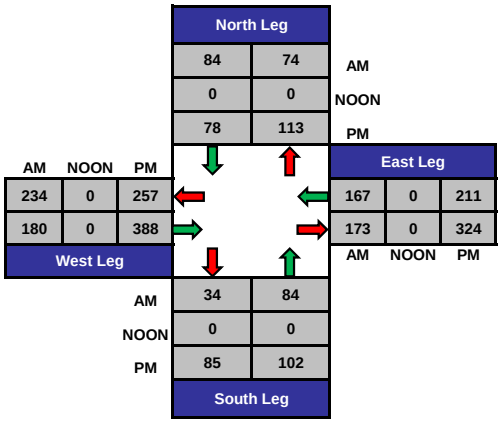
Project #: CA12_6106_001



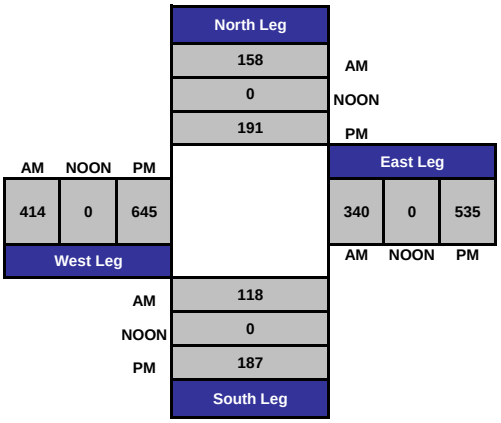
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



APPENDIX B:

VOLUME DEVELOPMENT WORKSHEETS

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	A.M. Peak Hour							P.M. Peak Hour						
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Avg. PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Avg. PCE	Total PCE Volume
3 Dwy 2-Index Fresh Dwy/Slover Ave														
NBL	0	0	0	0	0		0	0	0	0	0	0		0
NBT	0	0	0	0	0		0	0	0	0	0	0		0
NBR	0	0	0	0	0		0	0	0	0	0	0		0
SBL	1	0	0	0	0		1	13	0	0	0	0		13
SBT	0	0	0	0	0		0	0	0	0	0	0		0
SBR	0	0	0	0	0		0	9	0	0	1	3		12
EBL	2	0	0	0	0		2	2	0	0	1	3		5
EBT	279	12	3	6	42		321	516	5	13	9	61		577
EBR	0	0	0	0	0		0	0	0	0	0	0		0
WBL	0	0	0	0	0		0	0	0	0	0	0		0
WBT	351	10	5	8	49		400	321	5	6	4	32		353
WBR	2	0	0	0	0		2	3	0	0	1	3		6
North Leg														
Approach	1	0	0	0	0		1	22	0	0	1	3		25
Departure	4	0	0	0	0		4	5	0	0	2	6		11
Total	5	0	0	0	0	0.0	5	27	0	0	3	9	3.0	36
South Leg														
Approach	0	0	0	0	0		0	0	0	0	0	0		0
Departure	0	0	0	0	0		0	0	0	0	0	0		0
Total	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
East Leg														
Approach	353	10	5	8	49		402	324	5	6	5	35		359
Departure	280	12	3	6	42		322	529	5	13	9	61		590
Total	633	22	8	14	91	2.1	724	853	10	19	14	96	2.2	949
West Leg														
Approach	281	12	3	6	42		323	518	5	13	10	64		582
Departure	351	10	5	8	49		400	330	5	6	5	35		365
Total	632	22	8	14	91	2.1	723	848	10	19	15	99	2.3	947
Total Approaches														
Approach	635	22	8	14	91		726	864	10	19	16	102		966
Departure	635	22	8	14	91		726	864	10	19	16	102		966
Total	1,270	44	16	28	182	2.1	1,452	1,728	20	38	32	204	2.3	1,932

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	A.M. Peak Hour							P.M. Peak Hour						
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Avg. PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Avg. PCE	Total PCE Volume
4 Maple Ave/Slover Ave														
NBL	21	0	0	0	0		21	22	0	0	0	0		22
NBT	1	0	0	0	0		1	0	0	0	0	0		0
NBR	33	0	0	0	0		33	19	0	0	0	0		19
SBL	2	0	0	0	0		2	10	0	0	0	0		10
SBT	0	0	0	0	0		0	1	0	0	0	0		1
SBR	0	0	0	0	0		0	6	0	0	0	0		6
EBL	5	0	0	0	0		5	3	0	0	0	0		3
EBT	309	15	4	6	49		358	447	12	3	11	57		504
EBR	14	0	0	0	0		14	33	0	0	0	0		33
WBL	11	0	0	0	0		11	25	0	0	0	0		25
WBT	351	13	5	7	51		402	340	2	1	6	23		363
WBR	10	0	0	0	0		10	2	0	0	0	0		2
North Leg														
Approach	2	0	0	0	0		2	17	0	0	0	0		17
Departure	16	0	0	0	0		16	5	0	0	0	0		5
Total	18	0	0	0	0	0.0	18	22	0	0	0	0	0.0	22
South Leg														
Approach	55	0	0	0	0		55	41	0	0	0	0		41
Departure	25	0	0	0	0		25	59	0	0	0	0		59
Total	80	0	0	0	0	0.0	80	100	0	0	0	0	0.0	100
East Leg														
Approach	372	13	5	7	51		423	367	2	1	6	23		390
Departure	344	15	4	6	49		393	476	12	3	11	57		533
Total	716	28	9	13	100	2.0	816	843	14	4	17	80	2.3	923
West Leg														
Approach	328	15	4	6	49		377	483	12	3	11	57		540
Departure	372	13	5	7	51		423	368	2	1	6	23		391
Total	700	28	9	13	100	2.0	800	851	14	4	17	80	2.3	931
Total Approaches														
Approach	757	28	9	13	100		857	908	14	4	17	80		988
Departure	757	28	9	13	100		857	908	14	4	17	80		988
Total	1,514	56	18	26	200	2.0	1,714	1,816	28	8	34	160	2.3	1,976

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	A.M. Peak Hour							P.M. Peak Hour						
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Avg. PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Avg. PCE	Total PCE Volume
6 Linden Ave/Dwy 4-Orange Ave														
NBL	0	0	0	0	0		0	0	0	0	2	6		6
NBT	0	0	0	0	0		0	2	0	0	0	0		2
NBR	195	2	0	0	3		198	124	0	0	0	0		124
SBL	0	0	0	0	0		0	0	0	0	0	0		0
SBT	0	0	0	0	0		0	2	0	0	0	0		2
SBR	0	0	0	0	0		0	0	0	0	0	0		0
EBL	0	0	0	0	0		0	0	0	0	0	0		0
EBT	0	1	2	3	15		15	2	1	0	7	23		25
EBR	1	0	0	0	0		1	1	0	0	0	0		1
WBL	202	2	0	1	6		208	155	0	1	1	5		160
WBT	1	1	1	0	4		5	0	1	3	7	29		29
WBR	0	0	0	0	0		0	1	0	0	0	0		1
North Leg														
Approach	0	0	0	0	0		0	2	0	0	0	0		2
Departure	0	0	0	0	0		0	3	0	0	0	0		3
Total	0	0	0	0	0	0.0	0	5	0	0	0	0	0.0	5
South Leg														
Approach	195	2	0	0	3		198	126	0	0	2	6		132
Departure	203	2	0	1	6		209	158	0	1	1	5		163
Total	398	4	0	1	9	1.8	407	284	0	1	3	11	2.8	295
East Leg														
Approach	203	3	1	1	10		213	156	1	4	8	34		190
Departure	195	3	2	3	18		213	126	1	0	7	23		149
Total	398	6	3	4	28	2.2	426	282	2	4	15	57	2.7	339
West Leg														
Approach	1	1	2	3	15		16	3	1	0	7	23		26
Departure	1	1	1	0	4		5	0	1	3	9	35		35
Total	2	2	3	3	19	2.4	21	3	2	3	16	58	2.8	61
Total Approaches														
Approach	399	6	3	4	28		427	287	2	4	17	63		350
Departure	399	6	3	4	28		427	287	2	4	17	63		350
Total	798	12	6	8	56	2.2	854	574	4	8	34	126	2.7	700

Table B-2 - Existing Peak Hour Truck Percentages

	A.M. Peak Hour				P.M. Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 Dwy 2-Index Fresh Dwy/Slover Ave								
NBL	0	0	0		0	0	0	
NBT	0	0	0		0	0	0	
NBR	0	0	0		0	0	0	
SBL	1	0	1		13	0	13	
SBT	0	0	0		0	0	0	
SBR	0	0	0		9	1	10	
EBL	2	0	2		2	1	3	
EBT	279	21	300		516	27	543	
EBR	0	0	0		0	0	0	
WBL	0	0	0		0	0	0	
WBT	351	23	374		321	15	336	
WBR	2	0	2		3	1	4	
North Leg								
Approach	1	0	1		22	1	23	
Departure	4	0	4		5	2	7	
Total	5	0	5	0.0%	27	3	30	10.0%
South Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	353	23	376		324	16	340	
Departure	280	21	301		529	27	556	
Total	633	44	677	6.5%	853	43	896	4.8%
West Leg								
Approach	281	21	302		518	28	546	
Departure	351	23	374		330	16	346	
Total	632	44	676	6.5%	848	44	892	4.9%
Total Approaches								
Approach	635	44	679		864	45	909	
Departure	635	44	679		864	45	909	
Total	1,270	88	1,358	6.5%	1,728	90	1,818	5.0%

Table B-2 - Existing Peak Hour Truck Percentages

	A.M. Peak Hour				P.M. Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 Maple Ave/Slover Ave								
NBL	21	0	21		22	0	22	
NBT	1	0	1		0	0	0	
NBR	33	0	33		19	0	19	
SBL	2	0	2		10	0	10	
SBT	0	0	0		1	0	1	
SBR	0	0	0		6	0	6	
EBL	5	0	5		3	0	3	
EBT	309	25	334		447	26	473	
EBR	14	0	14		33	0	33	
WBL	11	0	11		25	0	25	
WBT	351	25	376		340	9	349	
WBR	10	0	10		2	0	2	
North Leg								
Approach	2	0	2		17	0	17	
Departure	16	0	16		5	0	5	
Total	18	0	18	0.0%	22	0	22	0.0%
South Leg								
Approach	55	0	55		41	0	41	
Departure	25	0	25		59	0	59	
Total	80	0	80	0.0%	100	0	100	0.0%
East Leg								
Approach	372	25	397		367	9	376	
Departure	344	25	369		476	26	502	
Total	716	50	766	6.5%	843	35	878	4.0%
West Leg								
Approach	328	25	353		483	26	509	
Departure	372	25	397		368	9	377	
Total	700	50	750	6.7%	851	35	886	4.0%
Total Approaches								
Approach	757	50	807		908	35	943	
Departure	757	50	807		908	35	943	
Total	1,514	100	1,614	6.2%	1,816	70	1,886	3.7%

Table B-2 - Existing Peak Hour Truck Percentages

	A.M. Peak Hour				P.M. Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
6 Linden Ave/Dwy 4-Orange Ave								
NBL	0	0	0		0	2	2	
NBT	0	0	0		2	0	2	
NBR	195	2	197		124	0	124	
SBL	0	0	0		0	0	0	
SBT	0	0	0		2	0	2	
SBR	0	0	0		0	0	0	
EBL	0	0	0		0	0	0	
EBT	0	6	6		2	8	10	
EBR	1	0	1		1	0	1	
WBL	202	3	205		155	2	157	
WBT	1	2	3		0	11	11	
WBR	0	0	0		1	0	1	
North Leg								
Approach	0	0	0		2	0	2	
Departure	0	0	0		3	0	3	
Total	0	0	0	0.0%	5	0	5	0.0%
South Leg								
Approach	195	2	197		126	2	128	
Departure	203	3	206		158	2	160	
Total	398	5	403	1.2%	284	4	288	1.4%
East Leg								
Approach	203	5	208		156	13	169	
Departure	195	8	203		126	8	134	
Total	398	13	411	3.2%	282	21	303	6.9%
West Leg								
Approach	1	6	7		3	8	11	
Departure	1	2	3		0	13	13	
Total	2	8	10	80.0%	3	21	24	87.5%
Total Approaches								
Approach	399	13	412		287	23	310	
Departure	399	13	412		287	23	310	
Total	798	26	824	3.2%	574	46	620	7.4%

Table B-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

	A.M. Peak Hour							P.M. Peak Hour						
	Total Vehicles	Truck %	Pass. Veh.	Truck	Avg. Truck PCE	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Avg. Truck PCE	Truck PCE	Total PCE Volume
2 Locust Ave/Slover Ave														
NBL	14		14	0		0	14	85		85	0		0	85
NBT	0		0	0		0	0	1		1	0		0	1
NBR	22		22	0		0	22	73		73	0		0	73
SBL	5		5	0		0	5	3		3	0		0	3
SBT	2		2	0		0	2	3		3	0		0	3
SBR	4		4	0		0	4	4		4	0		0	4
EBL	2		2	0		0	2	3		3	0		0	3
EBT	378	5.9%	356	22	2.1	46	402	403	5.2%	382	21	2.1	44	426
EBR	5		5	0		0	5	112		112	0		0	112
WBL	8		8	0		0	8	33		33	0		0	33
WBT	461	5.9%	434	27	2.1	57	491	281	5.2%	266	15	2.1	32	298
WBR	7		7	0		0	7	5		5	0		0	5
North Leg														
Approach	11		11	0			11	10		10	0			10
Departure	9		9	0			9	9		9	0			9
Total	20		20	0			20	19		19	0			19
South Leg														
Approach	36		36	0			36	159		159	0			159
Departure	15		15	0			15	148		148	0			148
Total	51		51	0			51	307		307	0			307
East Leg														
Approach	476		449	27			506	319		304	15			336
Departure	405		383	22			429	479		458	21			502
Total	881		832	49			935	798		762	36			838
West Leg														
Approach	385		363	22			409	518		497	21			541
Departure	479		452	27			509	370		355	15			387
Total	864		815	49			918	888		852	36			928
Total Approaches														
Approach	908		859	49			962	1,006		970	36			1,046
Departure	908		859	49			962	1,006		970	36			1,046
Total	1,816		1,718	98			1,924	2,012		1,940	72			2,092

Table B-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

	A.M. Peak Hour							P.M. Peak Hour						
	Total Vehicles	Truck %	Pass. Veh.	Truck	Avg. Truck PCE	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Avg. Truck PCE	Truck PCE	Total PCE Volume
7 Linden Ave/Slover Ave														
NBL	14		14	0		0	14	24		24	0		0	24
NBT	35		35	0		0	35	43		43	0		0	43
NBR	35		35	0		0	35	35		35	0		0	35
SBL	2		2	0		0	2	2		2	0		0	2
SBT	16		16	0		0	16	24		24	0		0	24
SBR	66		66	0		0	66	52		52	0		0	52
EBL	39		39	0		0	39	68		68	0		0	68
EBT	136	5.9%	128	8	2.1	17	145	287	5.2%	272	15	2.1	32	304
EBR	5		5	0		0	5	33		33	0		0	33
WBL	13		13	0		0	13	28		28	0		0	28
WBT	154	5.9%	145	9	2.1	19	164	181	5.2%	172	9	2.1	19	191
WBR	0		0	0		0	0	2		2	0		0	2
North Leg														
Approach	84		84	0			84	78		78	0			78
Departure	74		74	0			74	113		113	0			113
Total	158		158	0			158	191		191	0			191
South Leg														
Approach	84		84	0			84	102		102	0			102
Departure	34		34	0			34	85		85	0			85
Total	118		118	0			118	187		187	0			187
East Leg														
Approach	167		158	9			177	211		202	9			221
Departure	173		165	8			182	324		309	15			341
Total	340		323	17			359	535		511	24			562
West Leg														
Approach	180		172	8			189	388		373	15			405
Departure	234		225	9			244	257		248	9			267
Total	414		397	17			433	645		621	24			672
Total Approaches														
Approach	515		498	17			534	779		755	24			806
Departure	515		498	17			534	779		755	24			806
Total	1,030		996	34			1,068	1,558		1,510	48			1,612

Table B-4 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total PCE Volume	Project Trips	Existing Plus Project	Existing Total PCE Volume	Project Trips	Existing Plus Project
1 Locust Ave/Dwy 1						
NBL		0	0		0	0
NBT		0	0		0	0
NBR		15	15		1	1
SBL		0	0		0	0
SBT		0	0		0	0
SBR		0	0		0	0
EBL		0	0		0	0
EBT		0	0		0	0
EBR		0	0		0	0
WBL		14	14		18	18
WBT		0	0		0	0
WBR		0	0		0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	15	15	0	1	1
Departure	0	14	14	0	18	18
Total	0	29	29	0	19	19
East Leg						
Approach	0	14	14	0	18	18
Departure	0	15	15	0	1	1
Total	0	29	29	0	19	19
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	0	29	29	0	19	19
Departure	0	29	29	0	19	19
Total	0	58	58	0	38	38

Table B-4 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total PCE Volume	Project Trips	Existing Plus Project	Existing Total PCE Volume	Project Trips	Existing Plus Project
2 Locust Ave/Slover Ave						
NBL	14	0	14	85	0	85
NBT	0	0	0	1	0	1
NBR	22	0	22	73	0	73
SBL	5	10	15	3	13	16
SBT	2	0	2	3	0	3
SBR	4	4	8	4	5	9
EBL	2	14	16	3	1	4
EBT	402	8	410	426	1	427
EBR	5	0	5	112	0	112
WBL	8	0	8	33	0	33
WBT	491	7	498	298	11	309
WBR	7	1	8	5	0	5
North Leg						
Approach	11	14	25	10	18	28
Departure	9	15	24	9	1	10
Total	20	29	49	19	19	38
South Leg						
Approach	36	0	36	159	0	159
Departure	15	0	15	148	0	148
Total	51	0	51	307	0	307
East Leg						
Approach	506	8	514	336	11	347
Departure	429	18	447	502	14	516
Total	935	26	961	838	25	863
West Leg						
Approach	409	22	431	541	2	543
Departure	509	11	520	387	16	403
Total	918	33	951	928	18	946
Total Approaches						
Approach	962	44	1,006	1,046	31	1,077
Departure	962	44	1,006	1,046	31	1,077
Total	1,924	88	2,012	2,092	62	2,154

Table B-4 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total PCE Volume	Project Trips	Existing Plus Project	Existing Total PCE Volume	Project Trips	Existing Plus Project
3 Dwy 2/Slover Ave						
NBL		0	0		0	0
NBT		0	0		0	0
NBR		0	0		0	0
SBL		3	3		9	9
SBT		0	0		0	0
SBR		1	1		3	3
EBL		8	8		1	1
EBT	377	10	387	540	13	553
EBR		0	0		0	0
WBL		0	0		0	0
WBT	423	7	430	391	8	399
WBR		8	8		1	1
North Leg						
Approach	0	4	4	0	12	12
Departure	0	16	16	0	2	2
Total	0	20	20	0	14	14
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	423	15	438	391	9	400
Departure	377	13	390	540	22	562
Total	800	28	828	931	31	962
West Leg						
Approach	377	18	395	540	14	554
Departure	423	8	431	391	11	402
Total	800	26	826	931	25	956
Total Approaches						
Approach	800	37	837	931	35	966
Departure	800	37	837	931	35	966
Total	1,600	74	1,674	1,862	70	1,932

Table B-4 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total PCE Volume	Project Trips	Existing Plus Project	Existing Total PCE Volume	Project Trips	Existing Plus Project
4 Maple Ave/Slover Ave						
NBL	21	0	21	22	0	22
NBT	1	-1	0	0	0	0
NBR	33	1	34	19	0	19
SBL	2	-2	0	10	-10	0
SBT	0	0	0	1	-1	0
SBR	0	0	0	6	-6	0
EBL	5	-5	0	3	-3	0
EBT	358	18	376	504	25	529
EBR	14	0	14	33	0	33
WBL	11	0	11	25	1	26
WBT	402	15	417	363	15	378
WBR	10	-10	0	2	-2	0
North Leg						
Approach	2	-2	0	17	-17	0
Departure	16	-16	0	5	-5	0
Total	18	-18	0	22	-22	0
South Leg						
Approach	55	0	55	41	0	41
Departure	25	0	25	59	0	59
Total	80	0	80	100	0	100
East Leg						
Approach	423	5	428	390	14	404
Departure	393	17	410	533	15	548
Total	816	22	838	923	29	952
West Leg						
Approach	377	13	390	540	22	562
Departure	423	15	438	391	9	400
Total	800	28	828	931	31	962
Total Approaches						
Approach	857	16	873	988	19	1,007
Departure	857	16	873	988	19	1,007
Total	1,714	32	1,746	1,976	38	2,014

Table B-4 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total PCE Volume	Project Trips	Existing Plus Project	Existing Total PCE Volume	Project Trips	Existing Plus Project
5 Dwy 3/Slover Ave						
NBL		0	0		0	0
NBT		0	0		0	0
NBR		0	0		0	0
SBL		0	0		0	0
SBT		0	0		0	0
SBR		6	6		8	8
EBL		0	0		0	0
EBT	393	13	406	533	22	555
EBR		0	0		0	0
WBL		0	0		0	0
WBT	423	9	432	390	1	391
WBR		20	20		2	2
North Leg						
Approach	0	6	6	0	8	8
Departure	0	20	20	0	2	2
Total	0	26	26	0	10	10
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	423	29	452	390	3	393
Departure	393	13	406	533	22	555
Total	816	42	858	923	25	948
West Leg						
Approach	393	13	406	533	22	555
Departure	423	15	438	390	9	399
Total	816	28	844	923	31	954
Total Approaches						
Approach	816	48	864	923	33	956
Departure	816	48	864	923	33	956
Total	1,632	96	1,728	1,846	66	1,912

Table B-4 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total PCE Volume	Project Trips	Existing Plus Project	Existing Total PCE Volume	Project Trips	Existing Plus Project
6 Linden Ave/Dwy 4-Orange Ave						
NBL	0	16	16	6	5	11
NBT	0	0	0	2	0	2
NBR	198	0	198	124	0	124
SBL	0	0	0	0	0	0
SBT	0	0	0	2	0	2
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	15	0	15	25	0	25
EBR	1	2	3	1	17	18
WBL	208	0	208	160	0	160
WBT	5	0	5	29	0	29
WBR	0	0	0	1	0	1
North Leg						
Approach	0	0	0	2	0	2
Departure	0	0	0	3	0	3
Total	0	0	0	5	0	5
South Leg						
Approach	198	16	214	132	5	137
Departure	209	2	211	163	17	180
Total	407	18	425	295	22	317
East Leg						
Approach	213	0	213	190	0	190
Departure	213	0	213	149	0	149
Total	426	0	426	339	0	339
West Leg						
Approach	16	2	18	26	17	43
Departure	5	16	21	35	5	40
Total	21	18	39	61	22	83
Total Approaches						
Approach	427	18	445	350	22	372
Departure	427	18	445	350	22	372
Total	854	36	890	700	44	744

Table B-4 - Existing Peak Hour Volume Summary

	A.M. Peak Hour			P.M. Peak Hour		
	Existing Total PCE Volume	Project Trips	Existing Plus Project	Existing Total PCE Volume	Project Trips	Existing Plus Project
7 Linden Ave/Slover Ave						
NBL	14	0	14	24	0	24
NBT	35	0	35	43	0	43
NBR	35	0	35	35	0	35
SBL	2	2	4	2	10	12
SBT	16	0	16	24	0	24
SBR	66	0	66	52	7	59
EBL	39	6	45	68	3	71
EBT	145	11	156	304	12	316
EBR	5	0	5	33	0	33
WBL	13	0	13	28	0	28
WBT	164	19	183	191	2	193
WBR	0	10	10	2	2	4
North Leg						
Approach	84	2	86	78	17	95
Departure	74	16	90	113	5	118
Total	158	18	176	191	22	213
South Leg						
Approach	84	0	84	102	0	102
Departure	34	0	34	85	0	85
Total	118	0	118	187	0	187
East Leg						
Approach	177	29	206	221	4	225
Departure	182	13	195	341	22	363
Total	359	42	401	562	26	588
West Leg						
Approach	189	17	206	405	15	420
Departure	244	19	263	267	9	276
Total	433	36	469	672	24	696
Total Approaches						
Approach	534	48	582	806	36	842
Departure	534	48	582	806	36	842
Total	1,068	96	1,164	1,612	72	1,684

Table B-5 - 2014 A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
1 Locust Ave/Dwy 1					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	15	15
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	14	14
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	15	15
Departure	0	0	0	14	14
Total	0	0	0	29	29
East Leg					
Approach	0	0	0	14	14
Departure	0	0	0	15	15
Total	0	0	0	29	29
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	29	29
Departure	0	0	0	29	29
Total	0	0	0	58	58

Table B-5 - 2014 A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
2 Locust Ave/Slover Ave					
NBL	14	1	15	0	15
NBT	0	0	0	0	0
NBR	22	1	23	0	23
SBL	5	0	5	10	15
SBT	2	0	2	0	2
SBR	4	0	4	4	8
EBL	2	0	2	14	16
EBT	402	24	426	8	434
EBR	5	0	5	0	5
WBL	8	0	8	0	8
WBT	491	29	520	7	527
WBR	7	0	7	1	8
North Leg					
Approach	11	0	11	14	25
Departure	9	0	9	15	24
Total	20	0	20	29	49
South Leg					
Approach	36	2	38	0	38
Departure	15	0	15	0	15
Total	51	2	53	0	53
East Leg					
Approach	506	29	535	8	543
Departure	429	25	454	18	472
Total	935	54	989	26	1,015
West Leg					
Approach	409	24	433	22	455
Departure	509	30	539	11	550
Total	918	54	972	33	1,005
Total Approaches					
Approach	962	55	1,017	44	1,061
Departure	962	55	1,017	44	1,061
Total	1,924	110	2,034	88	2,122

Table B-5 - 2014 A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
3 Dwy 2/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	3	3
SBT	0	0	0	0	0
SBR	0	0	0	1	1
EBL	0	0	0	8	8
EBT	377	8	385	10	395
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	423	8	431	7	438
WBR	0	0	0	8	8
North Leg					
Approach	0	0	0	4	4
Departure	0	0	0	16	16
Total	0	0	0	20	20
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	423	8	431	15	446
Departure	377	8	385	13	398
Total	800	16	816	28	844
West Leg					
Approach	377	8	385	18	403
Departure	423	8	431	8	439
Total	800	16	816	26	842
Total Approaches					
Approach	800	16	816	37	853
Departure	800	16	816	37	853
Total	1,600	32	1,632	74	1,706

Table B-5 - 2014 A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
4 Maple Ave/Slover Ave					
NBL	21	0	21	0	21
NBT	1	0	1	-1	0
NBR	33	1	34	1	35
SBL	2	0	2	-2	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	5	0	5	-5	0
EBT	358	7	365	18	383
EBR	14	0	14	0	14
WBL	11	0	11	0	11
WBT	402	8	410	15	425
WBR	10	0	10	-10	0
North Leg					
Approach	2	0	2	-2	0
Departure	16	0	16	-16	0
Total	18	0	18	-18	0
South Leg					
Approach	55	1	56	0	56
Departure	25	0	25	0	25
Total	80	1	81	0	81
East Leg					
Approach	423	8	431	5	436
Departure	393	8	401	17	418
Total	816	16	832	22	854
West Leg					
Approach	377	7	384	13	397
Departure	423	8	431	15	446
Total	800	15	815	28	843
Total Approaches					
Approach	857	16	873	16	889
Departure	857	16	873	16	889
Total	1,714	32	1,746	32	1,778

Table B-5 - 2014 A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
5 Dwy 3/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	6	6
EBL	0	0	0	0	0
EBT	393	8	401	13	414
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	423	8	431	9	440
WBR	0	0	0	20	20
North Leg					
Approach	0	0	0	6	6
Departure	0	0	0	20	20
Total	0	0	0	26	26
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	423	8	431	29	460
Departure	393	8	401	13	414
Total	816	16	832	42	874
West Leg					
Approach	393	8	401	13	414
Departure	423	8	431	15	446
Total	816	16	832	28	860
Total Approaches					
Approach	816	16	832	48	880
Departure	816	16	832	48	880
Total	1,632	32	1,664	96	1,760

Table B-5 - 2014 A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
6 Linden Ave/Dwy 4-Orange Ave					
NBL	0	0	0	16	16
NBT	0	0	0	0	0
NBR	198	4	202	0	202
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	15	0	15	0	15
EBR	1	0	1	2	3
WBL	208	4	212	0	212
WBT	5	0	5	0	5
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	198	4	202	16	218
Departure	209	4	213	2	215
Total	407	8	415	18	433
East Leg					
Approach	213	4	217	0	217
Departure	213	4	217	0	217
Total	426	8	434	0	434
West Leg					
Approach	16	0	16	2	18
Departure	5	0	5	16	21
Total	21	0	21	18	39
Total Approaches					
Approach	427	8	435	18	453
Departure	427	8	435	18	453
Total	854	16	870	36	906

Table B-5 - 2014 A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
7 Linden Ave/Slover Ave					
NBL	14	1	15	0	15
NBT	35	1	36	0	36
NBR	35	1	36	0	36
SBL	2	0	2	2	4
SBT	16	1	17	0	17
SBR	66	3	69	0	69
EBL	39	2	41	6	47
EBT	145	6	151	11	162
EBR	5	0	5	0	5
WBL	13	1	14	0	14
WBT	164	7	171	19	190
WBR	0	0	0	10	10
North Leg					
Approach	84	4	88	2	90
Departure	74	3	77	16	93
Total	158	7	165	18	183
South Leg					
Approach	84	3	87	0	87
Departure	34	2	36	0	36
Total	118	5	123	0	123
East Leg					
Approach	177	8	185	29	214
Departure	182	7	189	13	202
Total	359	15	374	42	416
West Leg					
Approach	189	8	197	17	214
Departure	244	11	255	19	274
Total	433	19	452	36	488
Total Approaches					
Approach	534	23	557	48	605
Departure	534	23	557	48	605
Total	1,068	46	1,114	96	1,210

Table B-6 - 2014 P.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
1 Locust Ave/Dwy 1					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	1	1
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	18	18
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	1	1
Departure	0	0	0	18	18
Total	0	0	0	19	19
East Leg					
Approach	0	0	0	18	18
Departure	0	0	0	1	1
Total	0	0	0	19	19
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	19	19
Departure	0	0	0	19	19
Total	0	0	0	38	38

Table B-6 - 2014 P.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
2 Locust Ave/Slover Ave					
NBL	85	5	90	0	90
NBT	1	0	1	0	1
NBR	73	4	77	0	77
SBL	3	0	3	13	16
SBT	3	0	3	0	3
SBR	4	0	4	5	9
EBL	3	0	3	1	4
EBT	426	26	452	1	453
EBR	112	7	119	0	119
WBL	33	2	35	0	35
WBT	298	18	316	11	327
WBR	5	0	5	0	5
North Leg					
Approach	10	0	10	18	28
Departure	9	0	9	1	10
Total	19	0	19	19	38
South Leg					
Approach	159	9	168	0	168
Departure	148	9	157	0	157
Total	307	18	325	0	325
East Leg					
Approach	336	20	356	11	367
Departure	502	30	532	14	546
Total	838	50	888	25	913
West Leg					
Approach	541	33	574	2	576
Departure	387	23	410	16	426
Total	928	56	984	18	1,002
Total Approaches					
Approach	1,046	62	1,108	31	1,139
Departure	1,046	62	1,108	31	1,139
Total	2,092	124	2,216	62	2,278

Table B-6 - 2014 P.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
3 Dwy 2/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	9	9
SBT	0	0	0	0	0
SBR	0	0	0	3	3
EBL	0	0	0	1	1
EBT	540	11	551	13	564
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	391	8	399	8	407
WBR	0	0	0	1	1
North Leg					
Approach	0	0	0	12	12
Departure	0	0	0	2	2
Total	0	0	0	14	14
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	391	8	399	9	408
Departure	540	11	551	22	573
Total	931	19	950	31	981
West Leg					
Approach	540	11	551	14	565
Departure	391	8	399	11	410
Total	931	19	950	25	975
Total Approaches					
Approach	931	19	950	35	985
Departure	931	19	950	35	985
Total	1,862	38	1,900	70	1,970

Table B-6 - 2014 P.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
4 Maple Ave/Slover Ave					
NBL	22	0	22	0	22
NBT	0	0	0	0	0
NBR	19	0	19	0	19
SBL	10	0	10	-10	0
SBT	1	0	1	-1	0
SBR	6	0	6	-6	0
EBL	3	0	3	-3	0
EBT	504	10	514	25	539
EBR	33	1	34	0	34
WBL	25	1	26	1	27
WBT	363	7	370	15	385
WBR	2	0	2	-2	0
North Leg					
Approach	17	0	17	-17	0
Departure	5	0	5	-5	0
Total	22	0	22	-22	0
South Leg					
Approach	41	0	41	0	41
Departure	59	2	61	0	61
Total	100	2	102	0	102
East Leg					
Approach	390	8	398	14	412
Departure	533	10	543	15	558
Total	923	18	941	29	970
West Leg					
Approach	540	11	551	22	573
Departure	391	7	398	9	407
Total	931	18	949	31	980
Total Approaches					
Approach	988	19	1,007	19	1,026
Departure	988	19	1,007	19	1,026
Total	1,976	38	2,014	38	2,052

Table B-6 - 2014 P.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
5 Dwy 3/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	8	8
EBL	0	0	0	0	0
EBT	533	11	544	22	566
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	390	8	398	1	399
WBR	0	0	0	2	2
North Leg					
Approach	0	0	0	8	8
Departure	0	0	0	2	2
Total	0	0	0	10	10
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	390	8	398	3	401
Departure	533	11	544	22	566
Total	923	19	942	25	967
West Leg					
Approach	533	11	544	22	566
Departure	390	8	398	9	407
Total	923	19	942	31	973
Total Approaches					
Approach	923	19	942	33	975
Departure	923	19	942	33	975
Total	1,846	38	1,884	66	1,950

Table B-6 - 2014 P.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
6 Linden Ave/Dwy 4-Orange Ave					
NBL	6	0	6	5	11
NBT	2	0	2	0	2
NBR	124	2	126	0	126
SBL	0	0	0	0	0
SBT	2	0	2	0	2
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	25	1	26	0	26
EBR	1	0	1	17	18
WBL	160	3	163	0	163
WBT	29	1	30	0	30
WBR	1	0	1	0	1
North Leg					
Approach	2	0	2	0	2
Departure	3	0	3	0	3
Total	5	0	5	0	5
South Leg					
Approach	132	2	134	5	139
Departure	163	3	166	17	183
Total	295	5	300	22	322
East Leg					
Approach	190	4	194	0	194
Departure	149	3	152	0	152
Total	339	7	346	0	346
West Leg					
Approach	26	1	27	17	44
Departure	35	1	36	5	41
Total	61	2	63	22	85
Total Approaches					
Approach	350	7	357	22	379
Departure	350	7	357	22	379
Total	700	14	714	44	758

Table B-6 - 2014 P.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
7 Linden Ave/Slover Ave					
NBL	24	1	25	0	25
NBT	43	2	45	0	45
NBR	35	1	36	0	36
SBL	2	0	2	10	12
SBT	24	1	25	0	25
SBR	52	2	54	7	61
EBL	68	3	71	3	74
EBT	304	12	316	12	328
EBR	33	1	34	0	34
WBL	28	1	29	0	29
WBT	191	8	199	2	201
WBR	2	0	2	2	4
North Leg					
Approach	78	3	81	17	98
Departure	113	5	118	5	123
Total	191	8	199	22	221
South Leg					
Approach	102	4	106	0	106
Departure	85	3	88	0	88
Total	187	7	194	0	194
East Leg					
Approach	221	9	230	4	234
Departure	341	13	354	22	376
Total	562	22	584	26	610
West Leg					
Approach	405	16	421	15	436
Departure	267	11	278	9	287
Total	672	27	699	24	723
Total Approaches					
Approach	806	32	838	36	874
Departure	806	32	838	36	874
Total	1,612	64	1,676	72	1,748

Table B-7 - 2014 Cumulative A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
1 Locust Ave/Dwy 1					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	15	15
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	14	14
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	15	15
Departure	0	0	0	14	14
Total	0	0	0	29	29
East Leg					
Approach	0	0	0	14	14
Departure	0	0	0	15	15
Total	0	0	0	29	29
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	29	29
Departure	0	0	0	29	29
Total	0	0	0	58	58

Table B-7 - 2014 Cumulative A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
2 Locust Ave/Slover Ave					
NBL	15	3	18	0	18
NBT	0	0	0	0	0
NBR	23	0	23	0	23
SBL	5	0	5	10	15
SBT	2	0	2	0	2
SBR	4	0	4	4	8
EBL	2	0	2	14	16
EBT	426	23	449	8	457
EBR	5	2	7	0	7
WBL	8	0	8	0	8
WBT	520	44	564	7	571
WBR	7	0	7	1	8
North Leg					
Approach	11	0	11	14	25
Departure	9	0	9	15	24
Total	20	0	20	29	49
South Leg					
Approach	38	3	41	0	41
Departure	15	2	17	0	17
Total	53	5	58	0	58
East Leg					
Approach	535	44	579	8	587
Departure	454	23	477	18	495
Total	989	67	1,056	26	1,082
West Leg					
Approach	433	25	458	22	480
Departure	539	47	586	11	597
Total	972	72	1,044	33	1,077
Total Approaches					
Approach	1,017	72	1,089	44	1,133
Departure	1,017	72	1,089	44	1,133
Total	2,034	144	2,178	88	2,266

Table B-7 - 2014 Cumulative A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
3 Dwy 2/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	3	3
SBT	0	0	0	0	0
SBR	0	0	0	1	1
EBL	0	0	0	8	8
EBT	385	23	408	10	418
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	431	44	475	7	482
WBR	0	0	0	8	8
North Leg					
Approach	0	0	0	4	4
Departure	0	0	0	16	16
Total	0	0	0	20	20
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	431	44	475	15	490
Departure	385	23	408	13	421
Total	816	67	883	28	911
West Leg					
Approach	385	23	408	18	426
Departure	431	44	475	8	483
Total	816	67	883	26	909
Total Approaches					
Approach	816	67	883	37	920
Departure	816	67	883	37	920
Total	1,632	134	1,766	74	1,840

Table B-7 - 2014 Cumulative A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
4 Maple Ave/Slover Ave					
NBL	21	0	21	0	21
NBT	1	0	1	-1	0
NBR	34	0	34	1	35
SBL	2	0	2	-2	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	5	0	5	-5	0
EBT	365	22	387	18	405
EBR	14	0	14	0	14
WBL	11	0	11	0	11
WBT	410	44	454	15	469
WBR	10	0	10	-10	0
North Leg					
Approach	2	0	2	-2	0
Departure	16	0	16	-16	0
Total	18	0	18	-18	0
South Leg					
Approach	56	0	56	0	56
Departure	25	0	25	0	25
Total	81	0	81	0	81
East Leg					
Approach	431	44	475	5	480
Departure	401	22	423	17	440
Total	832	66	898	22	920
West Leg					
Approach	384	22	406	13	419
Departure	431	44	475	15	490
Total	815	66	881	28	909
Total Approaches					
Approach	873	66	939	16	955
Departure	873	66	939	16	955
Total	1,746	132	1,878	32	1,910

Table B-7 - 2014 Cumulative A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
5 Dwy 3/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	6	6
EBL	0	0	0	0	0
EBT	401	22	423	13	436
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	431	44	475	9	484
WBR	0	0	0	20	20
North Leg					
Approach	0	0	0	6	6
Departure	0	0	0	20	20
Total	0	0	0	26	26
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	431	44	475	29	504
Departure	401	22	423	13	436
Total	832	66	898	42	940
West Leg					
Approach	401	22	423	13	436
Departure	431	44	475	15	490
Total	832	66	898	28	926
Total Approaches					
Approach	832	66	898	48	946
Departure	832	66	898	48	946
Total	1,664	132	1,796	96	1,892

Table B-7 - 2014 Cumulative A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
6 Linden Ave/Dwy 4-Orange Ave					
NBL	0	0	0	16	16
NBT	0	0	0	0	0
NBR	202	0	202	0	202
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	15	0	15	0	15
EBR	1	0	1	2	3
WBL	212	0	212	0	212
WBT	5	0	5	0	5
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	202	0	202	16	218
Departure	213	0	213	2	215
Total	415	0	415	18	433
East Leg					
Approach	217	0	217	0	217
Departure	217	0	217	0	217
Total	434	0	434	0	434
West Leg					
Approach	16	0	16	2	18
Departure	5	0	5	16	21
Total	21	0	21	18	39
Total Approaches					
Approach	435	0	435	18	453
Departure	435	0	435	18	453
Total	870	0	870	36	906

Table B-7 - 2014 Cumulative A.M. Peak Hour Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
7 Linden Ave/Slover Ave					
NBL	15	0	15	0	15
NBT	36	0	36	0	36
NBR	36	0	36	0	36
SBL	2	0	2	2	4
SBT	17	0	17	0	17
SBR	69	0	69	0	69
EBL	41	0	41	6	47
EBT	151	22	173	11	184
EBR	5	0	5	0	5
WBL	14	0	14	0	14
WBT	171	44	215	19	234
WBR	0	0	0	10	10
North Leg					
Approach	88	0	88	2	90
Departure	77	0	77	16	93
Total	165	0	165	18	183
South Leg					
Approach	87	0	87	0	87
Departure	36	0	36	0	36
Total	123	0	123	0	123
East Leg					
Approach	185	44	229	29	258
Departure	189	22	211	13	224
Total	374	66	440	42	482
West Leg					
Approach	197	22	219	17	236
Departure	255	44	299	19	318
Total	452	66	518	36	554
Total Approaches					
Approach	557	66	623	48	671
Departure	557	66	623	48	671
Total	1,114	132	1,246	96	1,342

Table B-8 - 2014 Cumulative A.M. Peak Hour Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
1 Locust Ave/Dwy 1					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	1	1
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	18	18
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	1	1
Departure	0	0	0	18	18
Total	0	0	0	19	19
East Leg					
Approach	0	0	0	18	18
Departure	0	0	0	1	1
Total	0	0	0	19	19
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	19	19
Departure	0	0	0	19	19
Total	0	0	0	38	38

Table B-8 - 2014 Cumulative A.M. Peak Hour Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
2 Locust Ave/Slover Ave					
NBL	90	2	92	0	92
NBT	1	0	1	0	1
NBR	77	0	77	0	77
SBL	3	0	3	13	16
SBT	3	0	3	0	3
SBR	4	0	4	5	9
EBL	3	0	3	1	4
EBT	452	50	502	1	503
EBR	119	4	123	0	123
WBL	35	0	35	0	35
WBT	316	24	340	11	351
WBR	5	0	5	0	5
North Leg					
Approach	10	0	10	18	28
Departure	9	0	9	1	10
Total	19	0	19	19	38
South Leg					
Approach	168	2	170	0	170
Departure	157	4	161	0	161
Total	325	6	331	0	331
East Leg					
Approach	356	24	380	11	391
Departure	532	50	582	14	596
Total	888	74	962	25	987
West Leg					
Approach	574	54	628	2	630
Departure	410	26	436	16	452
Total	984	80	1,064	18	1,082
Total Approaches					
Approach	1,108	80	1,188	31	1,219
Departure	1,108	80	1,188	31	1,219
Total	2,216	160	2,376	62	2,438

Table B-8 - 2014 Cumulative A.M. Peak Hour Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
3 Dwy 2/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	9	9
SBT	0	0	0	0	0
SBR	0	0	0	3	3
EBL	0	0	0	1	1
EBT	551	50	601	13	614
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	399	24	423	8	431
WBR	0	0	0	1	1
North Leg					
Approach	0	0	0	12	12
Departure	0	0	0	2	2
Total	0	0	0	14	14
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	399	24	423	9	432
Departure	551	50	601	22	623
Total	950	74	1,024	31	1,055
West Leg					
Approach	551	50	601	14	615
Departure	399	24	423	11	434
Total	950	74	1,024	25	1,049
Total Approaches					
Approach	950	74	1,024	35	1,059
Departure	950	74	1,024	35	1,059
Total	1,900	148	2,048	70	2,118

Table B-8 - 2014 Cumulative A.M. Peak Hour Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
4 Maple Ave/Slover Ave					
NBL	22	0	22	0	22
NBT	0	0	0	0	0
NBR	19	0	19	0	19
SBL	10	0	10	-10	0
SBT	1	0	1	-1	0
SBR	6	0	6	-6	0
EBL	3	0	3	-3	0
EBT	514	50	564	25	589
EBR	34	0	34	0	34
WBL	26	0	26	1	27
WBT	370	22	392	15	407
WBR	2	0	2	-2	0
North Leg					
Approach	17	0	17	-17	0
Departure	5	0	5	-5	0
Total	22	0	22	-22	0
South Leg					
Approach	41	0	41	0	41
Departure	61	0	61	0	61
Total	102	0	102	0	102
East Leg					
Approach	398	22	420	14	434
Departure	543	50	593	15	608
Total	941	72	1,013	29	1,042
West Leg					
Approach	551	50	601	22	623
Departure	398	22	420	9	429
Total	949	72	1,021	31	1,052
Total Approaches					
Approach	1,007	72	1,079	19	1,098
Departure	1,007	72	1,079	19	1,098
Total	2,014	144	2,158	38	2,196

Table B-8 - 2014 Cumulative A.M. Peak Hour Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
5 Dwy 3/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	8	8
EBL	0	0	0	0	0
EBT	544	50	594	22	616
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	398	22	420	1	421
WBR	0	0	0	2	2
North Leg					
Approach	0	0	0	8	8
Departure	0	0	0	2	2
Total	0	0	0	10	10
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	398	22	420	3	423
Departure	544	50	594	22	616
Total	942	72	1,014	25	1,039
West Leg					
Approach	544	50	594	22	616
Departure	398	22	420	9	429
Total	942	72	1,014	31	1,045
Total Approaches					
Approach	942	72	1,014	33	1,047
Departure	942	72	1,014	33	1,047
Total	1,884	144	2,028	66	2,094

Table B-8 - 2014 Cumulative A.M. Peak Hour Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
6 Linden Ave/Dwy 4-Orange Ave					
NBL	6	0	6	5	11
NBT	2	0	2	0	2
NBR	126	0	126	0	126
SBL	0	0	0	0	0
SBT	2	0	2	0	2
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	26	0	26	0	26
EBR	1	0	1	17	18
WBL	163	0	163	0	163
WBT	30	0	30	0	30
WBR	1	0	1	0	1
North Leg					
Approach	2	0	2	0	2
Departure	3	0	3	0	3
Total	5	0	5	0	5
South Leg					
Approach	134	0	134	5	139
Departure	166	0	166	17	183
Total	300	0	300	22	322
East Leg					
Approach	194	0	194	0	194
Departure	152	0	152	0	152
Total	346	0	346	0	346
West Leg					
Approach	27	0	27	17	44
Departure	36	0	36	5	41
Total	63	0	63	22	85
Total Approaches					
Approach	357	0	357	22	379
Departure	357	0	357	22	379
Total	714	0	714	44	758

Table B-8 - 2014 Cumulative A.M. Peak Hour Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
7 Linden Ave/Slover Ave					
NBL	25	0	25	0	25
NBT	45	0	45	0	45
NBR	36	0	36	0	36
SBL	2	0	2	10	12
SBT	25	0	25	0	25
SBR	54	0	54	7	61
EBL	71	0	71	3	74
EBT	316	50	366	12	378
EBR	34	0	34	0	34
WBL	29	0	29	0	29
WBT	199	22	221	2	223
WBR	2	0	2	2	4
North Leg					
Approach	81	0	81	17	98
Departure	118	0	118	5	123
Total	199	0	199	22	221
South Leg					
Approach	106	0	106	0	106
Departure	88	0	88	0	88
Total	194	0	194	0	194
East Leg					
Approach	230	22	252	4	256
Departure	354	50	404	22	426
Total	584	72	656	26	682
West Leg					
Approach	421	50	471	15	486
Departure	278	22	300	9	309
Total	699	72	771	24	795
Total Approaches					
Approach	838	72	910	36	946
Departure	838	72	910	36	946
Total	1,676	144	1,820	72	1,892

Table B-9 - 2014 A.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
1 Locust Ave/Dwy 1					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	15	15
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	14	14
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	15	15
Departure	0	0	0	14	14
Total	0	0	0	29	29
East Leg					
Approach	0	0	0	14	14
Departure	0	0	0	15	15
Total	0	0	0	29	29
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	29	29
Departure	0	0	0	29	29
Total	0	0	0	58	58

Table B-9 - 2014 A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	2013-2014 Growth	2014 Without Project	Project Trips	2014 With Project
2 Locust Ave/Slover Ave					
NBL	14	1	15	0	15
NBT	0	0	0	0	0
NBR	22	1	23	0	23
SBL	5	0	5	10	15
SBT	2	0	2	0	2
SBR	4	0	4	4	8
EBL	2	0	2	14	16
EBT	402	24	426	8	434
EBR	5	0	5	0	5
WBL	8	0	8	0	8
WBT	491	29	520	7	527
WBR	7	0	7	1	8
North Leg					
Approach	11	0	11	14	25
Departure	9	0	9	15	24
Total	20	0	20	29	49
South Leg					
Approach	36	2	38	0	38
Departure	15	0	15	0	15
Total	51	2	53	0	53
East Leg					
Approach	506	29	535	8	543
Departure	429	25	454	18	472
Total	935	54	989	26	1,015
West Leg					
Approach	409	24	433	22	455
Departure	509	30	539	11	550
Total	918	54	972	33	1,005
Total Approaches					
Approach	962	55	1,017	44	1,061
Departure	962	55	1,017	44	1,061
Total	1,924	110	2,034	88	2,122

Table B-9 - 2014 A.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
3 Dwy 2-Index Fresh Dwy/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	1	0	1	3	4
SBT	0	0	0	0	0
SBR	0	0	0	1	1
EBL	2	0	2	8	10
EBT	321	6	327	10	337
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	400	8	408	7	415
WBR	2	0	2	8	10
North Leg					
Approach	1	0	1	4	5
Departure	4	0	4	16	20
Total	5	0	5	20	25
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	402	8	410	15	425
Departure	322	6	328	13	341
Total	724	14	738	28	766
West Leg					
Approach	323	6	329	18	347
Departure	400	8	408	8	416
Total	723	14	737	26	763
Total Approaches					
Approach	726	14	740	37	777
Departure	726	14	740	37	777
Total	1,452	28	1,480	74	1,554

Table B-9 - 2014 A.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
4 Maple Ave/Slover Ave					
NBL	21	0	21	0	21
NBT	1	0	1	-1	0
NBR	33	1	34	1	35
SBL	2	0	2	-2	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	5	0	5	-5	0
EBT	358	7	365	18	383
EBR	14	0	14	0	14
WBL	11	0	11	0	11
WBT	402	8	410	15	425
WBR	10	0	10	-10	0
North Leg					
Approach	2	0	2	-2	0
Departure	16	0	16	-16	0
Total	18	0	18	-18	0
South Leg					
Approach	55	1	56	0	56
Departure	25	0	25	0	25
Total	80	1	81	0	81
East Leg					
Approach	423	8	431	5	436
Departure	393	8	401	17	418
Total	816	16	832	22	854
West Leg					
Approach	377	7	384	13	397
Departure	423	8	431	15	446
Total	800	15	815	28	843
Total Approaches					
Approach	857	16	873	16	889
Departure	857	16	873	16	889
Total	1,714	32	1,746	32	1,778

Table B-9 - 2014 A.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
5 Dwy 3/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	6	6
EBL	0	0	0	0	0
EBT	393	8	401	13	414
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	423	8	431	9	440
WBR	0	0	0	20	20
North Leg					
Approach	0	0	0	6	6
Departure	0	0	0	20	20
Total	0	0	0	26	26
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	423	8	431	29	460
Departure	393	8	401	13	414
Total	816	16	832	42	874
West Leg					
Approach	393	8	401	13	414
Departure	423	8	431	15	446
Total	816	16	832	28	860
Total Approaches					
Approach	816	16	832	48	880
Departure	816	16	832	48	880
Total	1,632	32	1,664	96	1,760

Table B-9 - 2014 A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
6 Linden Ave/Dwy 4-Orange Ave					
NBL	0	0	0	16	16
NBT	0	0	0	0	0
NBR	198	4	202	0	202
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	15	0	15	0	15
EBR	1	0	1	2	3
WBL	208	4	212	0	212
WBT	5	0	5	0	5
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	198	4	202	16	218
Departure	209	4	213	2	215
Total	407	8	415	18	433
East Leg					
Approach	213	4	217	0	217
Departure	213	4	217	0	217
Total	426	8	434	0	434
West Leg					
Approach	16	0	16	2	18
Departure	5	0	5	16	21
Total	21	0	21	18	39
Total Approaches					
Approach	427	8	435	18	453
Departure	427	8	435	18	453
Total	854	16	870	36	906

Table B-9 - 2014 A.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
7 Linden Ave/Slover Ave					
NBL	14	1	15	0	15
NBT	35	1	36	0	36
NBR	35	1	36	0	36
SBL	2	0	2	2	4
SBT	16	1	17	0	17
SBR	66	3	69	0	69
EBL	39	2	41	6	47
EBT	145	6	151	11	162
EBR	5	0	5	0	5
WBL	13	1	14	0	14
WBT	164	7	171	19	190
WBR	0	0	0	10	10
North Leg					
Approach	84	4	88	2	90
Departure	74	3	77	16	93
Total	158	7	165	18	183
South Leg					
Approach	84	3	87	0	87
Departure	34	2	36	0	36
Total	118	5	123	0	123
East Leg					
Approach	177	8	185	29	214
Departure	182	7	189	13	202
Total	359	15	374	42	416
West Leg					
Approach	189	8	197	17	214
Departure	244	11	255	19	274
Total	433	19	452	36	488
Total Approaches					
Approach	534	23	557	48	605
Departure	534	23	557	48	605
Total	1,068	46	1,114	96	1,210

Table B-10 - 2014 P.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
1 Locust Ave/Dwy 1					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	1	1
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	18	18
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	1	1
Departure	0	0	0	18	18
Total	0	0	0	19	19
East Leg					
Approach	0	0	0	18	18
Departure	0	0	0	1	1
Total	0	0	0	19	19
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	19	19
Departure	0	0	0	19	19
Total	0	0	0	38	38

Table B-10 - 2014 P.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
2 Locust Ave/Slover Ave					
NBL	85	5	90	0	90
NBT	1	0	1	0	1
NBR	73	4	77	0	77
SBL	3	0	3	13	16
SBT	3	0	3	0	3
SBR	4	0	4	5	9
EBL	3	0	3	1	4
EBT	426	26	452	1	453
EBR	112	7	119	0	119
WBL	33	2	35	0	35
WBT	298	18	316	11	327
WBR	5	0	5	0	5
North Leg					
Approach	10	0	10	18	28
Departure	9	0	9	1	10
Total	19	0	19	19	38
South Leg					
Approach	159	9	168	0	168
Departure	148	9	157	0	157
Total	307	18	325	0	325
East Leg					
Approach	336	20	356	11	367
Departure	502	30	532	14	546
Total	838	50	888	25	913
West Leg					
Approach	541	33	574	2	576
Departure	387	23	410	16	426
Total	928	56	984	18	1,002
Total Approaches					
Approach	1,046	62	1,108	31	1,139
Departure	1,046	62	1,108	31	1,139
Total	2,092	124	2,216	62	2,278

Table B-10 - 2014 P.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
3 Dwy 2-Index Fresh Dwy/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	13	0	13	9	22
SBT	0	0	0	0	0
SBR	12	0	12	3	15
EBL	5	0	5	1	6
EBT	577	12	589	13	602
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	353	7	360	8	368
WBR	6	0	6	1	7
North Leg					
Approach	25	0	25	12	37
Departure	11	0	11	2	13
Total	36	0	36	14	50
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	359	7	366	9	375
Departure	590	12	602	22	624
Total	949	19	968	31	999
West Leg					
Approach	582	12	594	14	608
Departure	365	7	372	11	383
Total	947	19	966	25	991
Total Approaches					
Approach	966	19	985	35	1,020
Departure	966	19	985	35	1,020
Total	1,932	38	1,970	70	2,040

Table B-10 - 2014 P.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
4 Maple Ave/Slover Ave					
NBL	22	0	22	0	22
NBT	0	0	0	0	0
NBR	19	0	19	0	19
SBL	10	0	10	-10	0
SBT	1	0	1	-1	0
SBR	6	0	6	-6	0
EBL	3	0	3	-3	0
EBT	504	10	514	25	539
EBR	33	1	34	0	34
WBL	25	1	26	1	27
WBT	363	7	370	15	385
WBR	2	0	2	-2	0
North Leg					
Approach	17	0	17	-17	0
Departure	5	0	5	-5	0
Total	22	0	22	-22	0
South Leg					
Approach	41	0	41	0	41
Departure	59	2	61	0	61
Total	100	2	102	0	102
East Leg					
Approach	390	8	398	14	412
Departure	533	10	543	15	558
Total	923	18	941	29	970
West Leg					
Approach	540	11	551	22	573
Departure	391	7	398	9	407
Total	931	18	949	31	980
Total Approaches					
Approach	988	19	1,007	19	1,026
Departure	988	19	1,007	19	1,026
Total	1,976	38	2,014	38	2,052

Table B-10 - 2014 P.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
5 Dwy 3/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	8	8
EBL	0	0	0	0	0
EBT	533	11	544	22	566
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	390	8	398	1	399
WBR	0	0	0	2	2
North Leg					
Approach	0	0	0	8	8
Departure	0	0	0	2	2
Total	0	0	0	10	10
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	390	8	398	3	401
Departure	533	11	544	22	566
Total	923	19	942	25	967
West Leg					
Approach	533	11	544	22	566
Departure	390	8	398	9	407
Total	923	19	942	31	973
Total Approaches					
Approach	923	19	942	33	975
Departure	923	19	942	33	975
Total	1,846	38	1,884	66	1,950

Table B-10 - 2014 P.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
6 Linden Ave/Dwy 4-Orange Ave					
NBL	6	0	6	5	11
NBT	2	0	2	0	2
NBR	124	2	126	0	126
SBL	0	0	0	0	0
SBT	2	0	2	0	2
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	25	1	26	0	26
EBR	1	0	1	17	18
WBL	160	3	163	0	163
WBT	29	1	30	0	30
WBR	1	0	1	0	1
North Leg					
Approach	2	0	2	0	2
Departure	3	0	3	0	3
Total	5	0	5	0	5
South Leg					
Approach	132	2	134	5	139
Departure	163	3	166	17	183
Total	295	5	300	22	322
East Leg					
Approach	190	4	194	0	194
Departure	149	3	152	0	152
Total	339	7	346	0	346
West Leg					
Approach	26	1	27	17	44
Departure	35	1	36	5	41
Total	61	2	63	22	85
Total Approaches					
Approach	350	7	357	22	379
Departure	350	7	357	22	379
Total	700	14	714	44	758

Table B-10 - 2014 P.M. Peak Hour (With Shared Access Driveway)
Volume Summary

	A.M. Peak Hour				
	Existing PCE Volumes	**2013-2014 Growth**	**2014 Without Project**	**Project Trips**	**2014 With Project**
7 Linden Ave/Slover Ave					
NBL	24	1	25	0	25
NBT	43	2	45	0	45
NBR	35	1	36	0	36
SBL	2	0	2	10	12
SBT	24	1	25	0	25
SBR	52	2	54	7	61
EBL	68	3	71	3	74
EBT	304	12	316	12	328
EBR	33	1	34	0	34
WBL	28	1	29	0	29
WBT	191	8	199	2	201
WBR	2	0	2	2	4
North Leg					
Approach	78	3	81	17	98
Departure	113	5	118	5	123
Total	191	8	199	22	221
South Leg					
Approach	102	4	106	0	106
Departure	85	3	88	0	88
Total	187	7	194	0	194
East Leg					
Approach	221	9	230	4	234
Departure	341	13	354	22	376
Total	562	22	584	26	610
West Leg					
Approach	405	16	421	15	436
Departure	267	11	278	9	287
Total	672	27	699	24	723
Total Approaches					
Approach	806	32	838	36	874
Departure	806	32	838	36	874
Total	1,612	64	1,676	72	1,748

Table B-11 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway)'Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
1 Locust Ave/Dwy 1					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	15	15
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	14	14
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	15	15
Departure	0	0	0	14	14
Total	0	0	0	29	29
East Leg					
Approach	0	0	0	14	14
Departure	0	0	0	15	15
Total	0	0	0	29	29
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	29	29
Departure	0	0	0	29	29
Total	0	0	0	58	58

Table B-11 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway)'Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
2 Locust Ave/Slover Ave					
NBL	15	3	18	0	18
NBT	0	0	0	0	0
NBR	23	0	23	0	23
SBL	5	0	5	10	15
SBT	2	0	2	0	2
SBR	4	0	4	4	8
EBL	2	0	2	14	16
EBT	426	23	449	8	457
EBR	5	2	7	0	7
WBL	8	0	8	0	8
WBT	520	44	564	7	571
WBR	7	0	7	1	8
North Leg					
Approach	11	0	11	14	25
Departure	9	0	9	15	24
Total	20	0	20	29	49
South Leg					
Approach	38	3	41	0	41
Departure	15	2	17	0	17
Total	53	5	58	0	58
East Leg					
Approach	535	44	579	8	587
Departure	454	23	477	18	495
Total	989	67	1,056	26	1,082
West Leg					
Approach	433	25	458	22	480
Departure	539	47	586	11	597
Total	972	72	1,044	33	1,077
Total Approaches					
Approach	1,017	72	1,089	44	1,133
Departure	1,017	72	1,089	44	1,133
Total	2,034	144	2,178	88	2,266

Table B-11 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway)'Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
3 Dwy 2-Index Fresh Dwy/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	1	0	1	3	4
SBT	0	0	0	0	0
SBR	0	0	0	1	1
EBL	2	0	2	8	10
EBT	327	23	350	10	360
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	408	44	452	7	459
WBR	2	0	2	8	10
North Leg					
Approach	1	0	1	4	5
Departure	4	0	4	16	20
Total	5	0	5	20	25
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	410	44	454	15	469
Departure	328	23	351	13	364
Total	738	67	805	28	833
West Leg					
Approach	329	23	352	18	370
Departure	408	44	452	8	460
Total	737	67	804	26	830
Total Approaches					
Approach	740	67	807	37	844
Departure	740	67	807	37	844
Total	1,480	134	1,614	74	1,688

Table B-11 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway)'Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
4 Maple Ave/Slover Ave					
NBL	21	0	21	0	21
NBT	1	0	1	-1	0
NBR	34	0	34	1	35
SBL	2	0	2	-2	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	5	0	5	-5	0
EBT	365	22	387	18	405
EBR	14	0	14	0	14
WBL	11	0	11	0	11
WBT	410	44	454	15	469
WBR	10	0	10	-10	0
North Leg					
Approach	2	0	2	-2	0
Departure	16	0	16	-16	0
Total	18	0	18	-18	0
South Leg					
Approach	56	0	56	0	56
Departure	25	0	25	0	25
Total	81	0	81	0	81
East Leg					
Approach	431	44	475	5	480
Departure	401	22	423	17	440
Total	832	66	898	22	920
West Leg					
Approach	384	22	406	13	419
Departure	431	44	475	15	490
Total	815	66	881	28	909
Total Approaches					
Approach	873	66	939	16	955
Departure	873	66	939	16	955
Total	1,746	132	1,878	32	1,910

Table B-11 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway)'Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
5 Dwy 3/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	6	6
EBL	0	0	0	0	0
EBT	401	22	423	13	436
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	431	44	475	9	484
WBR	0	0	0	20	20
North Leg					
Approach	0	0	0	6	6
Departure	0	0	0	20	20
Total	0	0	0	26	26
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	431	44	475	29	504
Departure	401	22	423	13	436
Total	832	66	898	42	940
West Leg					
Approach	401	22	423	13	436
Departure	431	44	475	15	490
Total	832	66	898	28	926
Total Approaches					
Approach	832	66	898	48	946
Departure	832	66	898	48	946
Total	1,664	132	1,796	96	1,892

Table B-11 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway)'Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
6 Linden Ave/Dwy 4-Orange Ave					
NBL	0	0	0	16	16
NBT	0	0	0	0	0
NBR	202	0	202	0	202
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	15	0	15	0	15
EBR	1	0	1	2	3
WBL	212	0	212	0	212
WBT	5	0	5	0	5
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	202	0	202	16	218
Departure	213	0	213	2	215
Total	415	0	415	18	433
East Leg					
Approach	217	0	217	0	217
Departure	217	0	217	0	217
Total	434	0	434	0	434
West Leg					
Approach	16	0	16	2	18
Departure	5	0	5	16	21
Total	21	0	21	18	39
Total Approaches					
Approach	435	0	435	18	453
Departure	435	0	435	18	453
Total	870	0	870	36	906

Table B-11 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway)'Volume Summary

	A.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
7 Linden Ave/Slover Ave					
NBL	15	0	15	0	15
NBT	36	0	36	0	36
NBR	36	0	36	0	36
SBL	2	0	2	2	4
SBT	17	0	17	0	17
SBR	69	0	69	0	69
EBL	41	0	41	6	47
EBT	151	22	173	11	184
EBR	5	0	5	0	5
WBL	14	0	14	0	14
WBT	171	44	215	19	234
WBR	0	0	0	10	10
North Leg					
Approach	88	0	88	2	90
Departure	77	0	77	16	93
Total	165	0	165	18	183
South Leg					
Approach	87	0	87	0	87
Departure	36	0	36	0	36
Total	123	0	123	0	123
East Leg					
Approach	185	44	229	29	258
Departure	189	22	211	13	224
Total	374	66	440	42	482
West Leg					
Approach	197	22	219	17	236
Departure	255	44	299	19	318
Total	452	66	518	36	554
Total Approaches					
Approach	557	66	623	48	671
Departure	557	66	623	48	671
Total	1,114	132	1,246	96	1,342

Table B-12 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
1 Locust Ave/Dwy 1					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	1	1
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	18	18
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	0	0	0	1	1
Departure	0	0	0	18	18
Total	0	0	0	19	19
East Leg					
Approach	0	0	0	18	18
Departure	0	0	0	1	1
Total	0	0	0	19	19
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	0	0	0	19	19
Departure	0	0	0	19	19
Total	0	0	0	38	38

Table B-12 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
2 Locust Ave/Slover Ave					
NBL	90	2	92	0	92
NBT	1	0	1	0	1
NBR	77	0	77	0	77
SBL	3	0	3	13	16
SBT	3	0	3	0	3
SBR	4	0	4	5	9
EBL	3	0	3	1	4
EBT	452	50	502	1	503
EBR	119	4	123	0	123
WBL	35	0	35	0	35
WBT	316	24	340	11	351
WBR	5	0	5	0	5
North Leg					
Approach	10	0	10	18	28
Departure	9	0	9	1	10
Total	19	0	19	19	38
South Leg					
Approach	168	2	170	0	170
Departure	157	4	161	0	161
Total	325	6	331	0	331
East Leg					
Approach	356	24	380	11	391
Departure	532	50	582	14	596
Total	888	74	962	25	987
West Leg					
Approach	574	54	628	2	630
Departure	410	26	436	16	452
Total	984	80	1,064	18	1,082
Total Approaches					
Approach	1,108	80	1,188	31	1,219
Departure	1,108	80	1,188	31	1,219
Total	2,216	160	2,376	62	2,438

Table B-12 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
3 Dwy 2/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	13	0	13	9	22
SBT	0	0	0	0	0
SBR	12	0	12	3	15
EBL	5	0	5	1	6
EBT	589	50	639	13	652
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	360	24	384	8	392
WBR	6	0	6	1	7
North Leg					
Approach	25	0	25	12	37
Departure	11	0	11	2	13
Total	36	0	36	14	50
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	366	24	390	9	399
Departure	602	50	652	22	674
Total	968	74	1,042	31	1,073
West Leg					
Approach	594	50	644	14	658
Departure	372	24	396	11	407
Total	966	74	1,040	25	1,065
Total Approaches					
Approach	985	74	1,059	35	1,094
Departure	985	74	1,059	35	1,094
Total	1,970	148	2,118	70	2,188

Table B-12 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
4 Maple Ave/Slover Ave					
NBL	22	0	22	0	22
NBT	0	0	0	0	0
NBR	19	0	19	0	19
SBL	10	0	10	-10	0
SBT	1	0	1	-1	0
SBR	6	0	6	-6	0
EBL	3	0	3	-3	0
EBT	514	50	564	25	589
EBR	34	0	34	0	34
WBL	26	0	26	1	27
WBT	370	22	392	15	407
WBR	2	0	2	-2	0
North Leg					
Approach	17	0	17	-17	0
Departure	5	0	5	-5	0
Total	22	0	22	-22	0
South Leg					
Approach	41	0	41	0	41
Departure	61	0	61	0	61
Total	102	0	102	0	102
East Leg					
Approach	398	22	420	14	434
Departure	543	50	593	15	608
Total	941	72	1,013	29	1,042
West Leg					
Approach	551	50	601	22	623
Departure	398	22	420	9	429
Total	949	72	1,021	31	1,052
Total Approaches					
Approach	1,007	72	1,079	19	1,098
Departure	1,007	72	1,079	19	1,098
Total	2,014	144	2,158	38	2,196

Table B-12 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	**Cumulative Project Trips**	**Cumulative Without Project**	**Project Trips**	**Cumulative Plus Project**
5 Dwy 3/Slover Ave					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	8	8
EBL	0	0	0	0	0
EBT	544	50	594	22	616
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	398	22	420	1	421
WBR	0	0	0	2	2
North Leg					
Approach	0	0	0	8	8
Departure	0	0	0	2	2
Total	0	0	0	10	10
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	398	22	420	3	423
Departure	544	50	594	22	616
Total	942	72	1,014	25	1,039
West Leg					
Approach	544	50	594	22	616
Departure	398	22	420	9	429
Total	942	72	1,014	31	1,045
Total Approaches					
Approach	942	72	1,014	33	1,047
Departure	942	72	1,014	33	1,047
Total	1,884	144	2,028	66	2,094

Table B-12 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
6 Linden Ave/Dwy 4-Orange Ave					
NBL	6	0	6	5	11
NBT	2	0	2	0	2
NBR	126	0	126	0	126
SBL	0	0	0	0	0
SBT	2	0	2	0	2
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	26	0	26	0	26
EBR	1	0	1	17	18
WBL	163	0	163	0	163
WBT	30	0	30	0	30
WBR	1	0	1	0	1
North Leg					
Approach	2	0	2	0	2
Departure	3	0	3	0	3
Total	5	0	5	0	5
South Leg					
Approach	134	0	134	5	139
Departure	166	0	166	17	183
Total	300	0	300	22	322
East Leg					
Approach	194	0	194	0	194
Departure	152	0	152	0	152
Total	346	0	346	0	346
West Leg					
Approach	27	0	27	17	44
Departure	36	0	36	5	41
Total	63	0	63	22	85
Total Approaches					
Approach	357	0	357	22	379
Departure	357	0	357	22	379
Total	714	0	714	44	758

Table B-12 - 2014 Cumulative A.M. Peak Hour (With Shared Access Driveway) Volume Summary

	P.M. Peak Hour				
	2,014 Without Project	Cumulative Project Trips	Cumulative Without Project	Project Trips	Cumulative Plus Project
7 Linden Ave/Slover Ave					
NBL	25	0	25	0	25
NBT	45	0	45	0	45
NBR	36	0	36	0	36
SBL	2	0	2	10	12
SBT	25	0	25	0	25
SBR	54	0	54	7	61
EBL	71	0	71	3	74
EBT	316	50	366	12	378
EBR	34	0	34	0	34
WBL	29	0	29	0	29
WBT	199	22	221	2	223
WBR	2	0	2	2	4
North Leg					
Approach	81	0	81	17	98
Departure	118	0	118	5	123
Total	199	0	199	22	221
South Leg					
Approach	106	0	106	0	106
Departure	88	0	88	0	88
Total	194	0	194	0	194
East Leg					
Approach	230	22	252	4	256
Departure	354	50	404	22	426
Total	584	72	656	26	682
West Leg					
Approach	421	50	471	15	486
Departure	278	22	300	9	309
Total	699	72	771	24	795
Total Approaches					
Approach	838	72	910	36	946
Departure	838	72	910	36	946
Total	1,676	144	1,820	72	1,892

APPENDIX C:

LEVEL OF SERVICE WORKSHEETS

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - AM Peak Hour

Scenario Report

Scenario:	Exist AM
Command:	Exist AM
Volume:	Exist AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Locust Ave/Slover Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 Average Delay (sec/veh): 20.0
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
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:	14	0	22		5	2	4		2	402	5		8	491	7	
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:	14	0	22		5	2	4		2	402	5		8	491	7	
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:	14	0	22		5	2	4		2	402	5		8	491	7	
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:	17	0	27		6	2	5		2	498	6		10	608	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	0	27		6	2	5		2	498	6		10	608	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:	17	0	27		6	2	5		2	498	6		10	608	9	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.39	0.00	0.61		0.46	0.18	0.36		0.01	0.98	0.01		0.02	0.97	0.01	
Final Sat.:	212	0	333		235	94	188		4	738	9		12	751	11	
Capacity Analysis Module:																
Vol/Sat:	0.08	xxxx	0.08		0.03	0.03	0.03		0.67	0.67	0.67		0.81	0.81	0.81	
Crit Moves:	****					****				****				****		
Delay/Veh:	9.4	0.0	9.4		9.4	9.4	9.4		16.6	16.6	16.6		23.7	23.7	23.7	
Delay Adj:	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:	9.4	0.0	9.4		9.4	9.4	9.4		16.6	16.6	16.6		23.7	23.7	23.7	
LOS by Move:	A	*	A		A	A	A		C	C	C		C	C	C	
ApproachDel:	9.4				9.4				16.6				23.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	9.4				9.4				16.6				23.7			
LOS by Appr:	A				A				C				C			
AllWayAvgQ:	0.1	0.1	0.1		0.0	0.0	0.0		1.9	1.9	1.9		3.4	3.4	3.4	

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

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - AM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[21.1]

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 1	0 0	1	1	0 0	0 0	0	0 0	1! 0	0	0 1	0 0 1
Volume Module:												
Base Vol:	21	1	33	2	0	0	5	358	14	11	402	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:	21	1	33	2	0	0	5	358	14	11	402	10
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:	21	1	33	2	0	0	5	358	14	11	402	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	24	1	38	2	0	0	6	413	16	13	464	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	1	38	2	0	0	6	413	16	13	464	12
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	928	934	421	942	xxxx	xxxxx	476	xxxx	xxxxx	430	xxxx	xxxxx
Potent Cap.:	250	268	636	245	xxxx	xxxxx	1097	xxxx	xxxxx	1141	xxxx	xxxxx
Move Cap.:	247	263	636	227	xxxx	xxxxx	1097	xxxx	xxxxx	1141	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.06	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.0	21.1	xxxx	xxxxx	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	B	C	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	248	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	21.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	15.1			21.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - AM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	0 0 198	0	0	0 0 15	1	208	5	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 0 198	0	0	0 0 15	1	208	5	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:	0 0 198	0	0	0 0 15	1	208	5	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:	0.81 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 0 246	0	0	0 0 19	1	258	6	0				
Reduct Vol:	0 0 0	0	0	0 0 0	0	0	0	0				
FinalVolume:	0 0 246	0	0	0 0 19	1	258	6	0				
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxxx 6.5	6.2	7.1	6.5	xxxxx				
FollowUpTim:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxxx 4.0	3.3	3.5	4.0	xxxxx				
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx 246	0	10	0	xxxxx				
Potent Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx 660	1091	1013	900	xxxxx				
Move Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx 660	1091	991	900	xxxxx				
Volume/Cap:	xxxx xxxx xxxx	xxxx	xxxx	xxxx xxxx 0.03	0.00	0.26	0.01	xxxx				
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx xxxx	xxxxx	xxxx	xxxx					
Control Del:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxxx xxxx	xxxxx	xxxx	xxxx					
LOS by Move:	* * *	*	*	* * *	*	*	*					
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx 676	988	xxxx	xxxxx					
SharedQueue:	0.0 xxxx xxxxx	0.0	xxxx	xxxxx xxxxx xxxx	0.1	1.1	xxxx	xxxxx				
Shrd ConDel:	7.2 xxxx xxxxx	7.2	xxxx	xxxxx xxxxx xxxx	10.5	10.0	xxxx	xxxxx				
Shared LOS:	A * *	A	*	* * *	B	A	*	*				
ApproachDel:	xxxxxx	xxxxxx		10.5		10.0						
ApproachLOS:	*	*		B		A						

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

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 0 Average Delay (sec/veh): 9.1
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	14	35	35	2	16	66	39	145	5	13	164	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:	14	35	35	2	16	66	39	145	5	13	164	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:	14	35	35	2	16	66	39	145	5	13	164	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	15	38	38	2	17	71	42	155	5	14	176	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	38	38	2	17	71	42	155	5	14	176	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:	15	38	38	2	17	71	42	155	5	14	176	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.42	0.42	0.02	0.19	0.79	0.21	0.79	1.00	0.07	0.93	0.00
Final Sat.:	118	294	294	18	141	582	143	533	796	55	688	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.12	0.12	0.29	0.29	0.01	0.26	0.26	xxxx
Crit Moves:	****			****				****			****	
Delay/Veh:	8.4	8.4	8.4	8.1	8.1	8.1	9.9	9.9	7.1	9.2	9.2	0.0
Delay Adj:	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:	8.4	8.4	8.4	8.1	8.1	8.1	9.9	9.9	7.1	9.2	9.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	*
ApproachDel:	8.4			8.1			9.8			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.1			9.8			9.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.0	0.3	0.3	0.3

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

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - PM Peak Hour

Scenario Report

Scenario:	Exist PM
Command:	Exist PM
Volume:	Exist PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	85	1	73	3	3	4	3	426	112	33	298	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:	85	1	73	3	3	4	3	426	112	33	298	5
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:	85	1	73	3	3	4	3	426	112	33	298	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:	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:	90	1	77	3	3	4	3	451	119	35	315	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1	77	3	3	4	3	451	119	35	315	5
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:	90	1	77	3	3	4	3	451	119	35	315	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.01	0.46	0.30	0.30	0.40	0.01	0.79	0.20	0.10	0.89	0.01
Final Sat.:	302	4	259	150	150	200	4	588	155	67	607	10
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.02	0.02	0.02	0.77	0.77	0.77	0.52	0.52	0.52
Crit Moves:	****					****		****		****		
Delay/Veh:	11.0	11.0	11.0	9.3	9.3	9.3	20.9	20.9	20.9	13.2	13.2	13.2
Delay Adj:	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:	11.0	11.0	11.0	9.3	9.3	9.3	20.9	20.9	20.9	13.2	13.2	13.2
LOS by Move:	B	B	B	A	A	A	C	C	C	B	B	B
ApproachDel:	11.0			9.3			20.9			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			9.3			20.9			13.2		
LOS by Appr:	B			A			C			B		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	2.7	2.7	2.7	1.0	1.0	1.0

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

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - PM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[20.0]

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	1 0	0	1	0	0 1!	0	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	22	0	19		10	1	6		3	504	33		25	363	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:	22	0	19		10	1	6		3	504	33		25	363	2	
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:	22	0	19		10	1	6		3	504	33		25	363	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:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	24	0	21		11	1	7		3	560	37		28	403	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	24	0	21		11	1	7		3	560	37		28	403	2	
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:	1049	1046	578		1054	1062	403		406	xxxx	xxxxx		597	xxxx	xxxxx	
Potent Cap.:	207	230	519		206	225	652		1164	xxxx	xxxxx		990	xxxx	xxxxx	
Move Cap.:	200	223	519		192	218	652		1164	xxxx	xxxxx		990	xxxx	xxxxx	
Volume/Cap:	0.12	0.00	0.04		0.06	0.01	0.01		0.00	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.1		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.2		xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx		8.7	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	200	xxxx	xxxxx		xxxx	259	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.4	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Shrd ConDel:	25.5	xxxx	xxxxx		xxxxx	20.0	xxxxx		xxxxx	xxxx	xxxxx		8.7	xxxx	xxxxx	
Shared LOS:	D	*	*		*	C	*		*	*	*		A	*	*	
ApproachDel:	19.4				20.0				xxxxxx				xxxxxx			
ApproachLOS:	C				C				*				*			

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

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - PM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 6.3 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 1	0	0 1	0 0	0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	2	124	0	2	0	0	25	1	160	29	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	1.00	1.00	1.00
Initial Bse:	6	2	124	0	2	0	0	25	1	160	29	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:	6	2	124	0	2	0	0	25	1	160	29	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	1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	7	2	139	0	2	0	0	28	1	180	33	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	2	139	0	2	0	0	28	1	180	33	1
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3	
Capacity Module:												
Cnflict Vol:	2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	157	2	33	18	2	
Potent Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	739	1088	980	880	1088	
Move Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	736	1088	947	876	1088	
Volume/Cap:	0.00 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.19	0.04	0.00	

Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	745	xxxx	936	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	0.9	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	10.0	xxxxx
Shared LOS:	A	*	*	A	*	*	*	*	B	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.0			10.0		
ApproachLOS:	*			*			B			A		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0	Average Delay (sec/veh):	12.6
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	2	24	52	68	304	33	28	191	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:	24	43	35	2	24	52	68	304	33	28	191	2
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:	24	43	35	2	24	52	68	304	33	28	191	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	26	47	38	2	26	57	74	331	36	30	208	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	47	38	2	26	57	74	331	36	30	208	2
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:	26	47	38	2	26	57	74	331	36	30	208	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.02	0.31	0.67	0.18	0.82	1.00	0.13	0.86	0.01
Final Sat.:	139	249	202	15	185	400	121	540	773	86	588	6
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.14	0.14	0.14	0.61	0.61	0.05	0.35	0.35	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	9.6	9.6	9.6	9.1	9.1	9.1	15.8	15.8	7.5	10.7	10.7	10.7
Delay Adj:	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:	9.6	9.6	9.6	9.1	9.1	9.1	15.8	15.8	7.5	10.7	10.7	10.7
LOS by Move:	A	A	A	A	A	A	C	C	A	B	B	B
ApproachDel:	9.6			9.1			15.1			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			9.1			15.1			10.7		
LOS by Appr:	A			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.4	1.4	0.0	0.5	0.5	0.5

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

Scenario Report

Scenario:	Exist P AM
Command:	Exist P AM
Volume:	Exist P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.5]

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			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	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	15	0	0	0	0	0	0	14	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	0	0	14	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 6.5	6.2		6.4 xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 4.0	3.3		3.5 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 15	0		0 xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 883	1091		1029 xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 883	1091		1029 xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx 0.00	0.00		0.01 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.0 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.5 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 xxxx	xxxxx		xxxx xxxx	0		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			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	0	Average Delay (sec/veh):	22.5
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	14	0	22	15	2	8	16	410	5	8	498	8
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:	14	0	22	15	2	8	16	410	5	8	498	8
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:	14	0	22	15	2	8	16	410	5	8	498	8
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:	17	0	27	19	2	10	20	507	6	10	616	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	27	19	2	10	20	507	6	10	616	10
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:	17	0	27	19	2	10	20	507	6	10	616	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.00	0.61	0.60	0.08	0.32	0.04	0.95	0.01	0.01	0.97	0.02
Final Sat.:	208	0	326	308	41	164	27	700	9	12	733	12
Capacity Analysis Module:												
Vol/Sat:	0.08	xxxx	0.08	0.06	0.06	0.06	0.72	0.72	0.72	0.84	0.84	0.84
Crit Moves:	****			****				****			****	
Delay/Veh:	9.6	0.0	9.6	9.8	9.8	9.8	19.1	19.1	19.1	26.9	26.9	26.9
Delay Adj:	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:	9.6	0.0	9.6	9.8	9.8	9.8	19.1	19.1	19.1	26.9	26.9	26.9
LOS by Move:	A	*	A	A	A	A	C	C	C	D	D	D
ApproachDel:	9.6			9.8			19.1			26.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			9.8			19.1			26.9		
LOS by Appr:	A			A			C			D		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	2.3	2.3	2.3	4.0	4.0	4.0

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

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

Intersection #3 Dwy 2/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[14.5]

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	3	0	1	8	387	0	0	430	8
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	1	8	387	0	0	430	8
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	3	0	1	8	387	0	0	430	8
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	1	8	387	0	0	430	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	1	8	387	0	0	430	8
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	837	837	434	438	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	339	305	626	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	338	303	626	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	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	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	382	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	14.5	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[14.0]

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 1 0	0	1	0 0 1!	0	0	0 0 0	1	0	0 1 0	0	1
Volume Module:												
Base Vol:	21	0	34	0	0	0	0	376	14	11	417	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:	21	0	34	0	0	0	0	376	14	11	417	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:	21	0	34	0	0	0	0	376	14	11	417	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:	0.87 0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	24	0	39	0	0	0	0	434	16	13	482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	39	0	0	0	0	434	16	13	482	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	949	949	442	969	957	482	xxxx	xxxx	xxxxx	450	xxxx	xxxxx
Potent Cap.:	291	262	620	235	260	589	xxxx	xxxx	xxxxx	1121	xxxx	xxxxx
Move Cap.:	289	259	620	218	257	589	xxxx	xxxx	xxxxx	1121	xxxx	xxxxx
Volume/Cap:	0.08 0.00	0.06	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	289	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	18.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	14.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 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 0 0 0			0 0 0 0 1			0 1 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	6	0	406	0	0	432	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	0	0	6	0	406	0	0	432	20
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	0	0	6	0	406	0	0	432	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:	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	6	0	406	0	0	432	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	6	0	406	0	0	432	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	442	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	620	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	620	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
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	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 5.7 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 1 0	0 1		0 0 0	1 0		0 1 0	0 0	
Volume Module:												
Base Vol:	16	198		0	0		0	15		208	5	
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Initial Bse:	16	198		0	0		0	15		208	5	
Added Vol:	0	0		0	0		0	0		0	0	
PasserByVol:	0	0		0	0		0	0		0	0	
Initial Fut:	16	198		0	0		0	15		208	5	
User Adj:	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	
PHF Volume:	20	246		0	0		0	19		258	6	
Reduct Vol:	0	0		0	0		0	0		0	0	
FinalVolume:	20	246		0	0		0	19		258	6	
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx	xxxx		xxxxx	6.5		6.2	7.1	6.5 xxxxx
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx	xxxx		xxxxx	4.0		3.3	3.5	4.0 xxxxx
Capacity Module:												
Cnflict Vol:	0 xxxx	xxxxx		xxxx	xxxx		xxxxx	xxxx		286	0	51 40 xxxxx
Potent Cap.:	1636 xxxx	xxxxx		xxxx	xxxx		xxxxx	xxxx		627	1091	953 856 xxxxx
Move Cap.:	1636 xxxx	xxxxx		xxxx	xxxx		xxxxx	xxxx		619	1091	920 846 xxxxx
Volume/Cap:	0.01 xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		0.03	0.00	0.28 0.01 xxxx
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx		xxxx	xxxx		xxxxx	xxxx		xxxx	xxxx	xxxxx
Control Del:	7.2 xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx		xxxx	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	xxxx		xxxxx	xxxx		xxxx	667	918 xxxx xxxxx
SharedQueue:	0.0 xxxx	xxxxx		0.0	xxxx		xxxxx	xxxxx		xxxx	0.1	1.2 xxxx xxxxx
Shrd ConDel:	7.2 xxxx	xxxxx		7.2	xxxx		xxxxx	xxxxx		xxxx	10.6	10.5 xxxx xxxxx
Shared LOS:	A	*		A	*		*	*		B	B	* *
ApproachDel:	xxxxxx			xxxxxx			10.6				10.5	
ApproachLOS:	*			*			B				B	

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	14	35	35	4	16	66	45	156	5	13	183	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:	14	35	35	4	16	66	45	156	5	13	183	10
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:	14	35	35	4	16	66	45	156	5	13	183	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	15	38	38	4	17	71	48	167	5	14	196	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	38	38	4	17	71	48	167	5	14	196	11
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:	15	38	38	4	17	71	48	167	5	14	196	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.42	0.42	0.05	0.18	0.77	0.22	0.78	1.00	0.06	0.89	0.05
Final Sat.:	114	284	284	33	133	548	150	519	788	47	659	36
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.13	0.13	0.13	0.32	0.32	0.01	0.30	0.30	0.30
Crit Moves:	****			****				****			****	
Delay/Veh:	8.5	8.5	8.5	8.2	8.2	8.2	10.3	10.3	7.1	9.6	9.6	9.6
Delay Adj:	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:	8.5	8.5	8.5	8.2	8.2	8.2	10.3	10.3	7.1	9.6	9.6	9.6
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	A
ApproachDel:	8.5			8.2			10.2			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.2			10.2			9.6		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.0	0.4	0.4	0.4

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

Scenario Report

Scenario:	Exist P PM
Command:	Exist P PM
Volume:	Exist P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: A[8.6]

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			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	0	0	18	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:	0	0	1	0	0	0	0	0	0	18	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:	0	0	1	0	0	0	0	0	0	18	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:	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	1	0	0	0	0	0	0	18	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	0	0	18	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1	0	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	1091	1029	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	1091	1029	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	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	xxxx	xxxxx	xxxx	xxxx	0	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			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	85	1	73	16	3	9	4	427	112	33	309	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:	85	1	73	16	3	9	4	427	112	33	309	5
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:	85	1	73	16	3	9	4	427	112	33	309	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:	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:	90	1	77	17	3	10	4	452	119	35	327	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1	77	17	3	10	4	452	119	35	327	5
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:	90	1	77	17	3	10	4	452	119	35	327	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.01	0.46	0.57	0.11	0.32	0.01	0.79	0.20	0.10	0.89	0.01
Final Sat.:	296	3	254	280	52	157	5	576	151	64	597	10
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.06	0.06	0.06	0.78	0.78	0.78	0.55	0.55	0.55
Crit Moves:	****			****				****		****		
Delay/Veh:	11.2	11.2	11.2	9.7	9.7	9.7	22.5	22.5	22.5	14.0	14.0	14.0
Delay Adj:	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:	11.2	11.2	11.2	9.7	9.7	9.7	22.5	22.5	22.5	14.0	14.0	14.0
LOS by Move:	B	B	B	A	A	A	C	C	C	B	B	B
ApproachDel:	11.2			9.7			22.5			14.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			9.7			22.5			14.0		
LOS by Appr:	B			A			C			B		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	3.0	3.0	3.0	1.1	1.1	1.1

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

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

Intersection #3 Dwy 2/Slover Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[16.1]

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	9	0	3	1	553	0	0	399	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	9	0	3	1	553	0	0	399	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	9	0	3	1	553	0	0	399	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	9	0	3	1	553	0	0	399	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	3	1	553	0	0	399	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	955	955	400	400	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	289	261	655	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	289	260	655	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	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	336	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	16.1	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			16.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[17.6]

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 1 0	0	1	0 0 1!	0	0	0 0 0	1	0	0 1 0	0	1
Volume Module:												
Base Vol:	22	0	19	0	0	0	0	529	33	26	378	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:	22	0	19	0	0	0	0	529	33	26	378	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:	22	0	19	0	0	0	0	529	33	26	378	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:	0.90 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:	24	0	21	0	0	0	0	588	37	29	420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	21	0	0	0	0	588	37	29	420	0
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1084 1084	606	1094	1102	420	xxxx	xxxx	xxxxx	624	xxxx	xxxxx	
Potent Cap.:	242 219	501	193	213	638	xxxx	xxxx	xxxxx	967	xxxx	xxxxx	
Move Cap.:	237 212	501	181	207	638	xxxx	xxxx	xxxxx	967	xxxx	xxxxx	
Volume/Cap:	0.10 0.00	0.04	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	
Control Del:	xxxxx xxxx	12.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	
LOS by Move:	* *	B	*	*	*	*	*	*	A	*	*	
Movement:	LT - LTR	- RT	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		
Shared Cap.:	237 xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.3 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	
Shrd ConDel:	22.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	
Shared LOS:	C *	*	*	*	*	*	*	*	A	*	*	
ApproachDel:	17.6		xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	C		*			*			*			

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 1 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	8	0	555	0	0	391	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	0	0	8	0	555	0	0	391	2
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	0	0	8	0	555	0	0	391	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	0	0	8	0	555	0	0	391	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	8	0	555	0	0	391	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
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	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 6.6 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 0 1!	0	0
Volume Module:												
Base Vol:	11	2	124	0	2	0	0	25	18	160	29	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	1.00 1.00	1.00	1.00
Initial Bse:	11	2	124	0	2	0	0	25	18	160	29	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:	11	2	124	0	2	0	0	25	18	160	29	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	1.00 1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89
PHF Volume:	12	2	139	0	2	0	0	28	20	180	33	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	2	139	0	2	0	0	28	20	180	33	1
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3	
Capacity Module:												
Cnflict Vol:	2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	168	2	53	29	2	
Potent Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	728	1088	950	868	1088	
Move Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	723	1088	900	861	1088	
Volume/Cap:	0.01 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.02	0.20	0.04	0.00	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	841	xxxx	894	xxxxx	
SharedQueue:	0.0 xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	0.9	xxxxx	
Shrd ConDel:	7.2 xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	10.3	xxxxx	
Shared LOS:	A	*	*	A	*	*	*	*	A	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.5			10.3		
ApproachLOS:	*			*			A			B		

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

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	0	Average Delay (sec/veh):	13.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	12	24	59	71	316	33	28	193	4
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:	24	43	35	12	24	59	71	316	33	28	193	4
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:	24	43	35	12	24	59	71	316	33	28	193	4
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:	26	47	38	13	26	64	77	344	36	30	210	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	47	38	13	26	64	77	344	36	30	210	4
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:	26	47	38	13	26	64	77	344	36	30	210	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.13	0.25	0.62	0.18	0.82	1.00	0.12	0.86	0.02
Final Sat.:	135	243	197	74	149	365	120	532	761	83	571	12
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.18	0.18	0.18	0.65	0.65	0.05	0.37	0.37	0.37
Crit Moves:	****					****		****			****	
Delay/Veh:	9.8	9.8	9.8	9.5	9.5	9.5	17.1	17.1	7.6	11.0	11.0	11.0
Delay Adj:	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:	9.8	9.8	9.8	9.5	9.5	9.5	17.1	17.1	7.6	11.0	11.0	11.0
LOS by Move:	A	A	A	A	A	A	C	C	A	B	B	B
ApproachDel:	9.8			9.5			16.3			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.8			9.5			16.3			11.0		
LOS by Appr:	A			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.6	1.6	0.0	0.5	0.5	0.5

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions - AM Peak Hour

Scenario Report

Scenario:	OY NP AM
Command:	OY NP AM
Volume:	OY NP AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions - AM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.211
Loss Time (sec):	6	Average Delay (sec/veh):	10.6
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	15	0	23	5	2	4	2	426	5	8	520	7
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	0	23	5	2	4	2	426	5	8	520	7
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:	15	0	23	5	2	4	2	426	5	8	520	7
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:	19	0	28	6	2	5	2	527	6	10	644	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	28	6	2	5	2	527	6	10	644	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:	19	0	28	6	2	5	2	527	6	10	644	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.33	0.67	1.00	1.98	0.02	1.00	1.97	0.03
Final Sat.:	1700	0	1800	1700	600	1200	1700	3558	42	1700	3552	48
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.01	0.18	0.18
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.10	0.50	0.50	0.34	0.74	0.74
Volume/Cap:	0.11	0.00	0.16	0.04	0.04	0.04	0.01	0.30	0.30	0.02	0.24	0.24
Delay/Veh:	41.2	0.0	41.6	40.7	40.8	40.8	40.6	14.7	14.7	22.0	4.2	4.2
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:	41.2	0.0	41.6	40.7	40.8	40.8	40.6	14.7	14.7	22.0	4.2	4.2
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	5	5	0	3	3

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions - AM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 1.0 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	1 0	0	0 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	1	34	2	0	0	5	365	14	11	410	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:	21	1	34	2	0	0	5	365	14	11	410	10
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:	21	1	34	2	0	0	5	365	14	11	410	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	24	1	39	2	0	0	6	421	16	13	473	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	1	39	2	0	0	6	421	16	13	473	12
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	703	952	219	727	xxxx	xxxxx	485	xxxx	xxxxx	438	xxxx	xxxxx
Potent Cap.:	328	262	792	315	xxxx	xxxxx	1088	xxxx	xxxxx	1133	xxxx	xxxxx
Move Cap.:	324	257	792	295	xxxx	xxxxx	1088	xxxx	xxxxx	1133	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.05	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	17.3	xxxx	xxxxx	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	502	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.2			17.3			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions - AM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	0	202		0	0		0	15	1	212	5	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	202		0	0		0	15	1	212	5	0
Added Vol:	0	0		0	0		0	0	0	0	0	0
PasserByVol:	0	0		0	0		0	0	0	0	0	0
Initial Fut:	0	202		0	0		0	15	1	212	5	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:	0.81 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	251		0	0		0	19	1	263	6	0
Reduct Vol:	0	0		0	0		0	0	0	0	0	0
FinalVolume:	0	251		0	0		0	19	1	263	6	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	6.5	6.2	7.1	6.5	xxxxx
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	4.0	3.3	3.5	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	251	0	10	0	xxxxx
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	656	1091	1013	900	xxxxx
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	656	1091	990	900	xxxxx
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx	0.03	0.00	0.27	0.01	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*		*	*		*	*		*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	672	988	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx		0.0 xxxx	xxxxx		xxxxx	xxxx	0.1	1.1	xxxx	xxxxx
Shrd ConDel:	7.2 xxxx	xxxxx		7.2 xxxx	xxxxx		xxxxx	xxxx	10.5	10.0	xxxx	xxxxx
Shared LOS:	A	*		A	*		*	*	B	B	*	
ApproachDel:	xxxxxx			xxxxxx			10.5			10.0		
ApproachLOS:	*			*			B			B		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.307
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	15	36	36	2	17	69	41	151	5	14	171	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:	15	36	36	2	17	69	41	151	5	14	171	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:	15	36	36	2	17	69	41	151	5	14	171	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	16	39	39	2	18	74	44	162	5	15	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	39	39	2	18	74	44	162	5	15	183	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:	16	39	39	2	18	74	44	162	5	15	183	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.42	0.41	0.02	0.19	0.79	0.21	0.79	1.00	0.08	0.92	0.00
Final Sat.:	120	288	288	17	141	572	143	527	789	56	681	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.13	0.13	0.13	0.31	0.31	0.01	0.27	0.27	xxxx
Crit Moves:		****			****			****			****	
Delay/Veh:	8.5	8.5	8.5	8.2	8.2	8.2	10.1	10.1	7.1	9.4	9.4	0.0
Delay Adj:	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:	8.5	8.5	8.5	8.2	8.2	8.2	10.1	10.1	7.1	9.4	9.4	0.0
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	*
ApproachDel:	8.5			8.2			10.0			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.2			10.0			9.4		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.0	0.3	0.3	0.3

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions- PM Peak Hour

Scenario Report

Scenario:	OY NP PM
Command:	OY NP PM
Volume:	OY NP PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions- PM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 6 Average Delay (sec/veh): 17.5
Optimal Cycle: 36 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	90	1	77	3	3	4	3	452	119	35	316	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:	90	1	77	3	3	4	3	452	119	35	316	5
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:	90	1	77	3	3	4	3	452	119	35	316	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:	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:	95	1	81	3	3	4	3	478	126	37	334	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	81	3	3	4	3	478	126	37	334	5
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:	95	1	81	3	3	4	3	478	126	37	334	5
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.01	0.99	1.00	0.43	0.57	1.00	1.58	0.42	1.00	1.97	0.03
Final Sat.:	1700	23	1777	1700	771	1029	1700	2850	750	1700	3544	56
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.00	0.00	0.00	0.00	0.17	0.17	0.02	0.09	0.09
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.36	0.63	0.63	0.10	0.36	0.36
Volume/Cap:	0.27	0.22	0.22	0.01	0.02	0.02	0.01	0.27	0.27	0.22	0.26	0.26
Delay/Veh:	33.4	33.0	33.0	31.3	31.3	31.3	20.2	8.3	8.3	42.0	22.4	22.4
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:	33.4	33.0	33.0	31.3	31.3	31.3	20.2	8.3	8.3	42.0	22.4	22.4
LOS by Move:	C	C	C	C	C	C	C	A	A	D	C	C
HCM2kAvgQ:	3	2	2	0	0	0	0	4	4	1	4	4

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions- PM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[16.9]

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		1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	22	0	19	10	1	6	3	514	34	26	370	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:	22	0	19	10	1	6	3	514	34	26	370	2
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:	22	0	19	10	1	6	3	514	34	26	370	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	0	21	11	1	7	3	571	38	29	411	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	21	11	1	7	3	571	38	29	411	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:	861	1068	304	762	1086	207	413	xxxx	xxxxx	609	xxxx	xxxxx
Potent Cap.:	253	224	698	298	218	806	1156	xxxx	xxxxx	980	xxxx	xxxxx
Move Cap.:	244	216	698	281	211	806	1156	xxxx	xxxxx	980	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.03	0.04	0.01	0.01	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	349	xxxxx	xxxx	356	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.9	xxxxx	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	16.9			15.7			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions- PM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 6.3 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 0 1!	0	0
Volume Module:												
Base Vol:	6	2	126	0	2	0	0	26	1	163	30	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	1.00 1.00	1.00	1.00
Initial Bse:	6	2	126	0	2	0	0	26	1	163	30	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:	6	2	126	0	2	0	0	26	1	163	30	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	1.00 1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89
PHF Volume:	7	2	141	0	2	0	0	29	1	183	34	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	2	141	0	2	0	0	29	1	183	34	1
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3	
Capacity Module:												
Cnflict Vol:	2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	159	2	33	18	2	
Potent Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	736	1088	979	880	1088	
Move Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	733	1088	945	876	1088	
Volume/Cap:	0.00 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.19	0.04	0.00	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx xxxx	742	xxxx	935	xxxxx			
SharedQueue:	0.0 xxxx	xxxxx	0.0 xxxx	xxxxx	xxxxx xxxx	0.1	xxxxx	0.9	xxxxx			
Shrd ConDel:	7.2 xxxx	xxxxx	7.2 xxxx	xxxxx	xxxxx xxxx	10.1	xxxxx	10.0	xxxxx			
Shared LOS:	A	*	*	A	*	*	*	*	B	*	B	*
ApproachDel:	xxxxxx		xxxxxx		10.1		10.0					
ApproachLOS:	*		*		B		B					

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions- PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	13.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	25	45	36	2	25	54	71	316	34	29	199	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:	25	45	36	2	25	54	71	316	34	29	199	2
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:	25	45	36	2	25	54	71	316	34	29	199	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	27	49	39	2	27	59	77	344	37	32	217	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	39	2	27	59	77	344	37	32	217	2
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:	27	49	39	2	27	59	77	344	37	32	217	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.02	0.31	0.67	0.18	0.82	1.00	0.13	0.86	0.01
Final Sat.:	137	246	197	15	182	393	120	535	767	85	582	6
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.15	0.15	0.15	0.64	0.64	0.05	0.37	0.37	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	9.8	9.8	9.8	9.3	9.3	9.3	16.9	16.9	7.5	11.0	11.0	11.0
Delay Adj:	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:	9.8	9.8	9.8	9.3	9.3	9.3	16.9	16.9	7.5	11.0	11.0	11.0
LOS by Move:	A	A	A	A	A	A	C	C	A	B	B	B
ApproachDel:	9.8			9.3			16.1			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.8			9.3			16.1			11.0		
LOS by Appr:	A			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.6	1.6	0.0	0.5	0.5	0.5

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

Scenario Report

Scenario:	OY P AM
Command:	OY P AM
Volume:	OY P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.5]

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			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	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	15	0	0	0	0	0	0	14	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	0	0	14	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	15	0	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	883	1091	1029	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	883	1091	1029	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	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	xxxx	xxxxx	xxxx	xxxx	0	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			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 6 Average Delay (sec/veh): 11.4
Optimal Cycle: 36 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	15	0	23	15	2	8	16	434	5	8	527	8
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	0	23	15	2	8	16	434	5	8	527	8
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:	15	0	23	15	2	8	16	434	5	8	527	8
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:	19	0	28	19	2	10	20	537	6	10	652	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	28	19	2	10	20	537	6	10	652	10
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:	19	0	28	19	2	10	20	537	6	10	652	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.20	0.80	1.00	1.98	0.02	1.00	1.97	0.03
Final Sat.:	1700	0	1800	1700	360	1440	1700	3559	41	1700	3546	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.01	0.01	0.01	0.15	0.15	0.01	0.18	0.18
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.10	0.51	0.51	0.33	0.74	0.74
Volume/Cap:	0.11	0.00	0.16	0.11	0.07	0.07	0.12	0.30	0.30	0.02	0.25	0.25
Delay/Veh:	41.2	0.0	41.6	41.2	40.9	40.9	41.3	14.5	14.5	22.3	4.2	4.2
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:	41.2	0.0	41.6	41.2	40.9	40.9	41.3	14.5	14.5	22.3	4.2	4.2
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	1	0	1	1	0	0	1	5	5	0	3	3

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

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

Intersection #3 Dwy 2/Slover Ave

Average Delay (sec/veh): 0.1 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 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	3	0	1	8	395	0	0	438	8
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	1	8	395	0	0	438	8
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	3	0	1	8	395	0	0	438	8
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	1	8	395	0	0	438	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	1	8	395	0	0	438	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	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	656	853	223	446	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	403	299	787	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	401	296	787	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	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	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	457	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.9 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 1! 0 0				0 0 1! 0 0				1 0 1 1 0				1 0 1 1 0			
Volume Module:																
Base Vol:	21	0	35		0	0	0		0	383	14		11	425	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:	21	0	35		0	0	0		0	383	14		11	425	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:	21	0	35		0	0	0		0	383	14		11	425	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:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	24	0	40		0	0	0		0	442	16		13	491	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	24	0	40		0	0	0		0	442	16		13	491	0	
Critical Gap Module:																
Critical Gp:	6.8	6.5	6.9		7.5	6.5	6.9		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	721	967	229		737	975	245		xxxx	xxxx	xxxxx		458	xxxx	xxxxx	
Potent Cap.:	366	256	780		310	254	761		xxxx	xxxx	xxxxx		1113	xxxx	xxxxx	
Move Cap.:	363	253	780		291	251	761		xxxx	xxxx	xxxxx		1113	xxxx	xxxxx	
Volume/Cap:	0.07	0.00	0.05		0.00	0.00	0.00		xxxx	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.3	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT	LTR	RT		LT	LTR	RT		LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	545	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	12.5	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	12.5				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

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 0 0 1			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	6	0	414	0	0	440	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	0	0	6	0	414	0	0	440	20
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	0	0	6	0	414	0	0	440	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:	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	6	0	414	0	0	440	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	6	0	414	0	0	440	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	230	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	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	xxxx	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	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 5.7 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	16	202	0	0	0	0	15	3	212	5	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	
Initial Bse:	16	202	0	0	0	0	15	3	212	5	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	16	202	0	0	0	0	15	3	212	5	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	
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	0.81 0.81	0.81	
PHF Volume:	20	251	0	0	0	0	19	4	263	6	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	20	251	0	0	0	0	19	4	263	6	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	xxxxx		
Capacity Module:												
Cnflict Vol:	0 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	291	0	51	40	xxxxx		
Potent Cap.:	1636 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	623	1091	953	856	xxxxx		
Move Cap.:	1636 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	615	1091	920	846	xxxxx		
Volume/Cap:	0.01 xxxx xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.29	0.01	xxxx		
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	664	918	xxxx	xxxxx		
SharedQueue:	0.0 xxxx xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.1	1.2	xxxx	xxxxx		
Shrd ConDel:	7.2 xxxx xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	10.6	10.5	xxxx	xxxxx		
Shared LOS:	A *	*	A	*	*	*	*	B	B	*	*	
ApproachDel:	xxxxxx		xxxxxx			10.6			10.5			
ApproachLOS:	*		*			B			B			

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	15	36	36	4	17	69	47	162	5	14	190	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:	15	36	36	4	17	69	47	162	5	14	190	10
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:	15	36	36	4	17	69	47	162	5	14	190	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	16	39	39	4	18	74	50	174	5	15	204	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	39	39	4	18	74	50	174	5	15	204	11
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	39	39	4	18	74	50	174	5	15	204	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.42	0.41	0.04	0.19	0.77	0.22	0.78	1.00	0.06	0.89	0.05
Final Sat.:	116	278	278	31	133	539	149	515	781	48	653	34
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.34	0.34	0.01	0.31	0.31	0.31
Crit Moves:	****			****			****					****
Delay/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	10.5	10.5	7.2	9.8	9.8	9.8
Delay Adj:	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:	8.6	8.6	8.6	8.4	8.4	8.4	10.5	10.5	7.2	9.8	9.8	9.8
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	A
ApproachDel:	8.6			8.4			10.4			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.4			10.4			9.8		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.0	0.4	0.4	0.4

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

Scenario Report

Scenario:	OY P PM
Command:	OY P PM
Volume:	OY P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: A[8.6]

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			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	0	0	18	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:	0	0	1	0	0	0	0	0	0	18	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:	0	0	1	0	0	0	0	0	0	18	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:	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	1	0	0	0	0	0	0	18	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	0	0	18	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1	0	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	1091	1029	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	1091	1029	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	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	xxxx	xxxxx	xxxx	xxxx	0	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			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.262
Loss Time (sec): 6 Average Delay (sec/veh): 17.7
Optimal Cycle: 36 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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
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 0	1	0	1	0 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	90	1	77		16	3	9		4	453	119		35	327	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:	90	1	77		16	3	9		4	453	119		35	327	5	
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:	90	1	77		16	3	9		4	453	119		35	327	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:	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:	95	1	81		17	3	10		4	479	126		37	346	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	1	81		17	3	10		4	479	126		37	346	5	
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:	95	1	81		17	3	10		4	479	126		37	346	5	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	0.01	0.99		1.00	0.25	0.75		1.00	1.58	0.42		1.00	1.97	0.03	
Final Sat.:	1700	23	1777		1700	450	1350		1700	2851	749		1700	3546	54	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.05		0.01	0.01	0.01		0.00	0.17	0.17		0.02	0.10	0.10	
Crit Moves:	****									****			****			
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.37	0.63	0.63		0.10	0.37	0.37	
Volume/Cap:	0.27	0.22	0.22		0.05	0.03	0.03		0.01	0.27	0.27		0.22	0.27	0.27	
Delay/Veh:	33.5	33.0	33.0		31.6	31.5	31.5		20.2	8.3	8.3		42.0	22.4	22.4	
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:	33.5	33.0	33.0		31.6	31.5	31.5		20.2	8.3	8.3		42.0	22.4	22.4	
LOS by Move:	C	C	C		C	C	C		C	A	A		D	C	C	
HCM2kAvgQ:	3	2	2		0	0	0		0	4	4		1	4	4	

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

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

Intersection #3 Dwy 2/Slover Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.4]

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			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	9	0	3	1	564	0	0	407	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	9	0	3	1	564	0	0	407	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	9	0	3	1	564	0	0	407	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	9	0	3	1	564	0	0	407	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	3	1	564	0	0	407	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	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	692	974	204	408	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	383	254	809	1162	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	382	254	809	1162	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	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	440	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.9 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1! 0		0	0	0 1! 0		0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	22	0	19	0	0	0	0	539	34	27	385	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:	22	0	19	0	0	0	0	539	34	27	385	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:	22	0	19	0	0	0	0	539	34	27	385	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				
PHF Volume:	24	0	21	0	0	0	0	599	38	30	428	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	24	0	21	0	0	0	0	599	38	30	428	0				
Critical Gap Module:																
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	892	1106	318	787	1124	214	xxxx	xxxx	xxxxx	637	xxxx	xxxxx				
Potent Cap.:	285	212	683	286	207	797	xxxx	xxxx	xxxxx	957	xxxx	xxxxx				
Move Cap.:	279	206	683	270	200	797	xxxx	xxxx	xxxxx	957	xxxx	xxxxx				
Volume/Cap:	0.09	0.00	0.03	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	384	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	15.6			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	C			*			*			*						

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

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 0 0 1			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	8	0	566	0	0	399	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	0	0	8	0	566	0	0	399	2
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	0	0	8	0	566	0	0	399	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	0	0	8	0	566	0	0	399	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	8	0	566	0	0	399	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	813	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	813	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	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	xxxx	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	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 6.6 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 0 1!	0	0
Volume Module:												
Base Vol:	11 2 126	0	2	0	0	26	18	163	30			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	1.00	1.00
Initial Bse:	11 2 126	0	2	0	0	26	18	163	30			1
Added Vol:	0 0 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	0	0
Initial Fut:	11 2 126	0	2	0	0	26	18	163	30			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	1.00	1.00
PHF Adj:	0.89 0.89 0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	12 2 141	0	2	0	0	29	20	183	34			1
Reduct Vol:	0 0 0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12 2 141	0	2	0	0	29	20	183	34			1
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5			6.2
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0			3.3
Capacity Module:												
Cnflict Vol:	2 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	171	2	54	29			2
Potent Cap.:	1633 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	726	1088	949	868			1088
Move Cap.:	1633 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	721	1088	898	861			1088
Volume/Cap:	0.01 xxxx xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.02	0.20	0.04			0.00
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			xxxxx
Control Del:	7.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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 xxxx xxxxx			xxxx xxxx	836		xxxx	893	xxxxx
SharedQueue:	0.0 xxxx xxxxx			0.0 xxxx xxxxx			xxxxx xxxx	0.2		xxxxx	1.0	xxxxx
Shrd ConDel:	7.2 xxxx xxxxx			7.2 xxxx xxxxx			xxxxx xxxx	9.6		xxxxx	10.3	xxxxx
Shared LOS:	A *	*		A *	*		*	*		A *	B	*
ApproachDel:	xxxxxx			xxxxxx			9.6			10.3		
ApproachLOS:	*			*			A			B		

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

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	25	45	36	12	25	61	74	328	34	29	201	4
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:	25	45	36	12	25	61	74	328	34	29	201	4
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:	25	45	36	12	25	61	74	328	34	29	201	4
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:	27	49	39	13	27	66	81	357	37	32	219	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	39	13	27	66	81	357	37	32	219	4
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:	27	49	39	13	27	66	81	357	37	32	219	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.12	0.26	0.62	0.18	0.82	1.00	0.12	0.86	0.02
Final Sat.:	133	240	192	71	147	359	119	528	755	82	565	11
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.18	0.18	0.18	0.68	0.68	0.05	0.39	0.39	0.39
Crit Moves:	****					****		****			****	
Delay/Veh:	10.0	10.0	10.0	9.6	9.6	9.6	18.4	18.4	7.6	11.4	11.4	11.4
Delay Adj:	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:	10.0	10.0	10.0	9.6	9.6	9.6	18.4	18.4	7.6	11.4	11.4	11.4
LOS by Move:	A	A	A	A	A	A	C	C	A	B	B	B
ApproachDel:	10.0			9.6			17.5			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			9.6			17.5			11.4		
LOS by Appr:	A			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.8	1.8	0.0	0.6	0.6	0.6

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

Scenario Report

Scenario:	CUMUL P AM
Command:	Cumul P AM
Volume:	Cumul P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.5]

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			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	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	15	0	0	0	0	0	0	14	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	0	0	14	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 6.5	6.2		6.4 xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 4.0	3.3		3.5 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 15	0		0 xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 883	1091		1029 xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx 883	1091		1029 xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx 0.00	0.00		0.01 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.0 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.5 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 xxxx	xxxxx		xxxx xxxx	0		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			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.241
Loss Time (sec):	6	Average Delay (sec/veh):	11.1
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	0	23	15	2	8	16	457	7	8	571	8
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:	18	0	23	15	2	8	16	457	7	8	571	8
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	0	23	15	2	8	16	457	7	8	571	8
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:	22	0	28	19	2	10	20	566	9	10	707	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	28	19	2	10	20	566	9	10	707	10
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:	22	0	28	19	2	10	20	566	9	10	707	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.20	0.80	1.00	1.97	0.03	1.00	1.97	0.03
Final Sat.:	1700	0	1800	1700	360	1440	1700	3546	54	1700	3550	50
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.01	0.01	0.01	0.16	0.16	0.01	0.20	0.20
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.10	0.52	0.52	0.32	0.74	0.74
Volume/Cap:	0.13	0.00	0.16	0.11	0.07	0.07	0.12	0.31	0.31	0.02	0.27	0.27
Delay/Veh:	41.4	0.0	41.6	41.2	40.9	40.9	41.3	14.0	14.0	23.0	4.3	4.3
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:	41.4	0.0	41.6	41.2	40.9	40.9	41.3	14.0	14.0	23.0	4.3	4.3
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	1	0	1	1	0	0	1	5	5	0	4	4

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

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

Intersection #3 Dwy 2/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.6]

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			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	3	0	1	8	418	0	0	482	8
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	1	8	418	0	0	482	8
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	3	0	1	8	418	0	0	482	8
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	1	8	418	0	0	482	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	1	8	418	0	0	482	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	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	711	920	245	490	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	372	273	762	1084	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	370	271	762	1084	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	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	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	424	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.9 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		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	21	0	35				0	0	0				0	405	14				11	469	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:	21	0	35				0	0	0				0	405	14				11	469	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:	21	0	35				0	0	0				0	405	14				11	469	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:	0.87	0.87	0.87				0.87	0.87	0.87				0.87	0.87	0.87				0.87	0.87	0.87			
PHF Volume:	24	0	40				0	0	0				0	468	16				13	542	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	24	0	40				0	0	0				0	468	16				13	542	0			
Critical Gap Module:																								
Critical Gp:	6.8	6.5	6.9				7.5	6.5	6.9				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	772	1043	242				801	1051	271				xxxx	xxxx	xxxxx				484	xxxx	xxxxx			
Potent Cap.:	340	231	765				279	229	733				xxxx	xxxx	xxxxx				1089	xxxx	xxxxx			
Move Cap.:	337	229	765				262	226	733				xxxx	xxxx	xxxxx				1089	xxxx	xxxxx			
Volume/Cap:	0.07	0.00	0.05				0.00	0.00	0.00				xxxx	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				8.3	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				*	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		518	xxxxx			xxxx		0	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		0.4	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx		12.9	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		B	*			*	*	*				*	*	*				*	*	*			
ApproachDel:	12.9			xxxxxx						xxxxxx						xxxxxx								
ApproachLOS:	B			*						*						*								

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.8]

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 0	0 0		0 0 0	0 1		0 1 1	0 0		0 0 1	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	6	0	436	0	0	484	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	0	0	6	0	436	0	0	484	20
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	0	0	6	0	436	0	0	484	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:	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	6	0	436	0	0	484	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	6	0	436	0	0	484	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	252	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	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	xxxx	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	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 5.7 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	1	0	1 0	0	1	0	0 0	1	0	0	1 0	0	0
Volume Module:																
Base Vol:	16	0	202		0	0	0		0	15	3		212	5	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:	16	0	202		0	0	0		0	15	3		212	5	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:	16	0	202		0	0	0		0	15	3		212	5	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:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81	
PHF Volume:	20	0	251		0	0	0		0	19	4		263	6	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	20	0	251		0	0	0		0	19	4		263	6	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	6.5	6.2		7.1	6.5	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	4.0	3.3		3.5	4.0	xxxxx	
Capacity Module:																
Cnflict Vol:	0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	291	0		51	40	xxxxx	
Potent Cap.:	1636	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	623	1091		953	856	xxxxx	
Move Cap.:	1636	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	615	1091		920	846	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	0.03	0.00		0.29	0.01	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	7.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	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	xxxx	xxxxx		xxxx	xxxx	664		918	xxxx	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	0.1		1.2	xxxx	xxxxx	
Shrd ConDel:	7.2	xxxx	xxxxx		7.2	xxxx	xxxxx		xxxxx	xxxx	10.6		10.5	xxxx	xxxxx	
Shared LOS:	A	*	*		A	*	*		*	*	B		B	*	*	
ApproachDel:	xxxxxx				xxxxxx				10.6				10.5			
ApproachLOS:	*				*				B				B			

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	15	36	36	4	17	69	47	184	5	14	234	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:	15	36	36	4	17	69	47	184	5	14	234	10
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:	15	36	36	4	17	69	47	184	5	14	234	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	16	39	39	4	18	74	50	197	5	15	251	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	39	39	4	18	74	50	197	5	15	251	11
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	39	39	4	18	74	50	197	5	15	251	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.42	0.41	0.04	0.19	0.77	0.20	0.80	1.00	0.05	0.91	0.04
Final Sat.:	111	266	266	30	127	515	134	524	772	40	662	28
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.14	0.14	0.38	0.38	0.01	0.38	0.38	0.38
Crit Moves:	****			****			****			****		
Delay/Veh:	8.9	8.9	8.9	8.6	8.6	8.6	11.0	11.0	7.2	10.5	10.5	10.5
Delay Adj:	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:	8.9	8.9	8.9	8.6	8.6	8.6	11.0	11.0	7.2	10.5	10.5	10.5
LOS by Move:	A	A	A	A	A	A	B	B	A	B	B	B
ApproachDel:	8.9			8.6			11.0			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			8.6			11.0			10.5		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.6	0.0	0.6	0.6	0.6

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

Scenario Report

Scenario:	CUMUL P PM
Command:	Cumul P PM
Volume:	Cumul P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: A[8.6]

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			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	0	0	18	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:	0	0	1	0	0	0	0	0	0	18	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:	0	0	1	0	0	0	0	0	0	18	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:	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	1	0	0	0	0	0	0	18	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	0	0	18	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1	0	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	1091	1029	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	1091	1029	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	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	xxxx	xxxxx	xxxx	xxxx	0	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			xxxxxx			8.6		
ApproachLOS:	*			*			*			A		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	6	Average Delay (sec/veh):	17.2
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	92	1	77	16	3	9	4	503	123	35	351	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:	92	1	77	16	3	9	4	503	123	35	351	5
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:	92	1	77	16	3	9	4	503	123	35	351	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:	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:	97	1	81	17	3	10	4	532	130	37	371	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1	81	17	3	10	4	532	130	37	371	5
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:	97	1	81	17	3	10	4	532	130	37	371	5
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.01	0.99	1.00	0.25	0.75	1.00	1.61	0.39	1.00	1.97	0.03
Final Sat.:	1700	23	1777	1700	450	1350	1700	2893	707	1700	3549	51
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.01	0.01	0.01	0.00	0.18	0.18	0.02	0.10	0.10
Crit Moves:	****							****		****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.36	0.64	0.64	0.10	0.38	0.38
Volume/Cap:	0.29	0.23	0.23	0.05	0.04	0.04	0.01	0.29	0.29	0.22	0.28	0.28
Delay/Veh:	34.5	33.9	33.9	32.4	32.3	32.3	20.4	8.0	8.0	42.0	21.7	21.7
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:	34.5	33.9	33.9	32.4	32.3	32.3	20.4	8.0	8.0	42.0	21.7	21.7
LOS by Move:	C	C	C	C	C	C	C	A	A	D	C	C
HCM2kAvgQ:	3	2	2	0	0	0	0	4	4	1	4	4

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

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

Intersection #3 Dwy 2/Slover Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.0]

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			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	9	0	3	1	614	0	0	431	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	9	0	3	1	614	0	0	431	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	9	0	3	1	614	0	0	431	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	9	0	3	1	614	0	0	431	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	3	1	614	0	0	431	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	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	741	1048	216	432	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	356	230	795	1138	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	356	230	795	1138	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	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	413	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[16.7]

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	1! 0	0		0 0	1! 0	0		1 0	1	1	0	1 0	1	1	0
Volume Module:																
Base Vol:	22	0	19		0	0	0		0	589	34		27	407	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:	22	0	19		0	0	0		0	589	34		27	407	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:	22	0	19		0	0	0		0	589	34		27	407	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:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	24	0	21		0	0	0		0	654	38		30	452	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	24	0	21		0	0	0		0	654	38		30	452	0	
Critical Gap Module:																
Critical Gp:	6.8	6.5	6.9		7.5	6.5	6.9		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	959	1186	346		839	1204	226		xxxx	xxxx	xxxxx		692	xxxx	xxxxx	
Potent Cap.:	258	190	656		262	186	783		xxxx	xxxx	xxxxx		912	xxxx	xxxxx	
Move Cap.:	252	184	656		247	179	783		xxxx	xxxx	xxxxx		912	xxxx	xxxxx	
Volume/Cap:	0.10	0.00	0.03		0.00	0.00	0.00		xxxx	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	352	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	16.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	C	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	16.7				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	C				*				*				*			

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

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 0 0 1			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	8	0	616	0	0	421	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	0	0	8	0	616	0	0	421	2
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	0	0	8	0	616	0	0	421	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	0	0	8	0	616	0	0	421	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	8	0	616	0	0	421	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	212	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	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	xxxx	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	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 6.6 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 0 1!	0	0
Volume Module:												
Base Vol:	11	2	126	0	2	0	0	26	18	163	30	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	1.00 1.00	1.00	1.00
Initial Bse:	11	2	126	0	2	0	0	26	18	163	30	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:	11	2	126	0	2	0	0	26	18	163	30	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	1.00 1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89
PHF Volume:	12	2	141	0	2	0	0	29	20	183	34	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	2	141	0	2	0	0	29	20	183	34	1
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3	
Capacity Module:												
Cnflict Vol:	2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	171	2	54	29	2	
Potent Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	726	1088	949	868	1088	
Move Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	721	1088	898	861	1088	
Volume/Cap:	0.01 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.02	0.20	0.04	0.00	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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 xxxx	xxxxx	xxxx xxxx	836	xxxx	893	xxxxx			
SharedQueue:	0.0 xxxx	xxxxx	0.0 xxxx	xxxxx	xxxxx xxxx	0.2	xxxxx	1.0	xxxxx			
Shrd ConDel:	7.2 xxxx	xxxxx	7.2 xxxx	xxxxx	xxxxx xxxx	9.6	xxxxx	10.3	xxxxx			
Shared LOS:	A	*	*	A	*	*	*	*	A	*	B	*
ApproachDel:	xxxxxx		xxxxxx		9.6		10.3					
ApproachLOS:	*		*		A		B					

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	25	45	36	12	25	61	74	378	34	29	223	4
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:	25	45	36	12	25	61	74	378	34	29	223	4
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:	25	45	36	12	25	61	74	378	34	29	223	4
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:	27	49	39	13	27	66	81	411	37	32	243	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	39	13	27	66	81	411	37	32	243	4
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:	27	49	39	13	27	66	81	411	37	32	243	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.12	0.26	0.62	0.16	0.84	1.00	0.11	0.87	0.02
Final Sat.:	128	230	184	68	141	345	106	539	748	73	563	10
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.19	0.19	0.19	0.76	0.76	0.05	0.43	0.43	0.43
Crit Moves:	****					****		****			****	
Delay/Veh:	10.3	10.3	10.3	10.0	10.0	10.0	23.2	23.2	7.7	12.1	12.1	12.1
Delay Adj:	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:	10.3	10.3	10.3	10.0	10.0	10.0	23.2	23.2	7.7	12.1	12.1	12.1
LOS by Move:	B	B	B	A	A	A	C	C	A	B	B	B
ApproachDel:	10.3			10.0			22.1			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.0			22.1			12.1		
LOS by Appr:	B			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	2.7	2.7	0.1	0.7	0.7	0.7

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

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shard Access Dwy) Conditions - AM Peak Hour

Scenario Report

Scenario:	OY NP AM
Command:	OY NP AM
Volume:	OY NP AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shard Access Dwy) Conditions - AM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.211
Loss Time (sec):	6	Average Delay (sec/veh):	10.6
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	15	0	23	5	2	4	2	426	5	8	520	7
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	0	23	5	2	4	2	426	5	8	520	7
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:	15	0	23	5	2	4	2	426	5	8	520	7
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:	19	0	28	6	2	5	2	527	6	10	644	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	28	6	2	5	2	527	6	10	644	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:	19	0	28	6	2	5	2	527	6	10	644	9
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.33	0.67	1.00	1.98	0.02	1.00	1.97	0.03
Final Sat.:	1700	0	1800	1700	600	1200	1700	3558	42	1700	3552	48
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.01	0.18	0.18
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.10	0.50	0.50	0.34	0.74	0.74
Volume/Cap:	0.11	0.00	0.16	0.04	0.04	0.04	0.01	0.30	0.30	0.02	0.24	0.24
Delay/Veh:	41.2	0.0	41.6	40.7	40.8	40.8	40.6	14.7	14.7	22.0	4.2	4.2
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:	41.2	0.0	41.6	40.7	40.8	40.8	40.6	14.7	14.7	22.0	4.2	4.2
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	5	5	0	3	3

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

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shard Access Dwy) Conditions - AM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 1.0 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			1 0 0 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	21	1	34	2	0	0	5	365	14	11	410	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:	21	1	34	2	0	0	5	365	14	11	410	10
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:	21	1	34	2	0	0	5	365	14	11	410	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	24	1	39	2	0	0	6	421	16	13	473	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	1	39	2	0	0	6	421	16	13	473	12
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	703	952	219	727	xxxx	xxxxx	485	xxxx	xxxxx	438	xxxx	xxxxx
Potent Cap.:	328	262	792	315	xxxx	xxxxx	1088	xxxx	xxxxx	1133	xxxx	xxxxx
Move Cap.:	324	257	792	295	xxxx	xxxxx	1088	xxxx	xxxxx	1133	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.05	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	17.3	xxxx	xxxxx	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	502	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.2			17.3			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shard Access Dwy) Conditions - AM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	0 0 202	0	0	0 0 15	1	212	5	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 0 202	0	0	0 0 15	1	212	5	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:	0 0 202	0	0	0 0 15	1	212	5	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:	0.81 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 0 251	0	0	0 0 19	1	263	6	0				
Reduct Vol:	0 0 0	0	0	0 0 0	0	0	0	0				
FinalVolume:	0 0 251	0	0	0 0 19	1	263	6	0				
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxxx 6.5	6.2	7.1	6.5	xxxxx				
FollowUpTim:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxxx 4.0	3.3	3.5	4.0	xxxxx				
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx 251	0	10	0	xxxxx				
Potent Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx 656	1091	1013	900	xxxxx				
Move Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx 656	1091	990	900	xxxxx				
Volume/Cap:	xxxx xxxx xxxx	xxxx	xxxx	xxxx xxxx 0.03	0.00	0.27	0.01	xxxx				
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx xxxx	xxxxx	xxxx	xxxx					
Control Del:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxxx xxxx	xxxxx	xxxx	xxxx					
LOS by Move:	* * *	*	*	* * *	*	*	*					
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx xxxx	672	988	xxxx	xxxxx				
SharedQueue:	0.0 xxxx xxxxx	0.0	xxxx	xxxxx xxxxx xxxx	0.1	1.1	xxxx	xxxxx				
Shrd ConDel:	7.2 xxxx xxxxx	7.2	xxxx	xxxxx xxxxx xxxx	10.5	10.0	xxxx	xxxxx				
Shared LOS:	A * *	A	*	* * *	B	B	*	*				
ApproachDel:	xxxxxx	xxxxxx		10.5		10.0						
ApproachLOS:	*	*		B		B						

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

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shard Access Dwy) Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	0	0 1!	0		0	0 1!	0		0	1 0	0 1		0	1 0	0	0
Volume Module:																
Base Vol:	15	36	36		2	17	69		41	151	5		14	171	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:	15	36	36		2	17	69		41	151	5		14	171	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:	15	36	36		2	17	69		41	151	5		14	171	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:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	16	39	39		2	18	74		44	162	5		15	183	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	39	39		2	18	74		44	162	5		15	183	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:	16	39	39		2	18	74		44	162	5		15	183	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.17	0.42	0.41		0.02	0.19	0.79		0.21	0.79	1.00		0.08	0.92	0.00	
Final Sat.:	120	288	288		17	141	572		143	527	789		56	681	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.13		0.13	0.13	0.13		0.31	0.31	0.01		0.27	0.27	xxxx	
Crit Moves:		****				****				****				****		
Delay/Veh:	8.5	8.5	8.5		8.2	8.2	8.2		10.1	10.1	7.1		9.4	9.4	0.0	
Delay Adj:	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:	8.5	8.5	8.5		8.2	8.2	8.2		10.1	10.1	7.1		9.4	9.4	0.0	
LOS by Move:	A	A	A		A	A	A		B	B	A		A	A	*	
ApproachDel:	8.5				8.2				10.0				9.4			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	8.5				8.2				10.0				9.4			
LOS by Appr:	A				A				B				A			
AllWayAvgQ:	0.1	0.1	0.1		0.1	0.1	0.1		0.4	0.4	0.0		0.3	0.3	0.3	

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

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shared Access Dwy) Conditions- PM Peak Hour

Scenario Report

Scenario:	OY NP PM
Command:	OY NP PM
Volume:	OY NP PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shared Access Dwy) Conditions- PM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.261
Loss Time (sec):	6	Average Delay (sec/veh):	17.5
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	90	1	77	3	3	4	3	452	119	35	316	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:	90	1	77	3	3	4	3	452	119	35	316	5
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:	90	1	77	3	3	4	3	452	119	35	316	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:	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:	95	1	81	3	3	4	3	478	126	37	334	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	81	3	3	4	3	478	126	37	334	5
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:	95	1	81	3	3	4	3	478	126	37	334	5
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.01	0.99	1.00	0.43	0.57	1.00	1.58	0.42	1.00	1.97	0.03
Final Sat.:	1700	23	1777	1700	771	1029	1700	2850	750	1700	3544	56
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.00	0.00	0.00	0.00	0.17	0.17	0.02	0.09	0.09
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.36	0.63	0.63	0.10	0.36	0.36
Volume/Cap:	0.27	0.22	0.22	0.01	0.02	0.02	0.01	0.27	0.27	0.22	0.26	0.26
Delay/Veh:	33.4	33.0	33.0	31.3	31.3	31.3	20.2	8.3	8.3	42.0	22.4	22.4
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:	33.4	33.0	33.0	31.3	31.3	31.3	20.2	8.3	8.3	42.0	22.4	22.4
LOS by Move:	C	C	C	C	C	C	C	A	A	D	C	C
HCM2kAvgQ:	3	2	2	0	0	0	0	4	4	1	4	4

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

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shared Access Dwy) Conditions- PM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[16.9]

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		1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	22	0	19		10	1	6		3	514	34		26	370	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:	22	0	19		10	1	6		3	514	34		26	370	2	
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:	22	0	19		10	1	6		3	514	34		26	370	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:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	24	0	21		11	1	7		3	571	38		29	411	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	24	0	21		11	1	7		3	571	38		29	411	2	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		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:	861	1068	304		762	1086	207		413	xxxx	xxxxx		609	xxxx	xxxxx	
Potent Cap.:	253	224	698		298	218	806		1156	xxxx	xxxxx		980	xxxx	xxxxx	
Move Cap.:	244	216	698		281	211	806		1156	xxxx	xxxxx		980	xxxx	xxxxx	
Volume/Cap:	0.10	0.00	0.03		0.04	0.01	0.01		0.00	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx		8.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	349	xxxxx		xxxx	356	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.4	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	16.9	xxxxx		xxxxx	15.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	C	*		*	C	*		*	*	*		*	*	*	
ApproachDel:	16.9				15.7				xxxxx				xxxxx			
ApproachLOS:	C				C				*				*			

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

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shared Access Dwy) Conditions- PM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 6.3 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 1 0	0	1	0 0 0	1	0	0 0 1!	0	0
Volume Module:												
Base Vol:	6	2	126	0	2	0	0	26	1	163	30	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	1.00 1.00	1.00	1.00
Initial Bse:	6	2	126	0	2	0	0	26	1	163	30	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:	6	2	126	0	2	0	0	26	1	163	30	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	1.00 1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89
PHF Volume:	7	2	141	0	2	0	0	29	1	183	34	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	2	141	0	2	0	0	29	1	183	34	1
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3	
Capacity Module:												
Cnflict Vol:	2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	159	2	33	18	2	
Potent Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	736	1088	979	880	1088	
Move Cap.:	1633 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	733	1088	945	876	1088	
Volume/Cap:	0.00 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.19	0.04	0.00	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx xxxx	742	xxxx	935	xxxxx			
SharedQueue:	0.0 xxxx	xxxxx	0.0 xxxx	xxxxx	xxxxx xxxx	0.1	xxxxx	0.9	xxxxx			
Shrd ConDel:	7.2 xxxx	xxxxx	7.2 xxxx	xxxxx	xxxxx xxxx	10.1	xxxxx	10.0	xxxxx			
Shared LOS:	A	*	*	A	*	*	*	*	B	*	B	*
ApproachDel:	xxxxxx		xxxxxx		10.1		10.0					
ApproachLOS:	*		*		B		B					

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

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shared Access Dwy) Conditions- PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	13.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	25	45	36	2	25	54	71	316	34	29	199	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:	25	45	36	2	25	54	71	316	34	29	199	2
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:	25	45	36	2	25	54	71	316	34	29	199	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	27	49	39	2	27	59	77	344	37	32	217	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	39	2	27	59	77	344	37	32	217	2
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:	27	49	39	2	27	59	77	344	37	32	217	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.02	0.31	0.67	0.18	0.82	1.00	0.13	0.86	0.01
Final Sat.:	137	246	197	15	182	393	120	535	767	85	582	6
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.15	0.15	0.15	0.64	0.64	0.05	0.37	0.37	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	9.8	9.8	9.8	9.3	9.3	9.3	16.9	16.9	7.5	11.0	11.0	11.0
Delay Adj:	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:	9.8	9.8	9.8	9.3	9.3	9.3	16.9	16.9	7.5	11.0	11.0	11.0
LOS by Move:	A	A	A	A	A	A	C	C	A	B	B	B
ApproachDel:	9.8			9.3			16.1			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.8			9.3			16.1			11.0		
LOS by Appr:	A			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.6	1.6	0.0	0.5	0.5	0.5

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

Scenario Report

Scenario:	OY P AM
Command:	OY P AM
Volume:	OY P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.5]

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			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	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	15	0	0	0	0	0	0	14	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	0	0	14	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	6.5	6.2	6.4 xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	4.0	3.3	3.5 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	15	0	0 xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	883	1091	1029 xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	883	1091	1029 xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx	0.00	0.00	0.01 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	0.0 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	8.5 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 xxxx	xxxxx		xxxx	xxxx	0	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			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.225
Loss Time (sec):	6	Average Delay (sec/veh):	11.4
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	15	0	23	15	2	8	16	434	5	8	527	8
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	0	23	15	2	8	16	434	5	8	527	8
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:	15	0	23	15	2	8	16	434	5	8	527	8
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:	19	0	28	19	2	10	20	537	6	10	652	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	28	19	2	10	20	537	6	10	652	10
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:	19	0	28	19	2	10	20	537	6	10	652	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.20	0.80	1.00	1.98	0.02	1.00	1.97	0.03
Final Sat.:	1700	0	1800	1700	360	1440	1700	3559	41	1700	3546	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.01	0.01	0.01	0.15	0.15	0.01	0.18	0.18
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.10	0.51	0.51	0.33	0.74	0.74
Volume/Cap:	0.11	0.00	0.16	0.11	0.07	0.07	0.12	0.30	0.30	0.02	0.25	0.25
Delay/Veh:	41.2	0.0	41.6	41.2	40.9	40.9	41.3	14.5	14.5	22.3	4.2	4.2
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:	41.2	0.0	41.6	41.2	40.9	40.9	41.3	14.5	14.5	22.3	4.2	4.2
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	1	0	1	1	0	0	1	5	5	0	3	3

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #3 Dwy 2-Index Fresh Dwy/Slover Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.2]

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 0	1!	0	0	1 0	2	0	0	0 0	1	1	0
Volume Module:																
Base Vol:	0	0	0	4	0	1	10	337	0	0	415	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	4	0	1	10	337	0	0	415	10				
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	4	0	1	10	337	0	0	415	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82				
PHF Volume:	0	0	0	5	0	1	12	409	0	0	504	12				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	5	0	1	12	409	0	0	504	12				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	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	739	944	258	516	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	357	264	747	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	354	261	747	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	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	8.4	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	395	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			14.2			xxxxxx			xxxxxx						
ApproachLOS:	*			B			*			*						

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.9 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	1!	0	0		0	0	1!	0	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	21	0	35				0	0	0				0	383	14				11	425	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:	21	0	35				0	0	0				0	383	14				11	425	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:	21	0	35				0	0	0				0	383	14				11	425	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:	0.87	0.87	0.87				0.87	0.87	0.87				0.87	0.87	0.87				0.87	0.87	0.87			
PHF Volume:	24	0	40				0	0	0				0	442	16				13	491	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	24	0	40				0	0	0				0	442	16				13	491	0			
Critical Gap Module:																								
Critical Gp:	6.8	6.5	6.9				7.5	6.5	6.9				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	721	967	229				737	975	245				xxxx	xxxx	xxxxx				458	xxxx	xxxxx			
Potent Cap.:	366	256	780				310	254	761				xxxx	xxxx	xxxxx				1113	xxxx	xxxxx			
Move Cap.:	363	253	780				291	251	761				xxxx	xxxx	xxxxx				1113	xxxx	xxxxx			
Volume/Cap:	0.07	0.00	0.05				0.00	0.00	0.00				xxxx	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				8.3	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				*	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		545	xxxxx			xxxx		0	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		0.4	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx		12.5	xxxxx			xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		B	*			*	*	*				*	*	*				*	*	*			
ApproachDel:	12.5			xxxxxx						xxxxxx						xxxxxx								
ApproachLOS:	B			*						*						*								

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

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 0 0 1			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	6	0	414	0	0	440	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	0	0	6	0	414	0	0	440	20
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	0	0	6	0	414	0	0	440	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:	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	6	0	414	0	0	440	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	6	0	414	0	0	440	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	230	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	779	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	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	xxxx	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	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 5.7 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	1		0	1	0	0	1		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	16	0	202				0	0	0				0	15			3		212	5			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:	16	0	202				0	0	0				0	15			3		212	5			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:	16	0	202				0	0	0				0	15			3		212	5			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:	0.81	0.81	0.81				0.81	0.81	0.81				0.81	0.81			0.81		0.81	0.81			0.81	
PHF Volume:	20	0	251				0	0	0				0	19			4		263	6			0	
Reduct Vol:	0	0	0				0	0	0				0	0			0		0	0			0	
FinalVolume:	20	0	251				0	0	0				0	19			4		263	6			0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	6.5			6.2		7.1	6.5			xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	4.0			3.3		3.5	4.0			xxxxx	
Capacity Module:																								
Cnflict Vol:	0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	291			0		51	40			xxxxx	
Potent Cap.:	1636	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	623			1091		953	856			xxxxx	
Move Cap.:	1636	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	615			1091		920	846			xxxxx	
Volume/Cap:	0.01	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	0.03			0.00		0.29	0.01			xxxx	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx			xxxxx		xxxx	xxxx			xxxxx	
Control Del:	7.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	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	xxxx	xxxxx				xxxx	xxxx			664		918	xxxx			xxxxx	
SharedQueue:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx			0.1		1.2	xxxx			xxxxx	
Shrd ConDel:	7.2	xxxx	xxxxx				7.2	xxxx	xxxxx				xxxxx	xxxx			10.6		10.5	xxxx			xxxxx	
Shared LOS:	A	*		*			A	*		*			*	*			B		B	*			*	
ApproachDel:	xxxxxx						xxxxxx						10.6						10.5					
ApproachLOS:	*						*						B						B					

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 0 Average Delay (sec/veh): 9.6
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	0	1	0	0	1! 0 0
Volume Module:																
Base Vol:	15	36	36		4	17	69		47	162		5	14	190		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:	15	36	36		4	17	69		47	162		5	14	190		10
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:	15	36	36		4	17	69		47	162		5	14	190		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:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93		0.93	0.93	0.93		0.93
PHF Volume:	16	39	39		4	18	74		50	174		5	15	204		11
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	16	39	39		4	18	74		50	174		5	15	204		11
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	39	39		4	18	74		50	174		5	15	204		11
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.17	0.42	0.41		0.04	0.19	0.77		0.22	0.78		1.00	0.06	0.89		0.05
Final Sat.:	116	278	278		31	133	539		149	515		781	48	653		34
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.14		0.14	0.14	0.14		0.34	0.34		0.01	0.31	0.31		0.31
Crit Moves:	****				****				****							****
Delay/Veh:	8.6	8.6	8.6		8.4	8.4	8.4		10.5	10.5		7.2	9.8	9.8		9.8
Delay Adj:	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:	8.6	8.6	8.6		8.4	8.4	8.4		10.5	10.5		7.2	9.8	9.8		9.8
LOS by Move:	A	A	A		A	A	A		B	B		A	A	A		A
ApproachDel:	8.6				8.4				10.4				9.8			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	8.6				8.4				10.4				9.8			
LOS by Appr:	A				A				B				A			
AllWayAvgQ:	0.1	0.1	0.1		0.1	0.1	0.1		0.5	0.5		0.0	0.4	0.4		0.4

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

Scenario Report

Scenario:	OY P PM
Command:	OY P PM
Volume:	OY P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: A[8.6]

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				Include				Include			
Lanes:	0 0	0	0	1	0 0	0	0	0	0 0	0	1	0	1 0	0	0	0
Volume Module:																
Base Vol:	0	0	1		0	0	0		0	0	0		18	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:	0	0	1		0	0	0		0	0	0		18	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:	0	0	1		0	0	0		0	0	0		18	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:	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	1		0	0	0		0	0	0		18	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	1		0	0	0		0	0	0		18	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	6.5	6.2		6.4	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	4.0	3.3		3.5	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1	0		0	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	899	1091		1029	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	899	1091		1029	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	0.00	0.00		0.02	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.6	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	xxxx	xxxxx		xxxx	xxxx	0		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				xxxxxx				8.6			
ApproachLOS:	*				*				*				A			

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	6	Average Delay (sec/veh):	17.7
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	90	1	77	16	3	9	4	453	119	35	327	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:	90	1	77	16	3	9	4	453	119	35	327	5
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:	90	1	77	16	3	9	4	453	119	35	327	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:	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:	95	1	81	17	3	10	4	479	126	37	346	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	81	17	3	10	4	479	126	37	346	5
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:	95	1	81	17	3	10	4	479	126	37	346	5
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.01	0.99	1.00	0.25	0.75	1.00	1.58	0.42	1.00	1.97	0.03
Final Sat.:	1700	23	1777	1700	450	1350	1700	2851	749	1700	3546	54
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.01	0.01	0.01	0.00	0.17	0.17	0.02	0.10	0.10
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.37	0.63	0.63	0.10	0.37	0.37
Volume/Cap:	0.27	0.22	0.22	0.05	0.03	0.03	0.01	0.27	0.27	0.22	0.27	0.27
Delay/Veh:	33.5	33.0	33.0	31.6	31.5	31.5	20.2	8.3	8.3	42.0	22.4	22.4
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:	33.5	33.0	33.0	31.6	31.5	31.5	20.2	8.3	8.3	42.0	22.4	22.4
LOS by Move:	C	C	C	C	C	C	C	A	A	D	C	C
HCM2kAvgQ:	3	2	2	0	0	0	0	4	4	1	4	4

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #3 Dwy 2-Index Fresh Dwy/Slover Ave

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.3]

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				1 0 2 0 0				0 0 1 1 0			
Volume Module:																
Base Vol:	0	0	0		22	0	15		6	602	0		0	368	7	
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		22	0	15		6	602	0		0	368	7	
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		22	0	15		6	602	0		0	368	7	
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:	0	0	0		23	0	16		6	630	0		0	385	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		23	0	16		6	630	0		0	385	7	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		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		717	1032	196		393	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		369	235	818		1177	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		367	233	818		1177	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	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		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	473	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	13.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				13.3				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.9 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:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled			
Rights:	Include			Include			Include				Include			
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	22	0	19	0	0	0	0	539	34		27	385	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:	22	0	19	0	0	0	0	539	34		27	385	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:	22	0	19	0	0	0	0	539	34		27	385	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	24	0	21	0	0	0	0	599	38		30	428	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	24	0	21	0	0	0	0	599	38		30	428	0	
Critical Gap Module:														
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:														
Cnflict Vol:	892	1106	318	787	1124	214	xxxx	xxxx	xxxxx		637	xxxx	xxxxx	
Potent Cap.:	285	212	683	286	207	797	xxxx	xxxx	xxxxx		957	xxxx	xxxxx	
Move Cap.:	279	206	683	270	200	797	xxxx	xxxx	xxxxx		957	xxxx	xxxxx	
Volume/Cap:	0.09	0.00	0.03	0.00	0.00	0.00	xxxx	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	384	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	C	*	*	*	*	*	*	*		*	*	*	
ApproachDel:	15.6			xxxxxx			xxxxxx				xxxxxx			
ApproachLOS:	C			*			*				*			

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

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	0	0	1		0	1	1	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0		8	0	566	0			0	399	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	0	0		8	0	566	0			0	399	2									
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	0	0		8	0	566	0			0	399	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	0	0		8	0	566	0			0	399	2									
Reduct Vol:	0	0	0	0	0		0	0	0	0			0	0	0									
FinalVolume:	0	0	0	0	0		8	0	566	0			0	399	2									
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx									
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		201	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx									
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		813	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx									
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		813	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx									
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.5	xxxxx	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	xxxx	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	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*												
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx														
ApproachLOS:	*			A			*			*														

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 6.6 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 1 0	0 1		0 0 0	1 0		0 0	1! 0	0
Volume Module:												
Base Vol:	11 2 126	0 2		0	0		0 26	18		163 30		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		1.00
Initial Bse:	11 2 126	0 2		0	0		0 26	18		163 30		1
Added Vol:	0 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		0
Initial Fut:	11 2 126	0 2		0	0		0 26	18		163 30		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		1.00
PHF Adj:	0.89 0.89 0.89	0.89 0.89		0.89	0.89		0.89 0.89	0.89		0.89 0.89		0.89
PHF Volume:	12 2 141	0 2		0	0		0 29	20		183 34		1
Reduct Vol:	0 0 0	0 0		0	0		0 0	0		0 0		0
FinalVolume:	12 2 141	0 2		0	0		0 29	20		183 34		1
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx xxxx		xxxxx	xxxxx		6.5	6.2		7.1	6.5	6.2
FollowUpTim:	2.2 xxxx xxxxx	xxxxx xxxx		xxxxx	xxxxx		4.0	3.3		3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	2 xxxx xxxxx	xxxx xxxx		xxxxx	xxxx		171	2		54	29	2
Potent Cap.:	1633 xxxx xxxxx	xxxx xxxx		xxxxx	xxxx		726	1088		949	868	1088
Move Cap.:	1633 xxxx xxxxx	xxxx xxxx		xxxxx	xxxx		721	1088		898	861	1088
Volume/Cap:	0.01 xxxx xxxx	xxxx xxxx		xxxx	xxxx		0.04	0.02		0.20	0.04	0.00
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx	xxxx xxxx		xxxxx	xxxx		xxxx	xxxx		xxxxx	xxxx	xxxxx
Control Del:	7.2 xxxx xxxxx	xxxxx xxxx		xxxxx	xxxx		xxxxx	xxxx		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 xxxx xxxxx			xxxx xxxx			836 xxxx		893 xxxxx
SharedQueue:	0.0 xxxx xxxxx			0.0 xxxx xxxxx			xxxxx xxxx			0.2 xxxxx		1.0 xxxxx
Shrd ConDel:	7.2 xxxx xxxxx			7.2 xxxx xxxxx			xxxxx xxxx			9.6 xxxxx		10.3 xxxxx
Shared LOS:	A *	*		A *	*		*	*		A *		B *
ApproachDel:	xxxxxx			xxxxxx			9.6			10.3		
ApproachLOS:	*			*			A			B		

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

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	25	45	36	12	25	61	74	328	34	29	201	4
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:	25	45	36	12	25	61	74	328	34	29	201	4
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:	25	45	36	12	25	61	74	328	34	29	201	4
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:	27	49	39	13	27	66	81	357	37	32	219	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	39	13	27	66	81	357	37	32	219	4
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:	27	49	39	13	27	66	81	357	37	32	219	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.12	0.26	0.62	0.18	0.82	1.00	0.12	0.86	0.02
Final Sat.:	133	240	192	71	147	359	119	528	755	82	565	11
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.18	0.18	0.18	0.68	0.68	0.05	0.39	0.39	0.39
Crit Moves:	****					****		****			****	
Delay/Veh:	10.0	10.0	10.0	9.6	9.6	9.6	18.4	18.4	7.6	11.4	11.4	11.4
Delay Adj:	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:	10.0	10.0	10.0	9.6	9.6	9.6	18.4	18.4	7.6	11.4	11.4	11.4
LOS by Move:	A	A	A	A	A	A	C	C	A	B	B	B
ApproachDel:	10.0			9.6			17.5			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			9.6			17.5			11.4		
LOS by Appr:	A			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.8	1.8	0.0	0.6	0.6	0.6

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

Scenario Report

Scenario:	CUMUL P AM
Command:	Cumul P AM
Volume:	Cumul P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.5]

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			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	0	0	15	0	0	0	0	0	0	14	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:	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	15	0	0	0	0	0	0	14	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	0	0	14	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	15	0	0	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	883	1091	1029	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	883	1091	1029	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	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	xxxx	xxxxx	xxxx	xxxx	0	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			xxxxxx			8.5		
ApproachLOS:	*			*			*			A		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.241
Loss Time (sec):	6	Average Delay (sec/veh):	11.1
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	18	0	23	15	2	8	16	457	7	8	571	8
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:	18	0	23	15	2	8	16	457	7	8	571	8
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	0	23	15	2	8	16	457	7	8	571	8
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:	22	0	28	19	2	10	20	566	9	10	707	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	28	19	2	10	20	566	9	10	707	10
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:	22	0	28	19	2	10	20	566	9	10	707	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.20	0.80	1.00	1.97	0.03	1.00	1.97	0.03
Final Sat.:	1700	0	1800	1700	360	1440	1700	3546	54	1700	3550	50
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.01	0.01	0.01	0.16	0.16	0.01	0.20	0.20
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.10	0.10	0.10	0.10	0.52	0.52	0.32	0.74	0.74
Volume/Cap:	0.13	0.00	0.16	0.11	0.07	0.07	0.12	0.31	0.31	0.02	0.27	0.27
Delay/Veh:	41.4	0.0	41.6	41.2	40.9	40.9	41.3	14.0	14.0	23.0	4.3	4.3
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:	41.4	0.0	41.6	41.2	40.9	40.9	41.3	14.0	14.0	23.0	4.3	4.3
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	1	0	1	1	0	0	1	5	5	0	4	4

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #3 Dwy 2-Index Fresh Dwy/Slover Ave

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[15.2]

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			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	4	0	1	10	360	0	0	459	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	4	0	1	10	360	0	0	459	10
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	4	0	1	10	360	0	0	459	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	5	0	1	12	437	0	0	558	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	1	12	437	0	0	558	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	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	807	1026	285	570	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	323	237	718	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	320	234	718	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	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	8.6	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	360	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.9 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	1 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	21	0	35	0	0	0	0	405	14		11	469	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:	21	0	35	0	0	0	0	405	14		11	469	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:	21	0	35	0	0	0	0	405	14		11	469	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	24	0	40	0	0	0	0	468	16		13	542	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	24	0	40	0	0	0	0	468	16		13	542	0	
Critical Gap Module:														
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:														
Cnflict Vol:	772	1043	242	801	1051	271	xxxx	xxxx	xxxxx		484	xxxx	xxxxx	
Potent Cap.:	340	231	765	279	229	733	xxxx	xxxx	xxxxx		1089	xxxx	xxxxx	
Move Cap.:	337	229	765	262	226	733	xxxx	xxxx	xxxxx		1089	xxxx	xxxxx	
Volume/Cap:	0.07	0.00	0.05	0.00	0.00	0.00	xxxx	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.3	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	518	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*	*	*	*	*	*	*		*	*	*	
ApproachDel:	12.9			xxxxxx			xxxxxx				xxxxxx			
ApproachLOS:	B			*			*				*			

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #5 Dwy 3/Slover Ave

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.8]

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 0 0 0			0 0 0 0 1			0 1 1 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	6	0	436	0	0	484	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	0	0	6	0	436	0	0	484	20
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	0	0	6	0	436	0	0	484	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:	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	6	0	436	0	0	484	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	6	0	436	0	0	484	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	252	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	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	xxxx	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	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 5.7 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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	1	0 1	0	0	1	0 0	0	1	0	0 1	0	0	0
Volume Module:																
Base Vol:	16	0	202		0	0	0		0	15	3		212	5	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:	16	0	202		0	0	0		0	15	3		212	5	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:	16	0	202		0	0	0		0	15	3		212	5	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:	0.81 0.81	0.81			0.81 0.81	0.81			0.81 0.81	0.81			0.81 0.81	0.81		
PHF Volume:	20	0	251		0	0	0		0	19	4		263	6	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	20	0	251		0	0	0		0	19	4		263	6	0	
Critical Gap Module:																
Critical Gp:	4.1 xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		6.5	6.2	7.1		6.5	xxxxx		
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		4.0	3.3	3.5		4.0	xxxxx		
Capacity Module:																
Cnflict Vol:	0 xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		291	0	51		40	xxxxx		
Potent Cap.:	1636 xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		623	1091	953		856	xxxxx		
Move Cap.:	1636 xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		615	1091	920		846	xxxxx		
Volume/Cap:	0.01 xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.03	0.00	0.29		0.01	xxxx		
Level Of Service Module:																
2Way95thQ:	0.0 xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx		
Control Del:	7.2 xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		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 xxxx	xxxxx			xxxx xxxx	664			918	xxxx xxxxx		
SharedQueue:	0.0 xxxx	xxxxx			0.0 xxxx	xxxxx			xxxxx xxxx	0.1			1.2	xxxx xxxxx		
Shrd ConDel:	7.2 xxxx	xxxxx			7.2 xxxx	xxxxx			xxxxx xxxx	10.6			10.5	xxxx xxxxx		
Shared LOS:	A	*	*		A	*	*		*	*			B	B	*	*
ApproachDel:	xxxxxx				xxxxxx				10.6				10.5			
ApproachLOS:	*				*				B				B			

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	15	36	36	4	17	69	47	184	5	14	234	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:	15	36	36	4	17	69	47	184	5	14	234	10
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:	15	36	36	4	17	69	47	184	5	14	234	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	16	39	39	4	18	74	50	197	5	15	251	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	39	39	4	18	74	50	197	5	15	251	11
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	39	39	4	18	74	50	197	5	15	251	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.42	0.41	0.04	0.19	0.77	0.20	0.80	1.00	0.05	0.91	0.04
Final Sat.:	111	266	266	30	127	515	134	524	772	40	662	28
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.14	0.14	0.14	0.38	0.38	0.01	0.38	0.38	0.38
Crit Moves:	****			****			****			****		
Delay/Veh:	8.9	8.9	8.9	8.6	8.6	8.6	11.0	11.0	7.2	10.5	10.5	10.5
Delay Adj:	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:	8.9	8.9	8.9	8.6	8.6	8.6	11.0	11.0	7.2	10.5	10.5	10.5
LOS by Move:	A	A	A	A	A	A	B	B	A	B	B	B
ApproachDel:	8.9			8.6			11.0			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			8.6			11.0			10.5		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.6	0.0	0.6	0.6	0.6

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

Scenario Report

Scenario:	CUMUL P PM
Command:	Cumul P PM
Volume:	Cumul P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #1 Locust Ave/Dwy 1

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: A[8.6]

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						Include						Include					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	0	0	0	
Volume Module:																								
Base Vol:	0		0		1		0		0		0		0		0		0		18		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
Initial Bse:	0		0		1		0		0		0		0		0		0		18		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:	0		0		1		0		0		0		0		0		0		18		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
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:	0		0		1		0		0		0		0		0		0		18		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		1		0		0		0		0		0		0		18		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	6.4	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1	0	0	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	1091	1029	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	1091	1029	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	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	xxxx	xxxxx	xxxx	xxxx	0	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			xxxxxx			8.6														
ApproachLOS:	*			*			*			A														

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #2 Locust Ave/Slover Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	6	Average Delay (sec/veh):	17.2
Optimal Cycle:	36	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	92	1	77	16	3	9	4	503	123	35	351	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:	92	1	77	16	3	9	4	503	123	35	351	5
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:	92	1	77	16	3	9	4	503	123	35	351	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:	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:	97	1	81	17	3	10	4	532	130	37	371	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1	81	17	3	10	4	532	130	37	371	5
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:	97	1	81	17	3	10	4	532	130	37	371	5
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.01	0.99	1.00	0.25	0.75	1.00	1.61	0.39	1.00	1.97	0.03
Final Sat.:	1700	23	1777	1700	450	1350	1700	2893	707	1700	3549	51
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.01	0.01	0.01	0.00	0.18	0.18	0.02	0.10	0.10
Crit Moves:	****							****		****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.36	0.64	0.64	0.10	0.38	0.38
Volume/Cap:	0.29	0.23	0.23	0.05	0.04	0.04	0.01	0.29	0.29	0.22	0.28	0.28
Delay/Veh:	34.5	33.9	33.9	32.4	32.3	32.3	20.4	8.0	8.0	42.0	21.7	21.7
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:	34.5	33.9	33.9	32.4	32.3	32.3	20.4	8.0	8.0	42.0	21.7	21.7
LOS by Move:	C	C	C	C	C	C	C	A	A	D	C	C
HCM2kAvgQ:	3	2	2	0	0	0	0	4	4	1	4	4

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #3 Dwy 2-Index Fresh Dwy/Slover Ave

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.9]

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 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	22	0	15	6	652	0	0	392	7
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	22	0	15	6	652	0	0	392	7
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	22	0	15	6	652	0	0	392	7
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:	0	0	0	23	0	16	6	683	0	0	410	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	23	0	16	6	683	0	0	410	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	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	768	1109	209	418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	342	211	803	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	341	210	803	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	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	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	445	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #4 Maple Ave/Slover Ave

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[16.7]

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 1!	0	0	0 0 1!	0	0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	22	0	19	0	0	0	0	589	34	27	407	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:	22	0	19	0	0	0	0	589	34	27	407	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:	22	0	19	0	0	0	0	589	34	27	407	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	0	21	0	0	0	0	654	38	30	452	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	21	0	0	0	0	654	38	30	452	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	959	1186	346	839	1204	226	xxxx	xxxx	xxxxx	692	xxxx	xxxxx
Potent Cap.:	258	190	656	262	186	783	xxxx	xxxx	xxxxx	912	xxxx	xxxxx
Move Cap.:	252	184	656	247	179	783	xxxx	xxxx	xxxxx	912	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.03	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	352	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

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

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Intersection #5 Dwy 3/Slover Ave

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Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

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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	0	1		0	1	1	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0		8	0	616	0			0	421	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	0	0		8	0	616	0			0	421	2									
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	0	0		8	0	616	0			0	421	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	0	0		8	0	616	0			0	421	2									
Reduct Vol:	0	0	0	0	0		0	0	0	0			0	0	0									
FinalVolume:	0	0	0	0	0		8	0	616	0			0	421	2									
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx									
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		212	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx									
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		800	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx									
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		800	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx									
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.5	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx			xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx			xxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx			xxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	A	*	*	*			*	*	*									
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx														
ApproachLOS:	*			A			*			*														

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

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Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

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

Intersection #6 Linden Ave/Dwy 4-Orange Ave

Average Delay (sec/veh): 6.6 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:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	1		0	1	0	0	1		0	0	0	1	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	11	2	126				0	2	0				0	26	18				163	30	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:	11	2	126				0	2	0				0	26	18				163	30	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:	11	2	126				0	2	0				0	26	18				163	30	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:	0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89			
PHF Volume:	12	2	141				0	2	0				0	29	20				183	34	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	12	2	141				0	2	0				0	29	20				183	34	1			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx						6.5	6.2	7.1				6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx						4.0	3.3	3.5				4.0	3.3				
Capacity Module:																								
Cnflict Vol:	2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx						171	2	54				29	2				
Potent Cap.:	1633	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx						726	1088	949				868	1088				
Move Cap.:	1633	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx						721	1088	898				861	1088				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.04	0.02	0.20				0.04	0.00				
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx	xxxx	xxxx	836	xxxx	893	xxxxx												
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	1.0	xxxxx												
Shrd ConDel:	7.2	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	9.6	xxxxx	10.3	xxxxx												
Shared LOS:	A	*	*	A	*	*	*	*	A	*	B	*												
ApproachDel:	xxxxxx			xxxxxx			9.6			10.3														
ApproachLOS:	*			*			A			B														

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

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Linden Ave/Slover AVe

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	25	45	36	12	25	61	74	378	34	29	223	4
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:	25	45	36	12	25	61	74	378	34	29	223	4
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:	25	45	36	12	25	61	74	378	34	29	223	4
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:	27	49	39	13	27	66	81	411	37	32	243	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	39	13	27	66	81	411	37	32	243	4
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:	27	49	39	13	27	66	81	411	37	32	243	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.12	0.26	0.62	0.16	0.84	1.00	0.11	0.87	0.02
Final Sat.:	128	230	184	68	141	345	106	539	748	73	563	10
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.19	0.19	0.19	0.76	0.76	0.05	0.43	0.43	0.43
Crit Moves:	****					****		****			****	
Delay/Veh:	10.3	10.3	10.3	10.0	10.0	10.0	23.2	23.2	7.7	12.1	12.1	12.1
Delay Adj:	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:	10.3	10.3	10.3	10.0	10.0	10.0	23.2	23.2	7.7	12.1	12.1	12.1
LOS by Move:	B	B	B	A	A	A	C	C	A	B	B	B
ApproachDel:	10.3			10.0			22.1			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.0			22.1			12.1		
LOS by Appr:	B			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	2.7	2.7	0.1	0.7	0.7	0.7

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

APPENDIX D:

QUEUE REPORT WORKSHEETS

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - AM Peak Hour

Scenario Report

Scenario:	Exist AM
Command:	Exist AM
Volume:	Exist AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - AM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#3	[2Way95thQ]:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - PM Peak Hour

Scenario Report

Scenario:	Exist PM
Command:	Exist PM
Volume:	Exist PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Existing Conditions - PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#3	[2Way95thQ]:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

Scenario Report

Scenario:	Exist P AM
Command:	Exist P AM
Volume:	Exist P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - AM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#3	[2Way95thQ]:	xxxx	xxxx	xxxx	0.0	0.0	0.0	0.0	0.0	xxxx	xxxx	xxxx	xxxx

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

Scenario Report

Scenario:	Exist P PM
Command:	Exist P PM
Volume:	Exist P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Existing With Project Conditions - PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#3	[2Way95thQ]:	xxxx xxxx xxxx	0.1 0.1 0.1	0.0 0.0	xxxx xxxx xxxx xxxx

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions - AM Peak Hour

Scenario Report

Scenario:	OY NP AM
Command:	OY NP AM
Volume:	OY NP AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions - AM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#3	[2Way95thQ]:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions- PM Peak Hour

Scenario Report

Scenario:	OY NP PM
Command:	OY NP PM
Volume:	OY NP PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Opening Year Without Project Conditions- PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#3	[2Way95thQ]:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

Scenario Report

Scenario:	OY P AM
Command:	OY P AM
Volume:	OY P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - AM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#3	[2Way95thQ]:	xxxx	xxxx	xxxx	0.0	0.0	0.0	0.0	xxxx	xxxx	xxxx	xxxx	xxxx

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

Scenario Report

Scenario:	OY P PM
Command:	OY P PM
Volume:	OY P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Opening Year With Project Conditions - PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#3	[2Way95thQ]:	xxxx xxxx xxxx	0.1 0.1 0.1	0.0 xxxx xxxx xxxx	xxxx xxxx xxxx

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

Scenario Report

Scenario:	CUMUL P AM
Command:	Cumul P AM
Volume:	Cumul P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - AM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#3	[2Way95thQ]:	xxxx xxxx xxxx	0.0 0.0 0.0	0.0 xxxx xxxx xxxx	xxxx xxxx xxxx

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

Scenario Report

Scenario:	CUMUL P PM
Command:	Cumul P PM
Volume:	Cumul P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Cumulative With Project Conditions - PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#3	[2Way95thQ]:	xxxx	xxxx	xxxx	0.1	0.1	0.1	0.0	xxxx	xxxx	xxxx	xxxx	xxxx

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shard Access Dwy) Conditions - AM Peak Hour

Scenario Report

Scenario:	OY NP AM
Command:	OY NP AM
Volume:	OY NP AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shard Access Dwy) Conditions - AM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#3	[2Way95thQ]:	xxxx xxxx xxxx	0.0 xxxx xxxx	0.0 xxxx xxxx xxxx	xxxx xxxx xxxx

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shared Access Dwy) Conditions- PM Peak Hour

Scenario Report

Scenario:	OY NP PM
Command:	OY NP PM
Volume:	OY NP PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
OY NP (With Shared Access Dwy) Conditions- PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#3	[2Way95thQ]:	xxxx	xxxx	xxxx	0.2	0.2	0.2	0.0	xxxx	xxxx	xxxx	xxxx	xxxx

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

Scenario Report

Scenario:	OY P AM
Command:	OY P AM
Volume:	OY P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - AM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#3	[2Way95thQ]:	xxxx	xxxx	xxxx	0.0	0.0	0.0	0.0	xxxx	xxxx	xxxx	xxxx	xxxx

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

Scenario Report

Scenario:	OY P PM
Command:	OY P PM
Volume:	OY P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
OY WP (With Shared Access Dwy) Conditions - PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#3	[2Way95thQ]:	xxxx	xxxx	xxxx	0.3	0.3	0.3	0.0	xxxx	xxxx	xxxx	xxxx	xxxx

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

Scenario Report

Scenario:	CUMUL P AM
Command:	Cumul P AM
Volume:	Cumul P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - AM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R			Southbound L -- T -- R			Eastbound L -- T -- R			Westbound L -- T -- R		
#3	[2Way95thQ]:	xxxx	xxxx	xxxx	0.1	0.1	0.1	0.0	xxxx	xxxx	xxxx	xxxx	xxxx

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

Scenario Report

Scenario:	CUMUL P PM
Command:	Cumul P PM
Volume:	Cumul P PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Slover High-Cube Warehouse
County of San Bernardino
Cumulative (With Shared Access Dwy) Conditions - PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#3	[2Way95thQ]:	xxxx	xxxx	xxxx	0.3	0.3	0.3	0.0	xxxx	xxxx	xxxx	xxxx	xxxx