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PROPOSED ADELANTO COMMERCIAL DEVELOPMENT A.P.N 0459-354-04, 05

ADELANTO, CALIFORNIA

Prepared by:

DAVID EVANS AND ASSOCIATES INC.

FINAL REPORT
August 29, 2023

DAVID EVANS AND ASSOCIATES INC.

August 29, 2023 Job No. OONT0007-0001

Karan Bhatia
780 Brea Canyon Road
Diamond Bar, CA 91765

RE: FINAL TRAFFIC IMPACT ANALYSIS – PROPOSED COMMERCIAL DEVELOPMENT LOCATED AT HIGHWAY 395 AND AIR EXPRESSWAY, IN ADELANTO, CALIFORNIA

Dear Mr. Karan,

David Evans and Associates, Inc. is pleased to submit this final traffic impact analysis report for your proposed commercial development in Adelanto. The proposed project consists of a convenience store/gas station, a fast-food restaurant with a drive-thru window, and a small retail building, on 4.65 acres of land, located in the City of Adelanto, California.

This revised final report incorporates responses to comments June 14, 2023, draft report received from the City of Adelanto Engineering Department.

This report was prepared in accordance with the City of Adelanto's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) published in July 2020.

This report meets the City's requirements for preparing a Level of Service Assessment of local intersections to identify potential near term and cumulative degradation of the City's level of service policies. In addition, this report complies with recent changes in the method of identifying impacts using vehicles mile traveled (VMT) under the California Environmental Quality Act (CEQA). This report includes a VMT screening assessment that determined the proposed project is not subject to a detailed VMT analysis and is presumed to have non-significant environmental impacts under CEQA.

We are pleased to have been of assistance to you in processing and obtaining approval for the project. If you have any questions or comments, please feel free to contact me at 909-912-7304.

Respectfully submitted,

DAVID EVANS AND ASSOCIATES, INC.

James M. Daisa, P.E.
Senior Project Manager / Associate



DAVID EVANS AND ASSOCIATES INC.

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1 EXECUTIVE SUMMARY

This executive summary presents the findings and recommendations of this study.

1.1 Project Description

The project is a 4.7-acre parcel located near the southwest corner of Highway 395 and Air Expressway proposing highway-oriented commercial land uses consisting of a convenience market with gas station, and a building combining retail space with a fast-food drive-through restaurant. The gas station has a separate fueling area for automobiles and for large tractor-trailer trucks.

Access to the site is via a driveway on the project's frontage with Air Expressway and a second driveway at the southern end of the site accessible via Montezuma Street. There is a 75-foot-wide utility easement between the project site and Highway 395 right of way, so the project does not directly front Highway 395 and does not have driveway access to the highway.

The project will be conditioned by the City of Adelanto to dedicate the required right of way and construct improvements to its frontage with Air Expressway. Frontage improvements consist of constructing the half-width of the ultimate cross-section of Air Expressway per the city's General Plan circulation element and/or city standards. Because of the proximity of the project's frontage to Highway 395, the frontage improvements are within the operational area of the Highway 395 / Air Expressway intersection and will include the through and turning lanes for the intersection's eastbound approach. The intersection of Air Expressway / Montezuma Street will also require improvements. Although the project does not have frontage at this intersection, the intersection will be used to access the site so the project will be responsible for constructing these improvements.

The project will implement the improvements on Air Expressway at Highway 395 and Montezuma Street concurrent with construction of the site and are considered part of the project description and not necessarily required to mitigate level of service deficiencies.

1.2 City of Adelanto and Caltrans Intersection Level of Service Policies

The City of Adelanto's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (July 2020) outlines the policies and methods for complying with the new CEQA expectations for Vehicle Miles Traveled (VMT) analysis and the applicable Adelanto General Plan consistency requirements, which requires performing intersection level of service (LOS) analysis.

The City of Adelanto has adopted vehicle LOS policies that set standards for which local agency infrastructure will strive to maintain. These policies are contained in the City's General Plan and therefore apply to discretionary approvals of new land use and transportation projects.

The City of Adelanto requires mitigation to maintain the General Plan goal of LOS D on all its roadways. This level of service policy applies to local Adelanto roadways, roads of regional importance as part of the City's Congestion Management Program (CMP) network and State Highways.

The Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) states "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State Highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency (City of Adelanto) consult with Caltrans to determine the appropriate target LOS". This policy is consistent with Caltrans' practice of setting level of service thresholds for State Highway facilities equal to the threshold of the jurisdiction where the facility is located. For this study, the City's LOS D is assumed to be the minimum level of service criteria for the study intersections.

1.3 Level of Service Comparison With and Without Project - Background (Year 2025) Conditions

Table 1-1 compares the weekday peak hour intersection level of service (LOS) between the background conditions scenario and the background plus project conditions scenario. Background conditions represent the project's opening year of 2025 and include ambient growth in traffic from regional and local development equaling 3.5 percent annually.

Table 1-1: Comparison of Background and Background Plus Project Intersection Level of Service

Intersection	Control Type	Background Conditions				Background + Project Conditions				Change in Delay (Seconds)		Exceed the Criteria [a]	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Highway 395 / Air Expressway	TS	23.9	C	30.6	C	33.1	C	53.7	D	9.2	23.1	NO	NO
Improvements: Configure eastbound approach per Figure ES-1		Not Applicable Future Intersection				24.6	C	32.7	C	0.7	2.1	NO	NO
2. Air Expressway / Montezuma Street	SSSC	16.9	C	16.2	C	18.5	C	17.4	C	1.6	1.2	NO	NO
Improvements: Configure intersection approach per Figure ES-1		Not Applicable Future Intersection				21.7	C	19.0	C	4.8	2.8	NO	NO
3. Air Expressway and Project Driveway / Existing City Hall Driveway	Driveway (Stop Controlled)	14.6	B	14.3	B	69.6	F	45.2	E	55.0	30.9	YES	YES
Improvements: Configure eastbound approach per Figure ES-1		Not Applicable Future Intersection				69.6	F	45.2	E	55.0	30.9	YES	YES

Notes:
The criteria used to determine the project's responsibility with respect to a level of service deficiency is (1) if the addition of project traffic causes an intersection's level of service to change from a LOS D or better to a LOS E or F, it is a project-specific deficiency requiring mitigation, and (2) if the project adds any traffic to an intersection operating at a deficient LOS E or LOS F prior to the addition of project traffic, it is cumulative deficiency in which the project may need to contribute its fair share to the cost of mitigation.
Abbreviations and Definitions:
TS – Traffic signal-controlled intersection, SSSC – Side-street stop-controlled intersection, TWLTL – Two way left turn lane.
Delay – seconds per vehicle, LOS – Level of Service

In the background conditions scenario, the intersection of **Highway 395 / Air Expressway** operates at LOS C during both the AM and PM peak hours. In the background conditions plus project scenario, the intersection of Highway 395 / Air Expressway operates at LOS C in the AM peak hour, and at LOS D in the PM peak hour. With implementation of the project's proposed improvements, adding in two eastbound through lanes, the study intersection operates at LOS C in both the AM and PM peak hour.

Air Expressway / Montezuma Street in the background conditions scenario operates at LOS C in both peak hours for the stop-controlled driveway on the north side of Air Expressway. With the addition of the project, the stop-controlled driveways continue to operate at LOS C with a couple of seconds of additional delay. With implementation of the project's proposed improvement of adding an eastbound left turn lane, a westbound left turn lane, and a continuous left turn lane in the median, the stop-controlled driveways delay is increased by a couple of seconds, but continue to operate at LOS C in both peak hours.

In the background conditions scenario, the **Air Expressway and Project Driveway / Existing City Hall Driveway** would operate at LOS B during both the AM and PM peak hours. With the addition of project traffic, and the creation of a fourth leg of the intersection under background plus project conditions, the intersection operates at LOS F in the AM peak hour, and at LOS E in the PM peak hour. Implementation of the proposed improvements, adding a continuous left turn lane in the median and one westbound through lane, does not reduce the delay, the intersection continues to operate at LOS F during the AM peak hour and LOS E during the PM peak hour.

1.4 Level of Service Comparison With and Without Project - Future (Year 2045) Conditions

Table 1-2 compares the weekday peak hour level of service for future year 2045 and future year 2045 plus project conditions. Future year 2045 conditions represent a long-range forecast for addressing the cumulative impacts of regional growth. Year 2045 traffic forecasts are derived from the San Bernardino Countywide Traffic Analysis Model (SBTAM).

Table 1-2: Comparison of Future and Future Plus Project Intersection Level of Service

Intersection	Control Type	Future Conditions				Future + Project Conditions				Change in Delay (Seconds)		Exceed City Criteria [a]	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Highway 395 / Air Expressway	TS	108.8	F	157.9	F	138.6	F	197.7	F	29.8	39.8	YES	YES
Improvements: Configure eastbound approach per Figure ES-2		Not Applicable Project Improvements				91.1	F	65.0	E	-17.7	-92.9	NO	NO
2. Air Expressway / Montezuma Street	SSSC	17.0	C	17.1	C	18.3	C	18.2	C	1.3	1.1	NO	NO
Improvements: Configure intersection approach per Figure ES-2	TS	Not Applicable Project Improvements				9.0	A	8.9	A	-8.0	-8.2	NO	NO
3. Air Expressway and Project Driveway / Existing City Hall Driveway	Driveway (Stop Controlled)	15.4	C	14.4	B	90.4	F	40.6	E	75.0	26.2	YES	YES
Improvements: Configure eastbound approach per Figure ES-2		Not Applicable Project Improvements				12.0	B	10.4	B	-4.0	-2.9	NO	NO

Notes:
The criteria used to determine the project's responsibility with respect to a level of service deficiency is (1) if the addition of project traffic causes an intersection's level of service to change from a LOS D or better to a LOS E or F, it is a project-specific deficiency requiring mitigation, and (2) if the project adds any traffic to an intersection operating at a deficient LOS E or LOS F prior to the addition of project traffic, it is cumulative deficiency in which the project may need to contribute its fair share to the cost of mitigation.
Abbreviations and Definitions:
TS – Traffic signal-controlled intersection, SSSC – Side-street stop-controlled intersection, TWLTL – Two way left turn lane
Delay – seconds per vehicle, LOS – Level of Service

In the year 2045 future conditions scenario, the intersection of **Highway 395 / Air Expressway** operates at LOS F during both peak hours due to regional and local growth in traffic even without the project. In the future plus project conditions scenario, this intersection operates at LOS F with delay increases of 30 to 40 seconds in the AM and PM peak hours, respectively. Implementation of the project's proposed improvements dramatically reduces intersection delay but does not improve the level of service deficit to the city's standard LOS D.

Air Expressway / Montezuma Street in the year 2045 future conditions scenario operates at LOS C in both peak hours for the stop-controlled driveway on the north side of Air Expressway. With the addition of the project, the stop-controlled driveways continue to operate at LOS C with a couple of seconds of additional delay. Implementation of the project's proposed improvements, of installing a traffic signal, a raised curbed median, adding an eastbound through lane, a westbound through lane, and an exclusive northbound left turn lane improves the LOS to A in both peak hours.

The **Air Expressway and Project Driveway / Existing City Hall Driveway** changes from a LOS C or better in both during peak hours to a LOS F in the AM peak hour and to a LOS E in the PM peak hour with the addition of project traffic and a fourth leg to the intersection in the year 2045. Implementation of the project's proposed improvement of installing a raised curbed median, restricting the driveways to right in/right out only, providing an additional eastbound through lane, and a westbound share through-right lane reduce the peak hour delay and improves the LOS to B for both peak hours.

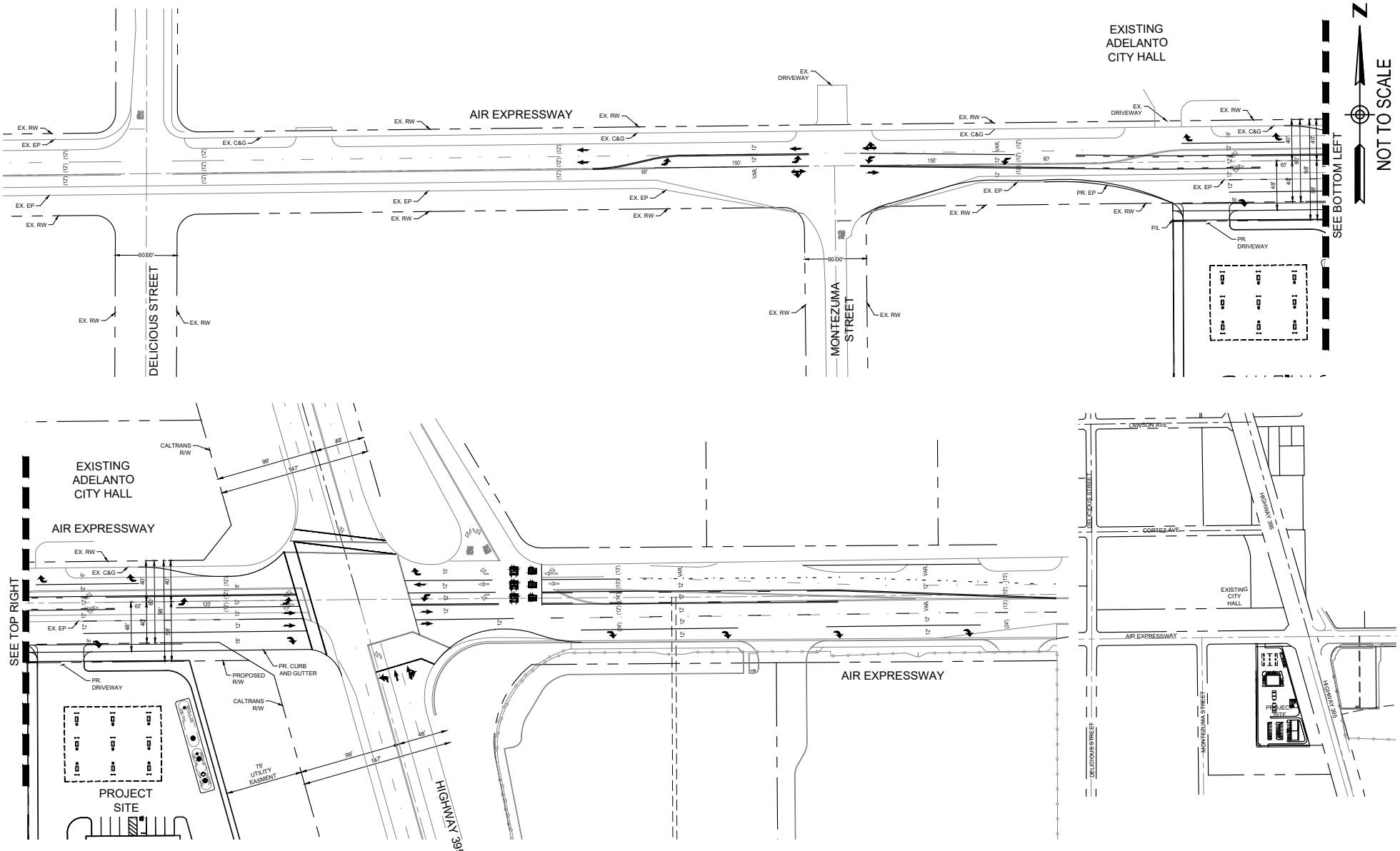


FIGURE ES-1: CONCEPTUAL GEOMETRIC PLAN WITH PROPOSED IMPROVEMENTS - SHEET 1

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FIGURE ES-1: CONCEPTUAL GEOMETRIC PLAN WITH PROPOSED PROJECT IMPROVEMENTS ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY ADELANTO, CA

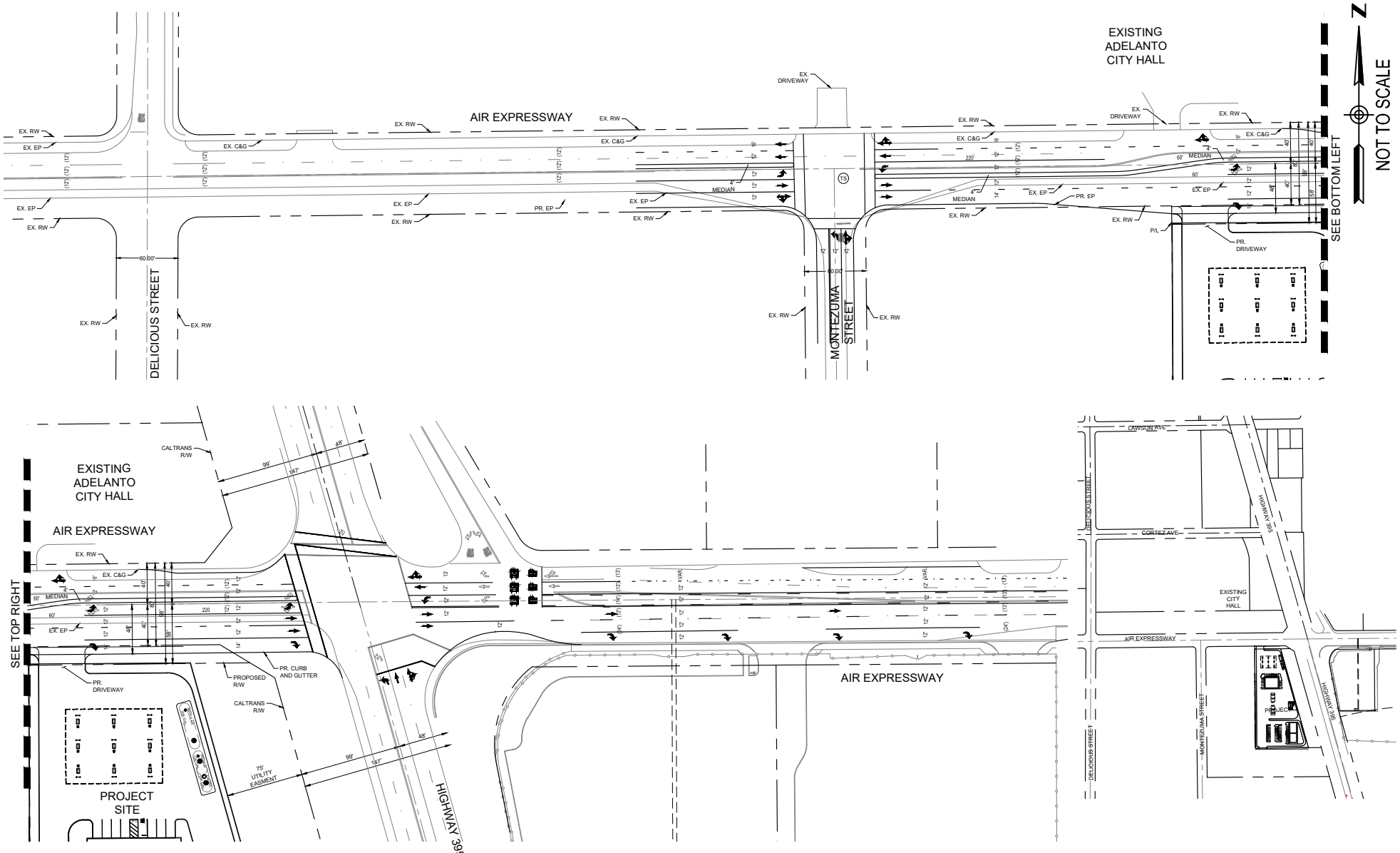


FIGURE ES-2: CONCEPTUAL GEOMETRIC PLAN WITH ULTIMATE IMPROVEMENTS - SHEET 2

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FIGURE ES-2: CONCEPTUAL GEOMETRIC PLAN WITH ULTIMATE IMPROVEMENTS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

1.5 Project Specific Improvements

As described in the project description in **Section 1.1**, the project will be conditioned to dedicate the required right of way and construct the half-width of the ultimate cross-section of Air Expressway which, because of the proximity of the project's frontage to Highway 395, the improvements effectively reconfigure the intersection's eastbound approach to Highway 395. The combination of the remaining frontage and access improvements result in a continuous left turn lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway. The project's frontage and access improvements are illustrated in the conceptual geometric plan in **Figure ES-1**.

1.6 Cumulative Conditions Improvements

As described in the project description in **Section 1.4**, the addition of regional and local growth in traffic additional improvements are proposed for the Ultimate Conditions. The installation of the raised curbed median and the removal of the continuous left turn lane result in an additional eastbound through lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway. The installation of a traffic signal at the intersection of Air Expressway at Montezuma Street allows for increased capacity at the intersection. The ultimate improvements are illustrated in the conceptual geometric plan in **Figure ES-2**.

1.7 Summary of the Vehicle Miles Traveled (VMT) Screening Assessment

The City of Adelanto has adopted screening criteria for determining if a development project is required to conduct a detailed VMT analysis for environmental clearance under CEQA. The criteria applicable to the project are described in the following assessment.

The project was assessed under the "project located in a low VMT-generating Traffic Analysis Zone (TAZ)" criteria for two planning horizons: 1) opening year 2025 background conditions, and 2) the year 2045 future conditions scenario. If the TAZ in which the project is located generates a metric of VMT per service population (residents + employees) less than the countywide average metric of 32.7, the project is screened from requiring a detailed VMT analysis. **Table 1-3** summarizes the results of the assessment.

Table 1-3: SBCTA Low VMT Generating Area Screening for Project by TAZ

Planning Year	TAZ Number	Metric	TAZ VMT (VMT/Service Population)	County Threshold (VMT/Service Population)	Percent Difference
2025 Planning Horizon	53902401	VMT / Service Population	116.4	32.7	246%
2045[1] Planning Horizon	53902401	VMT / Service Population	117.1	32.7	232%

- In the 2025 planning horizon, the project's TAZ has a VMT / service population of 116.4 exceeds the city's adopted threshold of 32.7 VMT / service population and, therefore, the project is not located in a low VMT-generating TAZ in the year 2025.
- In the 2045 planning horizon, the project's TAZ has a VMT / service population of 117.1 exceeds the city's adopted threshold of 32.7 VMT / service population and, therefore, the project is not located in a low VMT-generating TAZ in the year 2045.

The project is not screened from requiring a VMT analysis based on the low VMT generating TAZ criterion.

The "project type" screening criterion adopted by the Adelanto City Council in Resolution 20-41-A, considers retail development with a total building floor area under 135,000 square feet of floor area as having a non-

significant impact because it would generate CO2 equivalent emissions of less than 3,000 metric tons (MT) annually.

The project's land uses are all considered retail uses with a total building floor area equaling 9,843 square feet. The project's floor area is less than the 135,000 square foot maximum floor area threshold and, therefore, is screened from being required to conduct a VMT analysis under CEQA.

The proposed retail project is screened from requiring a VMT analysis based on Adelanto's emissions-based project type screening criterion.

2 INTRODUCTION

This report identifies the traffic impacts and presents recommendations for access and traffic mitigation for the proposed Commercial Development in the City of Adelanto, California. The proposed project consists of a new construction convenience store with gasoline pumps for cars and for trucks, a fast-food restaurant with a drive-thru window, and a retail building. **Figure 1** illustrates the vicinity map, and **Figure 2** illustrates the proposed project site plan.
The intent of this report is to evaluate potentially significant traffic impacts caused by the proposed development in accordance with the City of Adelanto's traffic impact study requirements and under the following scenarios:

- Existing Conditions
- Background Conditions - Year 2025
- Project Conditions - Year 2025
- Future Conditions- Year 2045
- Future Plus Project Conditions - Year 2045

2.1 Scenario Definitions

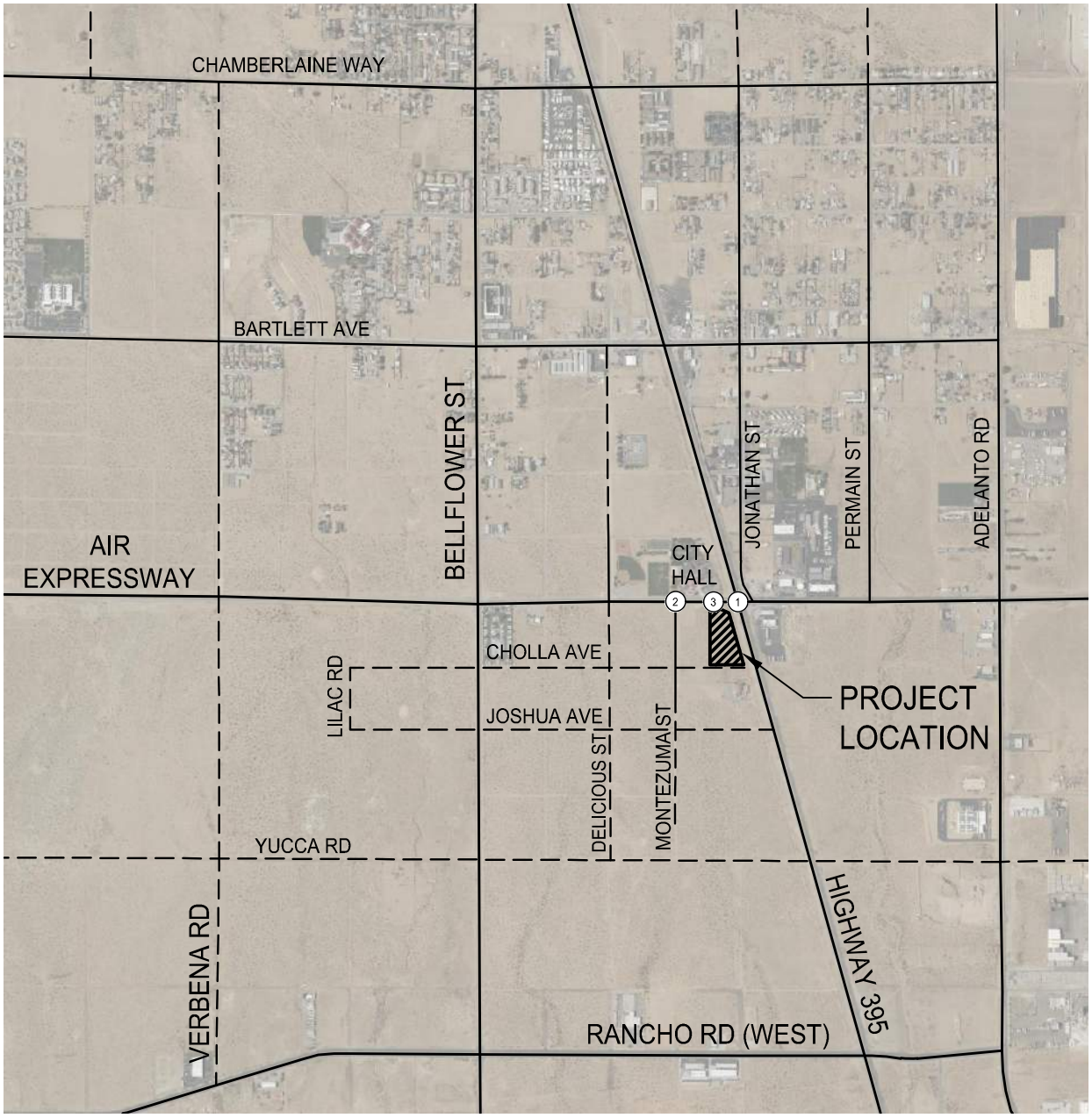
Existing Conditions. This scenario represents existing transportation conditions at the time this report was prepared. Data includes traffic counts collected in May 2023 and current roadway and intersection geometries. This scenario is used as the baseline condition from which to measure project-specific impacts.

Background Conditions - Year 2025. This scenario represents conditions at the time the project is anticipated to be constructed and occupied (Year 2025 for this project) but without traffic generated by the project. The ambient growth is a general rate of growth in traffic from overall regional development (assumed to be 3.5% annually for this study).

Background + Project Conditions - Year 2025. This scenario adds the project's estimated traffic generation at project buildout (Year 2025) to the background conditions scenario described above. Impacts identified in this scenario are considered "cumulative" impacts—impacts that the project contributes to, but does not solely cause, and may be responsible for a fair-share of the cost to implement any mitigation measures.

Future Conditions - Year 2045. This scenario represents regional ambient growth in traffic up to the year 2045. Ambient growth derived from forecasts from the San Bernardino County Transportation Analysis Model (SBTAM).

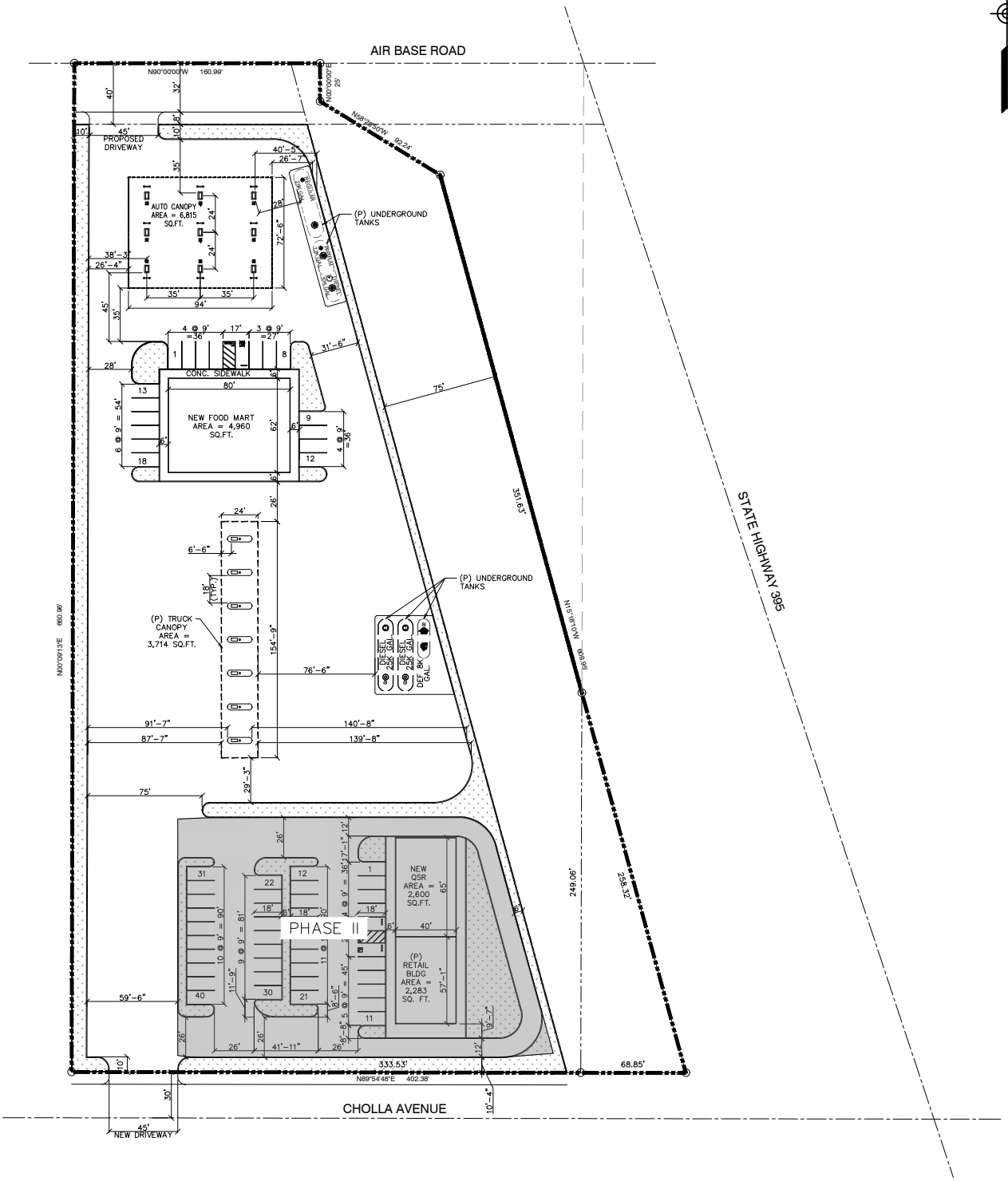
Future + Project Conditions - Year 2045. This scenario adds the project's estimated traffic generation to the future conditions scenario described above. Impacts identified in this scenario are considered "cumulative" impacts—impacts that the project contributes to, but does not solely cause, and may be responsible for a fair-share of the cost to implement any mitigation measures.



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FIGURE 1: VICINITY MAP
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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FIGURE 2: SITE PLAN
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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3 EXISTING CONDITIONS

The proposed project consists of a convenience store/gas station, fast-food restaurant with a drive-thru window, and a retail building on 4.65 acres in the City of Adelanto.

3.1 City of Adelanto and Caltrans Intersection Level of Service Policies

The City of Adelanto's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (July 2020) outlines the policies and methods for complying with the new CEQA expectations for Vehicle Miles Traveled (VMT) analysis and the applicable Adelanto General Plan consistency requirements, which requires performing intersection level of service (LOS) analysis.

The City of Adelanto has adopted vehicle LOS policies that set standards for which local agency infrastructure will strive to maintain. These policies are contained in the City's General Plan and therefore apply to discretionary approvals of new land use and transportation projects.

The City of Adelanto requires mitigation to maintain the General Plan goal of LOS D on all its roadways. This level of service policy applies to local Adelanto roadways, roads of regional importance as part of the City's Congestion Management Program (CMP) network and State Highways.

The Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) states "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State Highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency (City of Adelanto) consult with Caltrans to determine the appropriate target LOS". This policy is consistent with Caltrans' practice of setting level of service thresholds for State Highway facilities equal to the threshold of the jurisdiction where the facility is located. For this study, the City's LOS D is assumed to be the minimum level of service criteria for the study intersections.

3.2 Local and Major Roadways

Highway 395 is a major north-south primarily four-lane road (two-lanes in each direction, a striped center lane median, and turn pockets at key intersections) in the project area. Highway 395 is designated to have Special Landscape Treatment within the project area on the City of Adelanto Circulation Plan. The posted speed limit within the project area is 50 mph.

Air Expressway is a major east-west primarily two-lane road (one lanes in each direction, a striped center lane, and turn pockets at key intersections) in the project area. Air Expressway is identified as a major street on the City of Adelanto Circulation Plan. The posted speed limit within the project area is 40 mph.

Montezuma Street is a local north-south primarily two-lane road (one-lane in each direction) in the project area. Montezuma Street is identified as a local street on the City of Adelanto Circulation Plan.

3.3 Site Access

Access to the site is via a driveway on the project's frontage with Air Expressway and a second driveway at the southern end of the site (Cholla Avenue) accessible via Montezuma Street. There is a 75-foot-wide utility easement between the project site and Highway 395 right of way, so the project does not directly front Highway 395 and does not have driveway access to the highway. The project's access is evaluated in Chapter 5 of this report.

3.4 Study Intersections

The project would potentially affect the following intersections:

1. Highway 395 / Air Expressway
2. Air Expressway / Montezuma Street
3. Air Expressway and Proposed Project Driveway / Adelanto City Hall Driveway

The intersection of Highway 395 at Air Expressway is currently a signalized intersection. The intersections of Highway 395 at Montezuma Street and at Adelanto City Hall Driveway are both currently side street stop-controlled intersections.

3.5 Existing Traffic Volumes

Turn movement counts were conducted in May 2023 by Newport Traffic Studies, an independent traffic data collection company. These counts were collected during the AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak periods. The existing turn movement counts are included in **Appendix B** of this study. **Figure 3** illustrates the existing peak hour traffic volumes in the study area.

3.6 Intersection Capacity Analysis Methodology

Intersection level of service (LOS) is determined using Synchro software[1] which implements the methodology in Chapter 19, Chapter 20, and Chapter 21 of the Highway Capacity Manual, 6th Edition (HCM 6)[2] and conforms to the procedures and assumptions in the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS).

The intersection analyses use existing intersection geometrics and existing traffic volumes in determining AM and PM peak hour intersection level of service. **Table 3-1** provides LOS thresholds for signalized intersections as provided in the HCM 6 Chapter 19.

Table 3-1: HCM 6 – LOS Criteria for Signalized Intersections

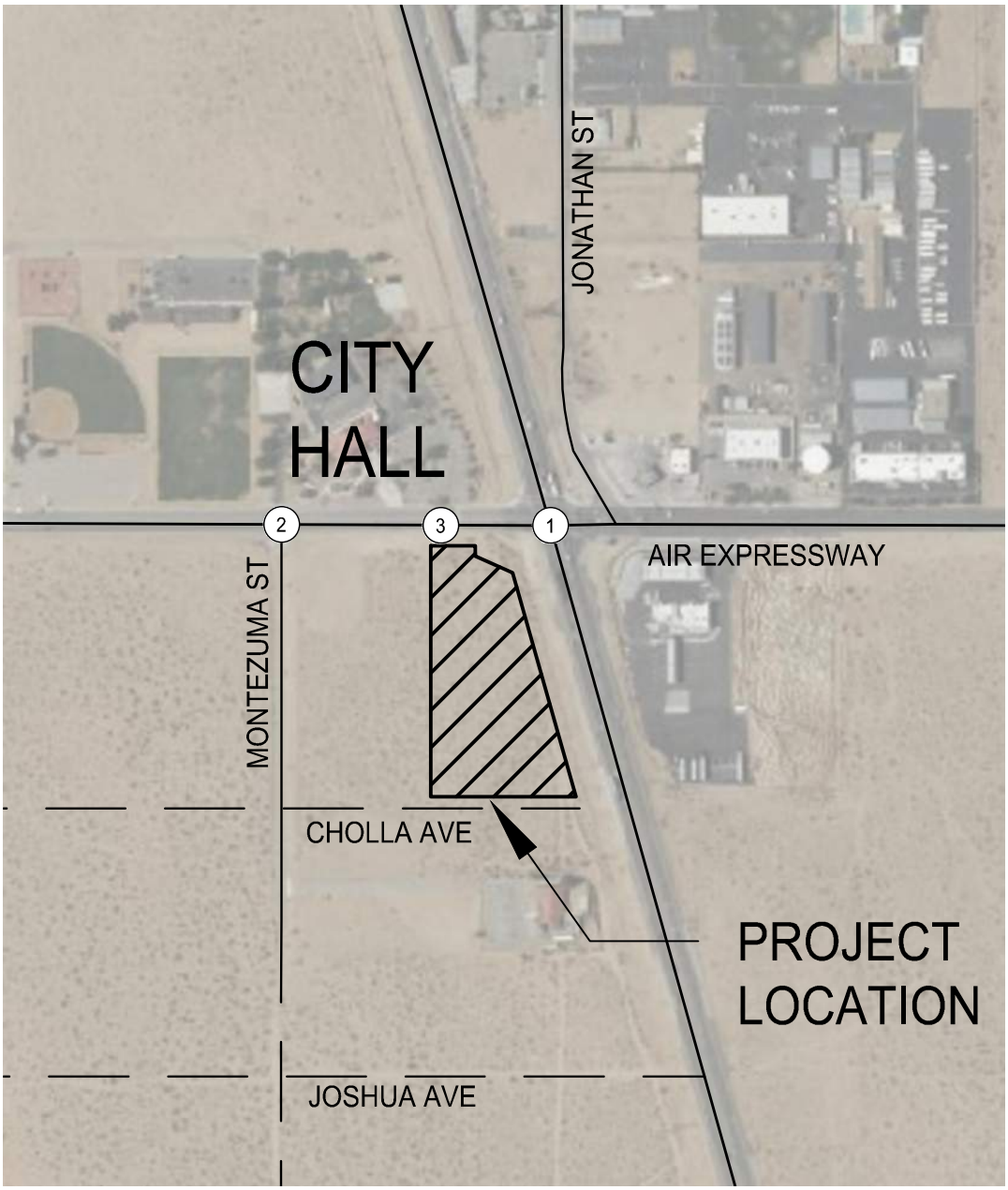
Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio [a]	
	≤1.0	>1.0
≤ 10	A	F
> 10 - 20	B	F
> 20 - 35	C	F
> 35 - 55	D	F
> 55 - 80	E	F
> 80	F	F
[a] For approach-based and intersection-wide assessments, LOS is defined solely by control delay. Source: Highway Capacity Manual 6th Edition, Exhibit 19-8.		

The level of service for a Two-Way Stop Controlled (TWSC) intersection is determined by the computed or measured control delay. The LOS is determined for each minor-street movement (or shared movement) by using the criteria provided in **Table 3-2**.

Table 3-2: HCM 6 – Level of Service Criteria for Two-Way Stop Controlled (TWSC) Intersections

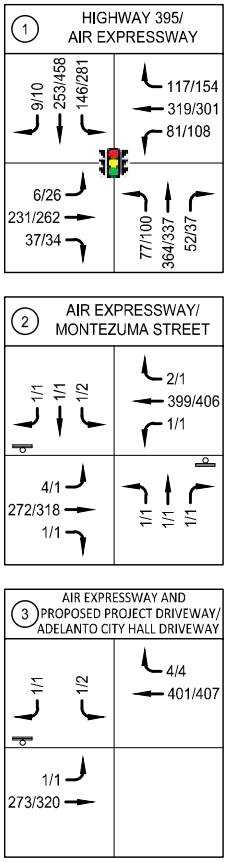
Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤1.0	v/c >1.0
0 - 10	A	F
> 10 -15	B	F
> 15 - 25	C	F
> 25 - 35	D	F
> 35 - 50	E	F
> 50	F	F
Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for the uncontrolled major-Street approaches or for the intersection as a whole. Source: Highway Capacity Manual 6th Edition, Exhibit 20-2.		

1 Trafficware Ltd, version 10.
2 Transportation Research Board, Washington D.C., 2010.



N

NOT TO SCALE



LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

- STOP CONTROLLED INTERSECTION

- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

FIGURE 3: EXISTING TRAFFIC VOLUMES
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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The level of service for an All-Way Stop Controlled (AWSC) intersection is determined by the computed or measured control delay. The LOS is determined for the intersection by using the criteria provided in **Table 3-3.**

Table 3-3: Level of Service Criteria (HCM 6) for All Way Stop Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio [a]	
	v/c ≤1.0	v/c >1.0
0 - 10	A	F
> 10 -15	B	F
> 15 - 25	C	F
> 25 - 35	D	F
> 35 - 50	E	F
> 50	F	F
[a] For approach-based and intersection-wide assessments, LOS is defined solely by control delay. Source: Highway Capacity Manual 6th Edition, Exhibit 21-8.		

3.7 Existing Traffic Analysis

Existing intersection geometrics and existing AM and PM peak hour traffic counts are used in analyzing existing intersection capacity. **Table 3-4** and **Appendix D** provide the results of the analysis. **Figure 4** illustrates the existing intersection geometrics utilized in the capacity analysis.

Table 3-4: Intersection Capacity Analysis – Existing Conditions

Intersection	Intersection Control Type	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Highway 395 / Air Expressway	TS	23.0	C	27.5	C
2. Air Expressway / Montezuma Street	SSSC	15.6	C	15.5	C
3. Air Expressway and Project Driveway / Adelanto City Hall Driveway	SSSC	13.8	B	13.9	B
Abbreviations and Definitions: TS – Traffic signal-controlled intersection, SSSC – Side-street stop-controlled intersection, TWLTL – Two way left turn lane Delay – seconds per vehicle, LOS – Level of Service					

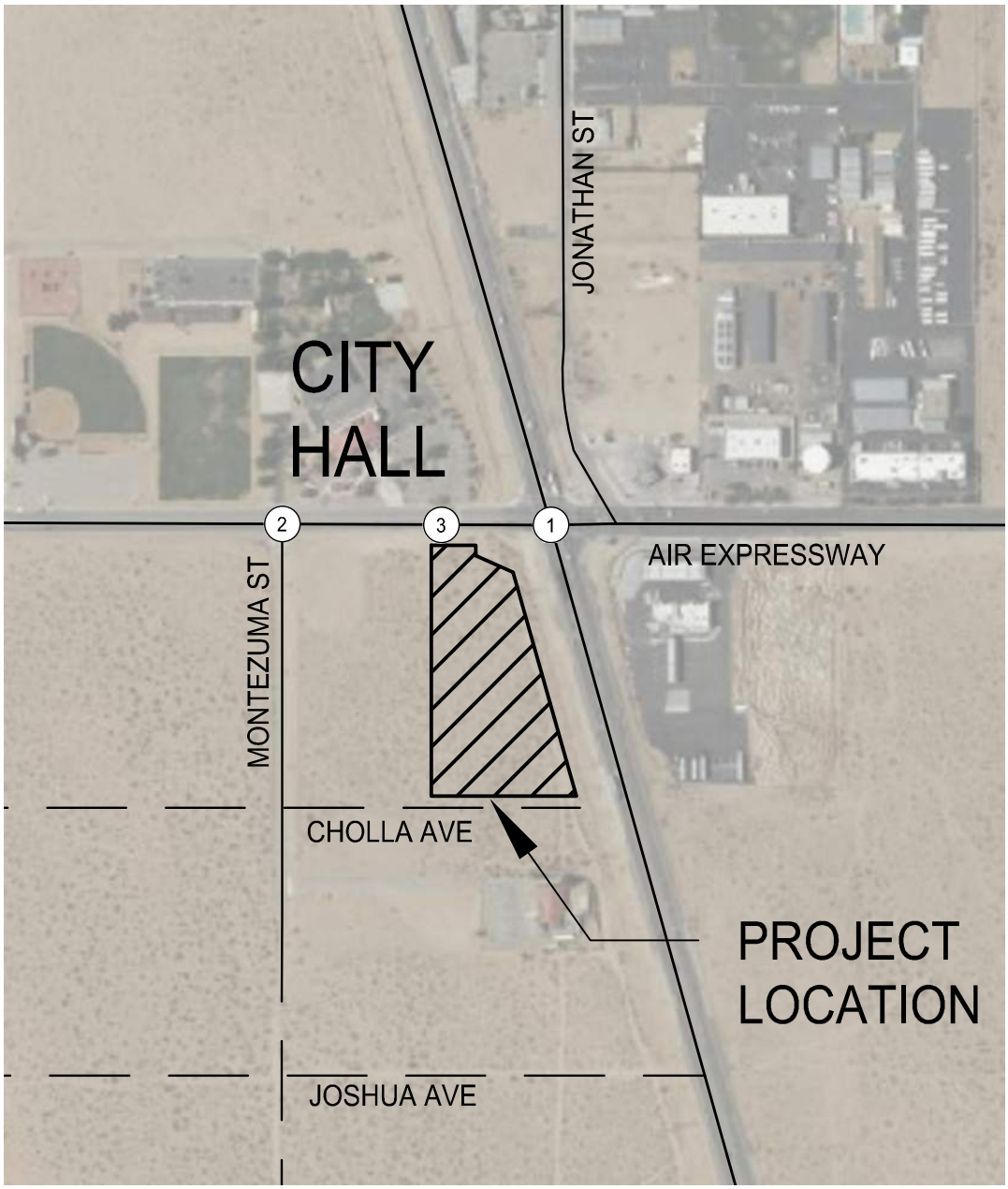
As presented in **Table 3-4***,* under existing conditions, all of the study intersections operate at an efficient level of service under both the AM peak hour and PM peak hour.

3.8 Existing Collision Data

The collision data was obtained through the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) online database application tool. Collisions data was obtained for a five-year period from October 12, 2017, to October 11, 2022, for the City of Adelanto including collisions that occurred on private property and the highway. The collision data was further sorted to provide a list of collisions that occurred east of the intersection of Highway 395 at Air Expressway. The SWITRS data reports provide physical damage only, injury, and fatal collisions**.**

The SWITRS data reported nine collisions during the five-year period from October 12, 2017, to October 11, 2022 within the 300 feet of the west leg approach at the intersection of Highway 395 at Air Expressway. The identified collisions were one Injury and eight physical damage only (PDO) collision. The primary collision factors of the identified collisions include improper turn, unsafe speed, R-O-W auto, starting/backing, and unknown. The collision types of the identified collisions include hit object, rear end, broadside, sideswipe, and head-on.

Most of the collisions occurred at the intersection approach with the exception of two collisions. One occurred 255 feet west of the intersection and the second occurred 60 feet west of the intersection.



N

NOT TO SCALE

1 HIGHWAY 395/ AIR EXPRESSWAY

2 AIR EXPRESSWAY/ MONTEZUMA STREET

3 AIR EXPRESSWAY AND PROPOSED PROJECT DRIVEWAY/ ADELANTO CITY HALL DRIVEWAY

LEGEND

- EXISTING GEOMETRICS
- (#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

FIGURE 4: EXISTING INTERSECTION GEOMETRICS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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4 BACKGROUND CONDITIONS – YEAR 2025

The background conditions scenario evaluates impacts due to ambient growth in traffic and traffic generated by other area development projects within the study area up to the Year 2025 when project construction is expected to be completed.

The ambient growth is a general rate of growth in traffic from overall regional development (assumed to be 3.5% annually for this study).

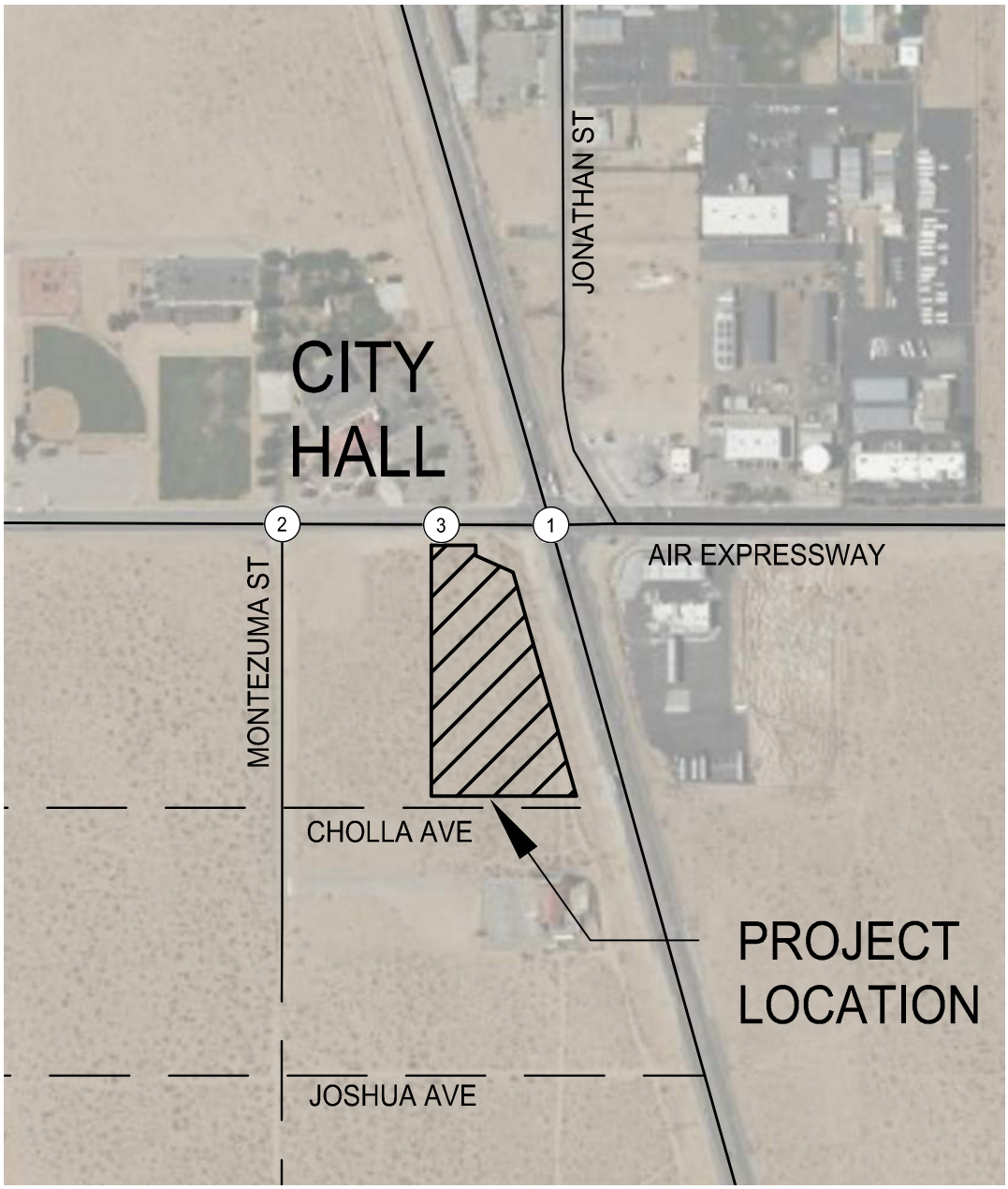
4.1 Background Conditions Traffic Analysis

The background conditions intersection capacity analysis uses existing intersection geometrics and the projected AM and PM peak hour traffic shown in **Figure 5**. **Table 4-1** and **Appendix D** provides the results of the analysis.

Table 4-1: Intersection Capacity Analysis – Background Conditions

Intersection	Intersection Control Type	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Highway 395 / Air Expressway	TS	23.9	C	30.6	C
2. Air Expressway / Montezuma Street	SSSC	16.9	C	16.2	C
3. Air Expressway and Project Driveway / Adelanto City Hall Driveway	SSSC	14.6	B	14.3	B
Abbreviations and Definitions: TS – Traffic signal-controlled intersection, SSSC – Side-street stop-controlled intersection, TWLTL – Two way left turn lane Delay – seconds per vehicle, LOS – Level of Service					

As presented in **Table 4-1**, under background conditions, all of the study intersections operate at an efficient level of service under both the AM peak hour and PM peak hour.



N

NOT TO SCALE

1 HIGHWAY 395/ AIR EXPRESSWAY

10/11 271/491 157/301 — 126/165 342/323 87/116

7/28 248/281 40/37 — 83/107 390/361 56/40

2 AIR EXPRESSWAY/ MONTEZUMA STREET

2/2 2/2 2/3 — 3/2 427/435 2/2

5/2 292/341 2/2 — 2/2 2/2 2/2

3 AIR EXPRESSWAY AND PROPOSED PROJECT DRIVEWAY/ ADELANTO CITY HALL DRIVEWAY

2/2 2/3 — 5/5 430/436

2/2 293/343

LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

- STOP CONTROLLED INTERSECTION

- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

FIGURE 5: BACKGROUND TRAFFIC VOLUMES
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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5 BACKGROUND PLUS PROJECT CONDITIONS – YEAR 2025

The background plus project conditions scenario evaluates the potential cumulative impacts to the area network due to ambient growth and other area project trips up to the project opening day of 2025 with the addition of project traffic. This scenario adds the project's estimated traffic generation at opening day (2025) to the background conditions scenario.

5.1 Project Description and Trip Generation

Table 5-1 summarizes the estimated trip generation for the proposed project for the peak hours within the AM (7-9 AM) and PM (4-6 PM) peak periods. The trip generation rates for the site including Convenience Store/Gas Station sub-category VFP (16-24) (LU 945), Fast-Food Restaurant with Drive-Through Window (LU 934), and Strip Retail Plaza (<40k) (LU 822) were obtained from the ITE Trip Generation Manual, 11th Edition.

Pass-by factors for the convenience store/gas station, fast-food restaurant with drive-through window, and strip retail plaza were obtained from recently approved area projects with similar land uses. A reduction in trips of 10% for internal capture is assumed for the development.

Table 5-1: Project Trip Generation

	Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	***Convenience Store/Gas Station VFP (16-24) Land Use Category (ITE 945)***								
	Rates (per 1,000 Sq. Ft. GFA)	4,960	1,283.38	45.68	45.68	91.35	39.48	39.48	78.95
	Trips		6,366	227	227	454	196	196	392
	Internal Trips (10%)[1]		637	23	23	46	20	20	40
	Adjusted Trips		5,729	204	204	408	176	176	352
	Primary Trips (25%)		1,433	51	51	102	44	44	88
	Diverted-Link Trips (50%)		2,865	102	102	204	88	88	176
	Pass-By Trips (25%)		1,433	51	51	102	44	44	88
2	***Fast-Food Restaurant with Drive-Through Window Land Use Category (ITE 934)***								
	Rates (per 1,000 Sq. Ft. GFA)	2,600	467.48	22.75	21.86	44.61	17.18	15.85	33.03
	Trips		1,216	59	57	116	45	41	86
	Internal Trips (10%)[1]		122	6	6	12	5	4	9
	Adjusted Trips		1,094	53	51	104	40	37	77
	Primary Trips (50%)		547	27	26	53	20	19	39
	Diverted-Link Trips (30%)		329	16	15	31	12	11	23
	Pass-By Trips (20%)		219	11	10	21	8	8	16
3	***Strip Retail Plaza (<40k) Land Use Category (ITE 822) 3 units***								
	Rates (per 1,000 Sq. Ft. GFA)	2,283	54.45	1.42	0.94	2.36	3.30	3.30	6.59
	Trips		125	3	2	5	8	8	16
	Internal Trips (10%)[1]		13	1	1	2	1	1	2
	Adjusted Trips		112	2	1	3	7	7	14
	Primary Trips		112	2	1	3	7	7	14
	Total Site Adjusted Project Trips		6,935	259	256	515	223	220	443
	Primary Project Trips		2,089	79	78	157	71	69	140
	Diverted-Link Project Trips		3,194	118	117	235	100	99	199
	Pass-By Project Trips		1,652	62	61	123	52	52	104

Notes:
Source of trip generation rates and pass-by factors: *Trip Generation*, Institute of Transportation Engineers", 11th Edition.
[1] The internal trip reduction of 10 percent reflects trips between the various uses within the project.

As shown in **Table 5-1**, the proposed project is estimated to generate 2,089 primary daily trips, 157 primary AM peak hour trips, and 140 primary PM peak hour trips.

5.2 Project Trip Distribution and Assignment

The distribution of project trips to the surrounding street network is based on assumed origins of the project's employees and customers. The directional distribution patterns (east, west, north, and south) are consistent with area traffic patterns, and the source of the trip (i.e., primary, diverted link or pass-by) was then assigned to the street system based on the type of trip or the most direct route on major streets.

The following exhibits illustrate both the directional distribution (percent direction) and the assignment of project traffic (peak hour trips) to the street system. **Figure 6** presents the primary project trip distribution percentages at each study intersection. **Figure 7** presents the diverted-link trip distribution percentages at each study intersection.

Figure 8 presents the primary project trips assigned to each study intersection. **Figure 9** presents the diverted-link trips assigned to each study intersection. **Figure 10** shows the pass-by trips assigned to each study intersection. Finally, **Figure 11** presents the total project trips assigned to each study intersection.

5.3 Project Traffic Analysis

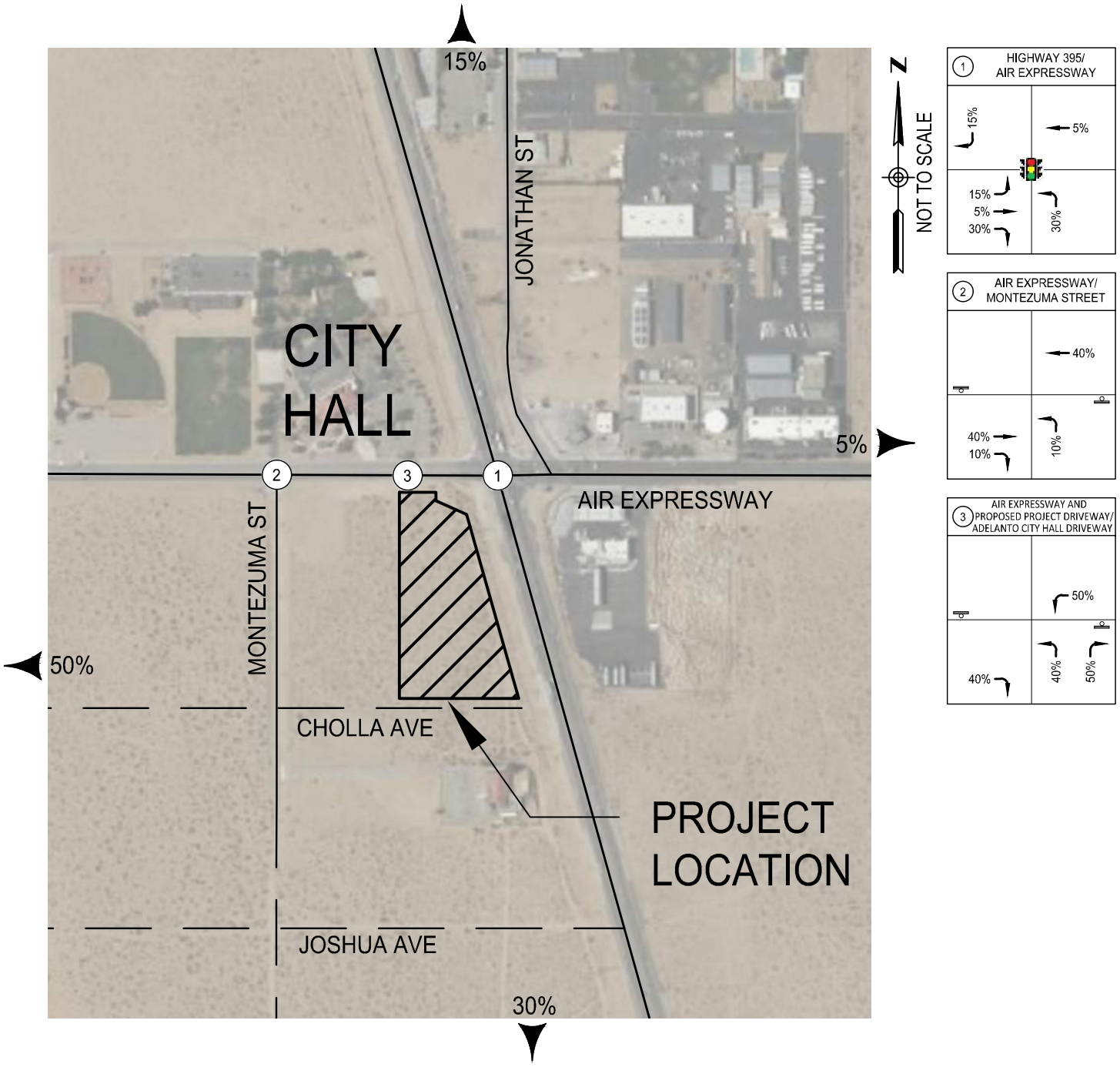
The intersection capacity analysis of background plus project conditions uses the AM and PM peak hour traffic volumes shown in **Figure 12** and the project intersection geometrics shown in **Figure 13. Table 5-2** and **Appendix D** provide the results of the analysis.

Table 5-2: Intersection Capacity Analysis –Background Plus Project Conditions

Intersection	Control Type	Background Conditions				Background + Project Conditions				Change in Delay (Seconds)		Exceed the Criteria [a]	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Highway 395 / Air Expressway	TS	23.9	C	30.6	C	33.1	C	53.7	D	9.2	23.1	NO	NO
Improvements: Configure eastbound approach per Figure ES-1		Not Applicable Future Intersection				24.6	C	32.7	C	0.7	2.1	NO	NO
2. Air Expressway / Montezuma Street	SSSC	16.9	C	16.2	C	18.5	C	17.4	C	1.6	1.2	NO	NO
Improvements: Configure intersection approach per Figure ES-1		Not Applicable Future Intersection				21.7	C	19.0	C	4.8	2.8	NO	NO
3. Air Expressway and Project Driveway / Existing City Hall Driveway	Driveway (Stop Controlled)	14.6	B	14.3	B	69.6	F	45.2	E	55.0	30.9	YES	YES
Improvements: Configure eastbound approach per Figure ES-1		Not Applicable Future Intersection				69.6	F	45.2	E	55.0	30.9	YES	YES

Notes:
The criteria used to determine the project's responsibility with respect to a level of service deficiency is (1) if the addition of project traffic causes an intersection's level of service to change from a LOS D or better to a LOS E or F, it is a project-specific deficiency requiring mitigation, and (2) if the project adds any traffic to an intersection operating at a deficient LOS E or LOS F prior to the addition of project traffic, it is cumulative deficiency in which the project may need to contribute its fair share to the cost of mitigation.
Abbreviations and Definitions:
TS – Traffic signal-controlled intersection, SSSC – Side-street stop-controlled intersection, TWLTL – Two way left turn lane.
Delay – seconds per vehicle, LOS – Level of Service

As presented in **Table 5-2**, under background plus project conditions, the study intersections are anticipated to operate at an acceptable LOS D or better under both the AM peak hour and PM peak hour, with the exception of, Air Expressway and Project Driveway / Adelanto City Hall Driveway. The intersection of Highway 395 and Air Expressway is anticipated to operate at LOS C during the AM peak hour, and at LOS D during the PM peak hour. The Project Driveway is anticipated to operate at LOS F under the AM peak hour and LOS E under the PM peak hour. The delay experienced by the worse movement exiting the Project Driveway (northbound left turn) is about 70 seconds per vehicle in the AM peak hour and the PM peak hour delay is about 45 seconds per vehicle.



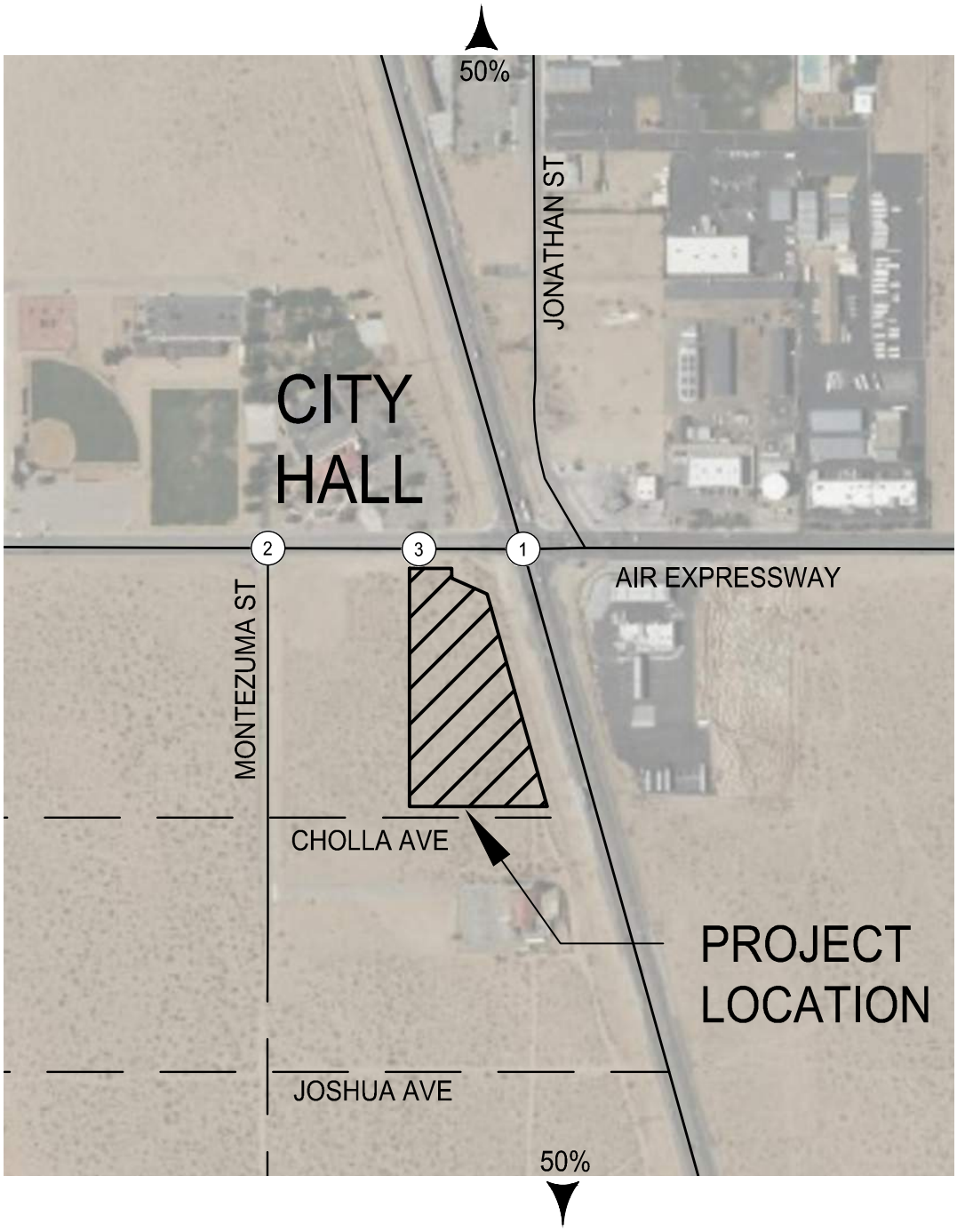
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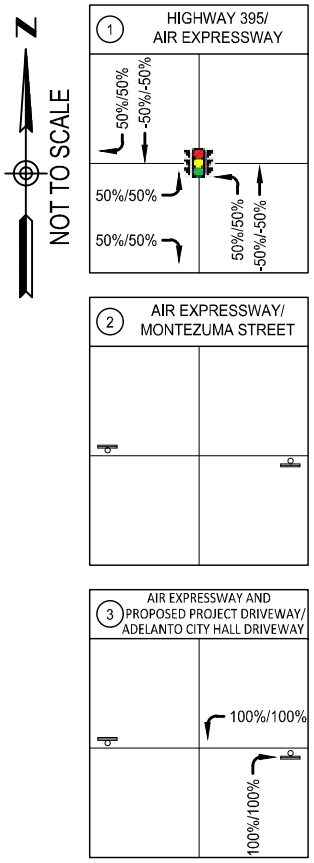
- XX% — GENERAL PROJECT TRIP DISTRIBUTION
- XX% — SPECIFIC PROJECT TRIP PERCENTAGE
- (#) — STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

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FIGURE 6: PRIMARY TRIP DISTRIBUTION
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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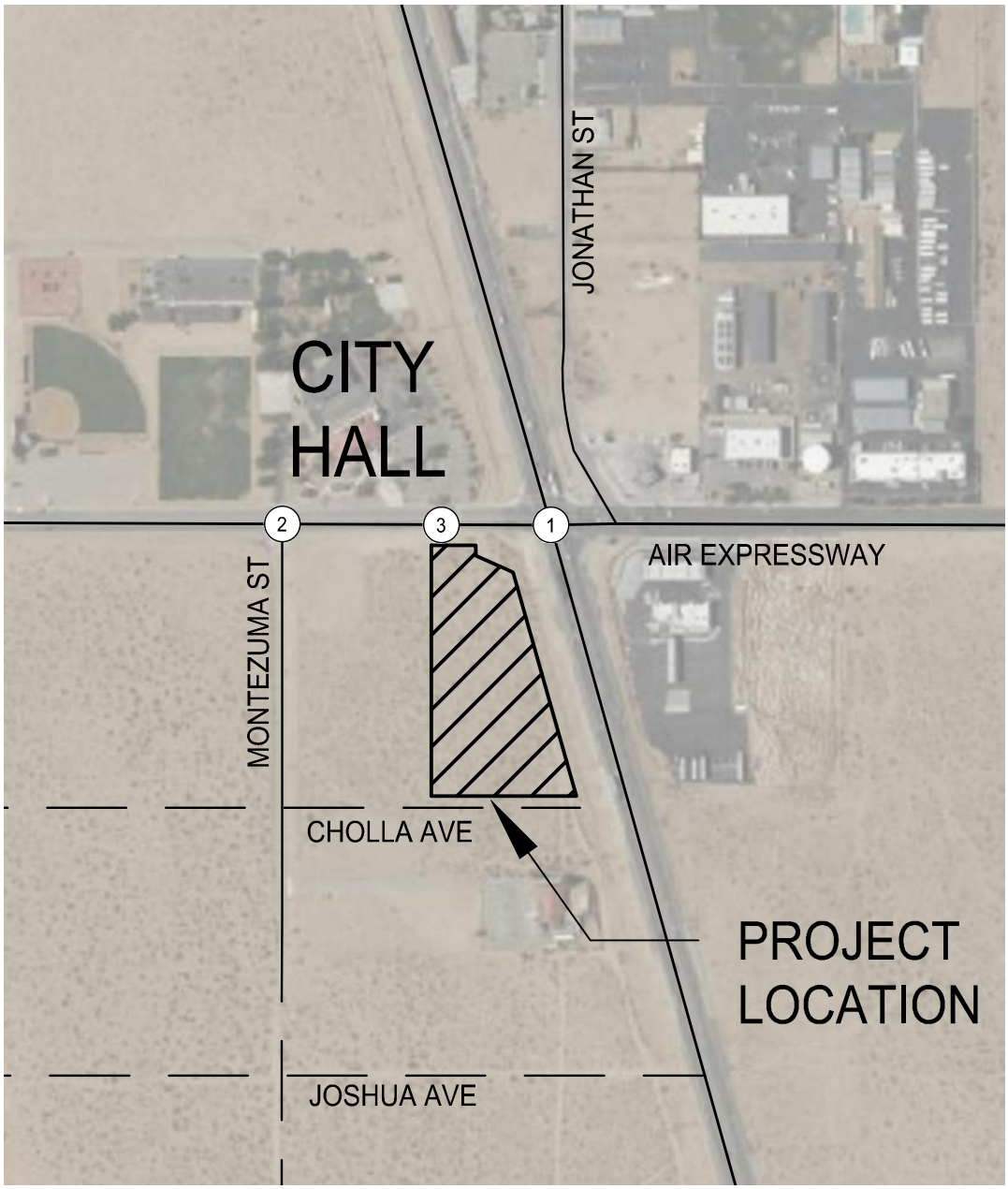
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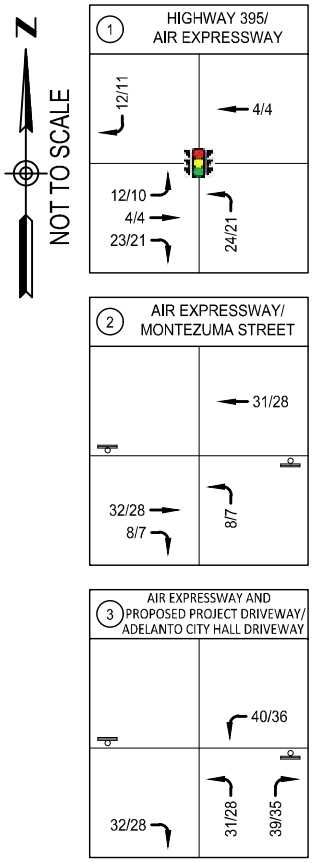
- XX% — GENERAL PROJECT TRIP DISTRIBUTION
- XX% — SPECIFIC PROJECT TRIP PERCENTAGE
- (#) — STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

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FIGURE 7: DIVERTED-LINK TRIP DISTRIBUTION
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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PRIMARY PROJECT TRIPS

AM PEAK PERIOD - 79 IN / 78 OUT
PM PEAK PERIOD - 71 IN / 69 OUT

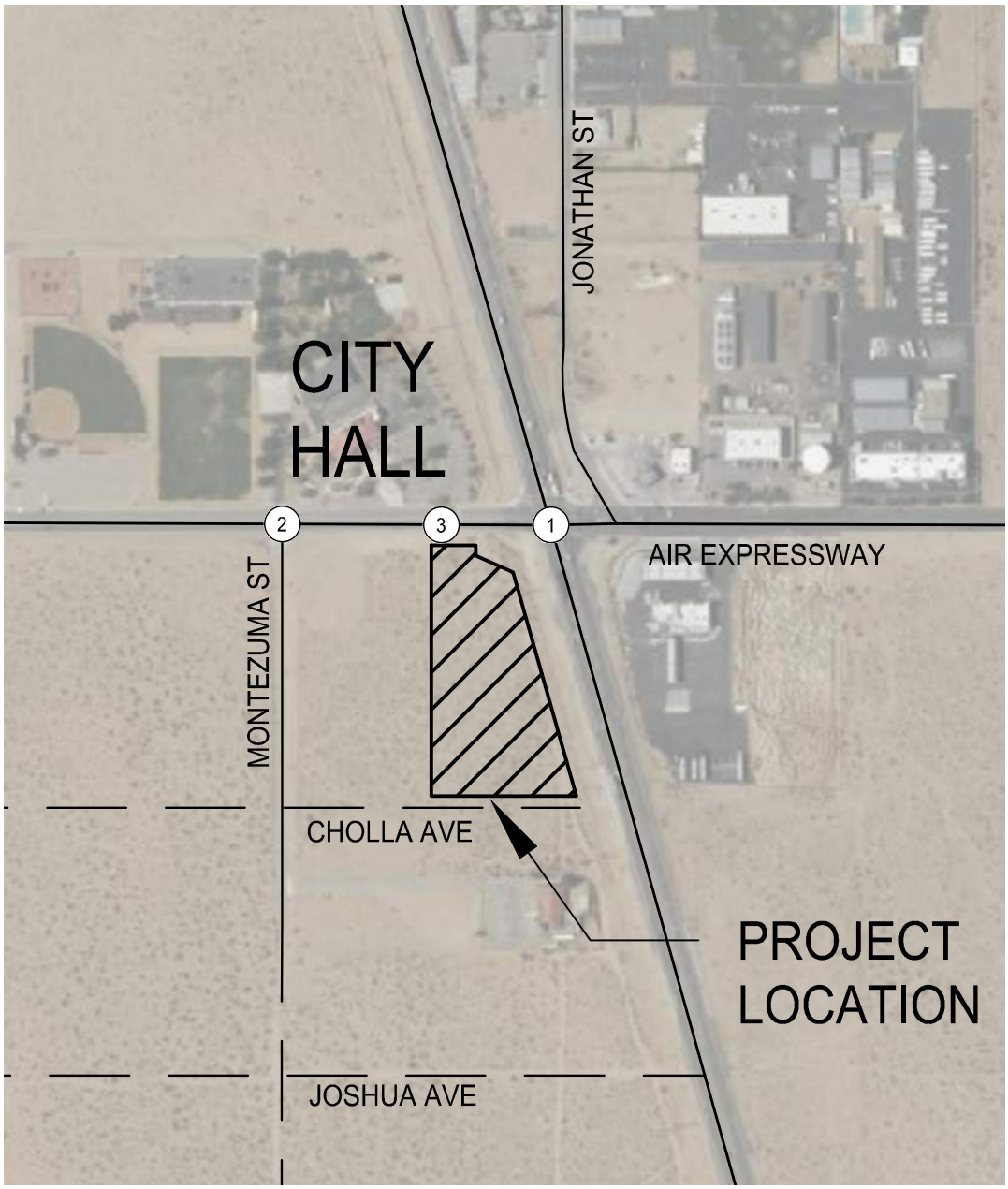
LEGEND

XX/XX - AM/PM PROJECT TRIPS
(#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

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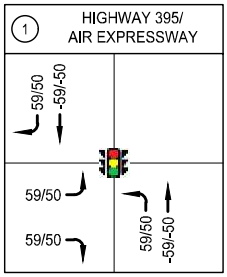
FIGURE 8: PRIMARY PROJECT TRIPS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

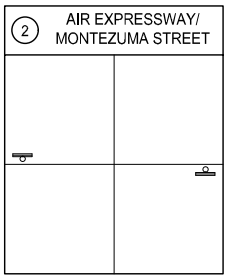
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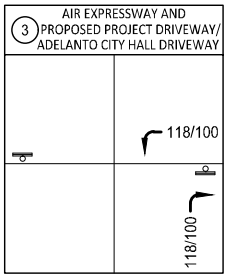


N

NOT TO SCALE







DIVERTED-LINK PROJECT TRIPS

AM PEAK PERIOD - 118 IN / 117 OUT
PM PEAK PERIOD - 100 IN / 99 OUT

LEGEND

XX/XX - AM/PM PROJECT TRIPS

(#) - STUDY INTERSECTIONS

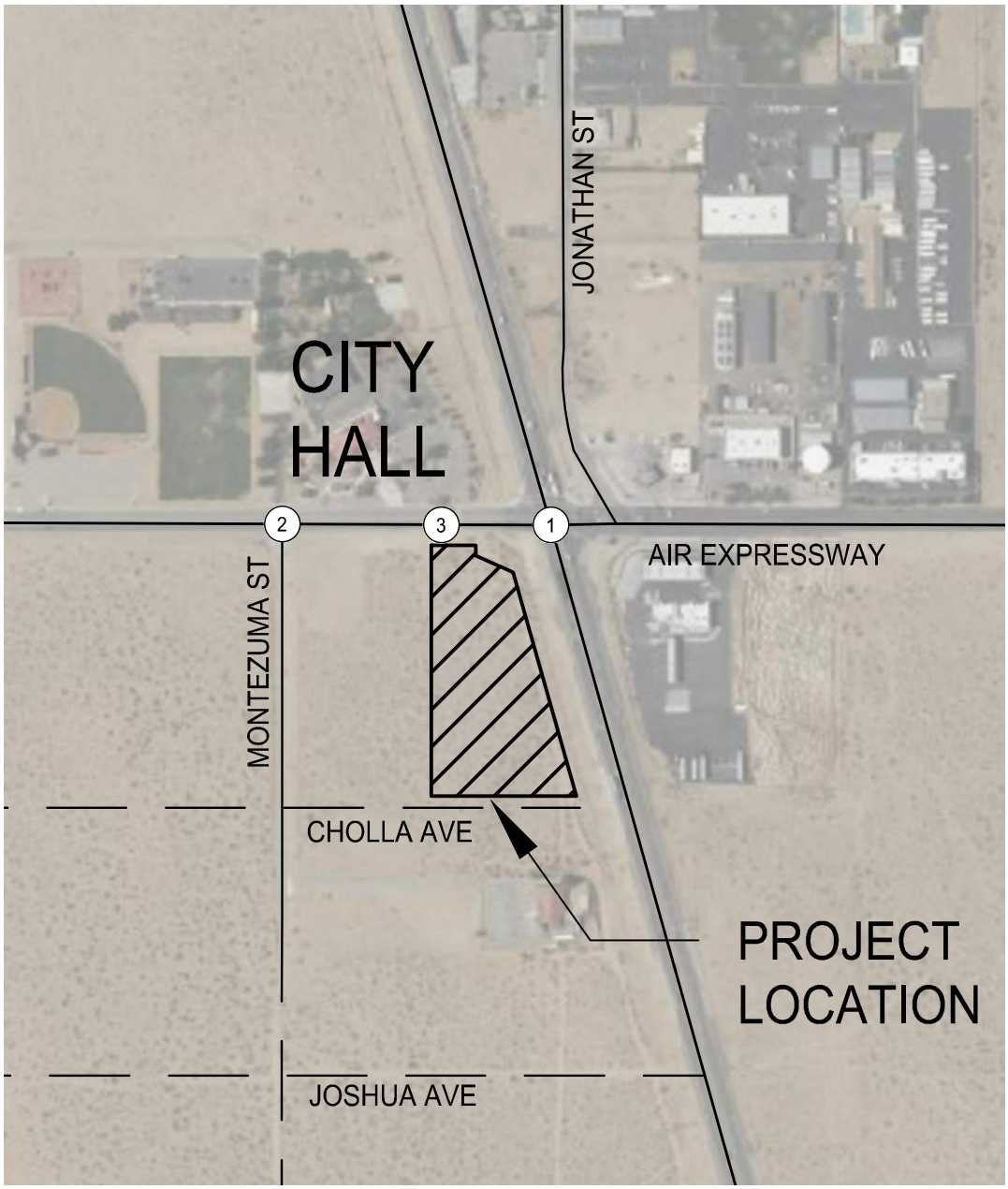
- STOP CONTROLLED INTERSECTION

- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

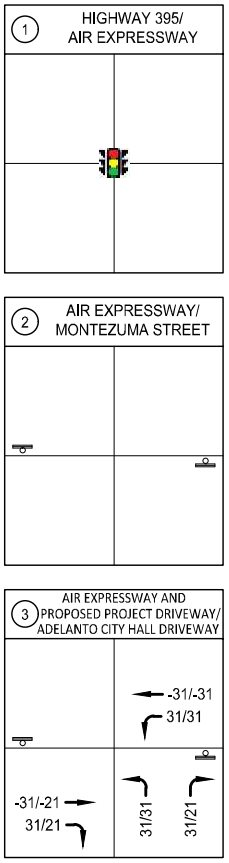
FIGURE 9: DIVERTED-LINK PROJECT TRIPS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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NOT TO SCALE



PASS-BY PROJECT TRIPS

AM PEAK PERIOD - 62 IN / 61 OUT
PM PEAK PERIOD - 52 IN / 52 OUT

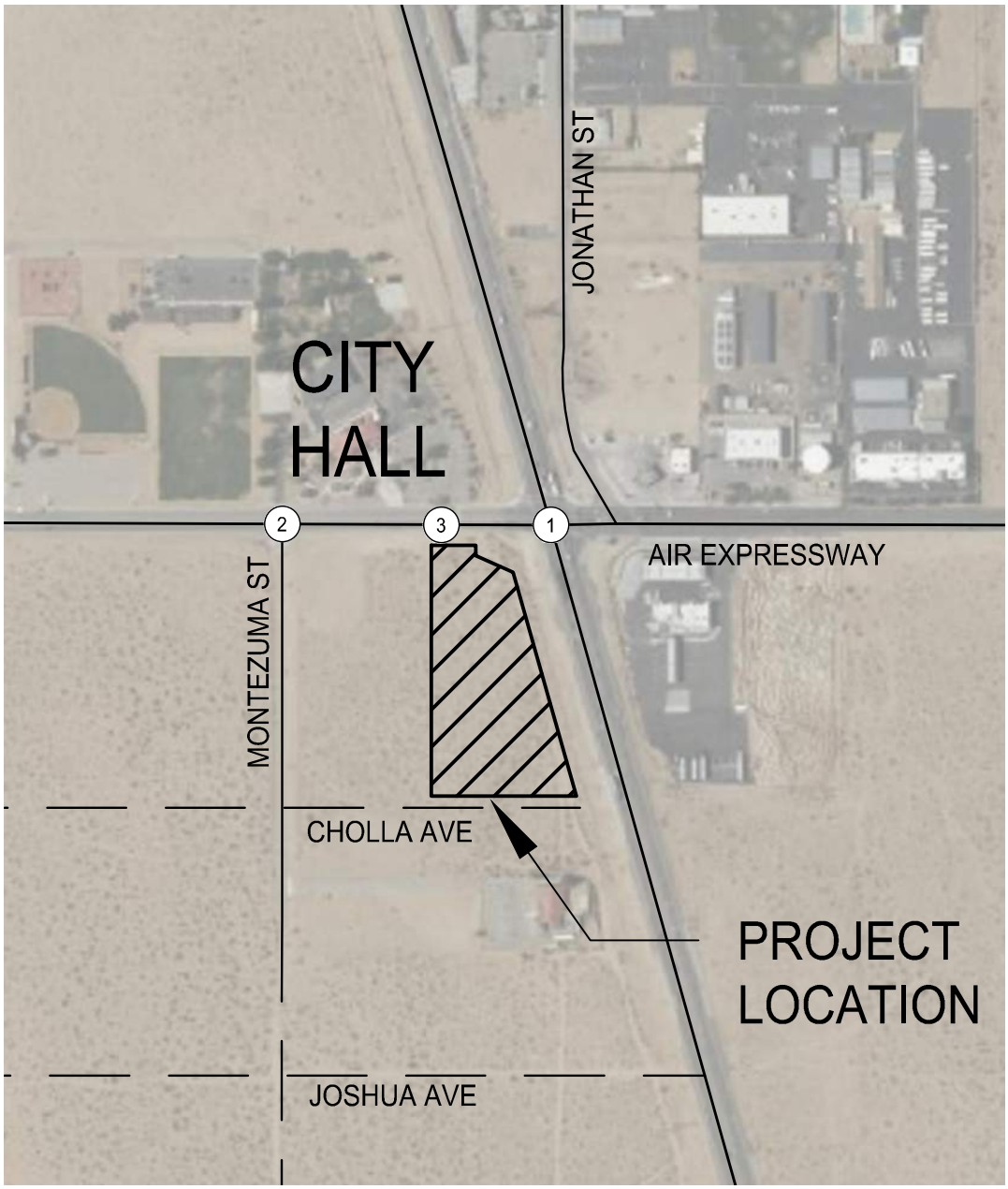
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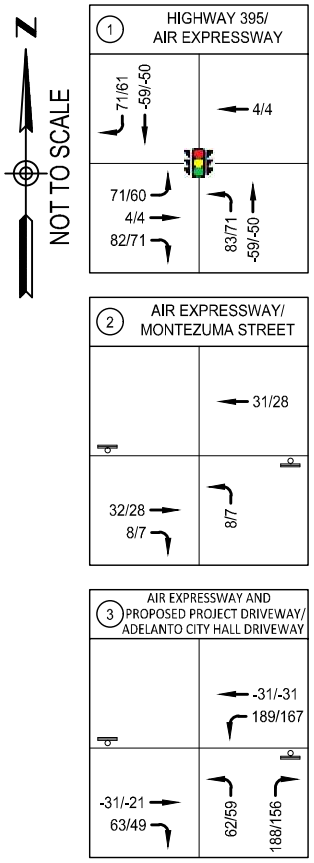
XX/XX - AM/PM PROJECT TRIPS
(#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

FIGURE 10: PASS-BY PROJECT TRIPS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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TOTAL PROJECT TRIPS
AM PEAK PERIOD - 259 IN / 256 OUT
PM PEAK PERIOD - 223 IN / 220 OUT

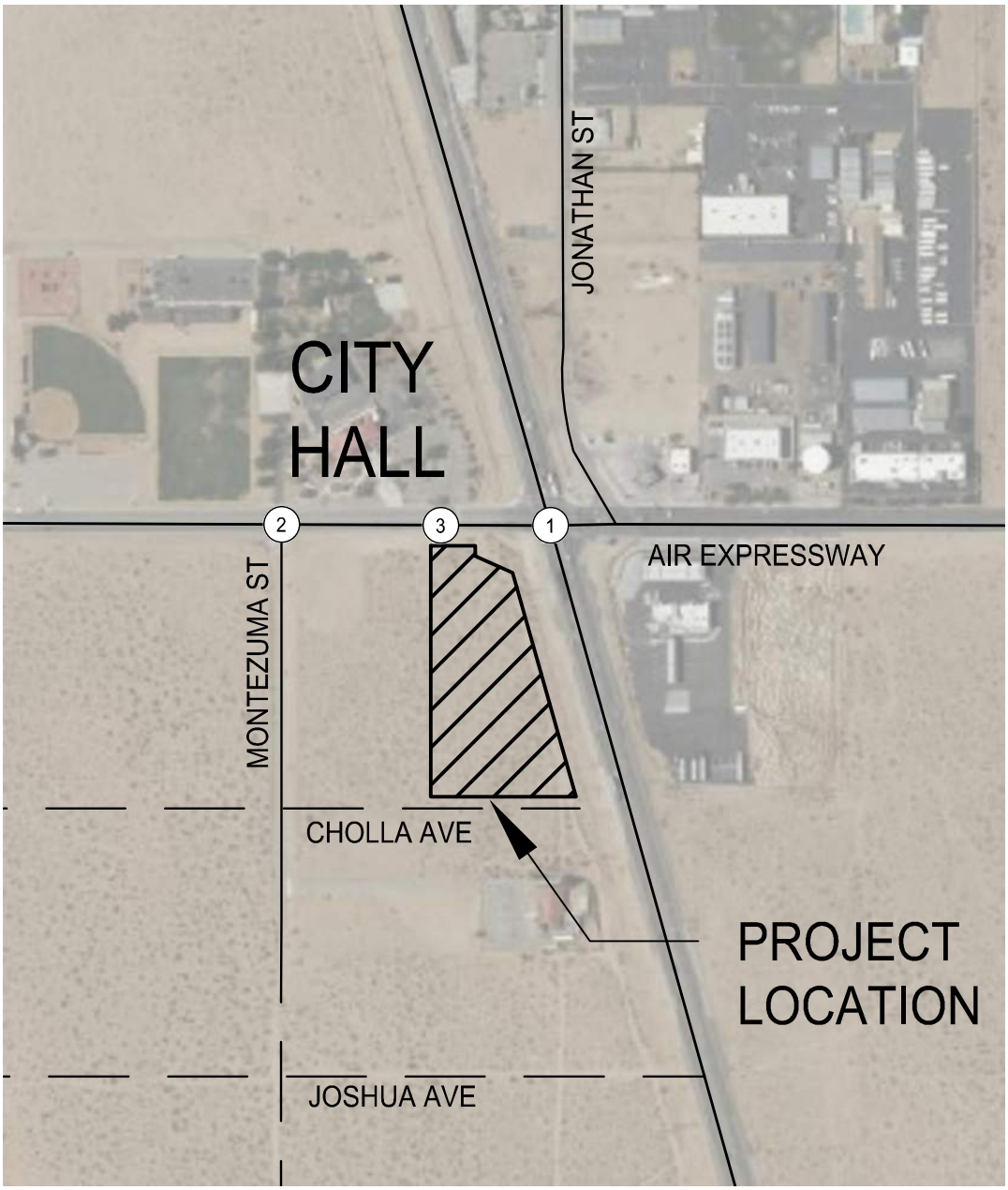
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XX/XX - AM/PM PROJECT TRIPS
(#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

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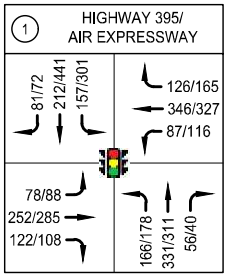
FIGURE 11: TOTAL PROJECT TRIPS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

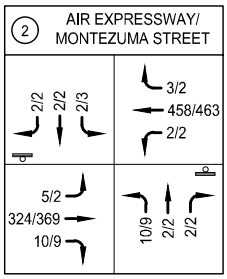
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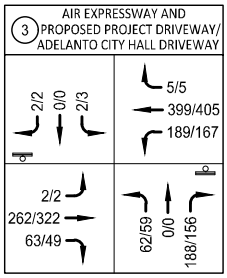


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LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

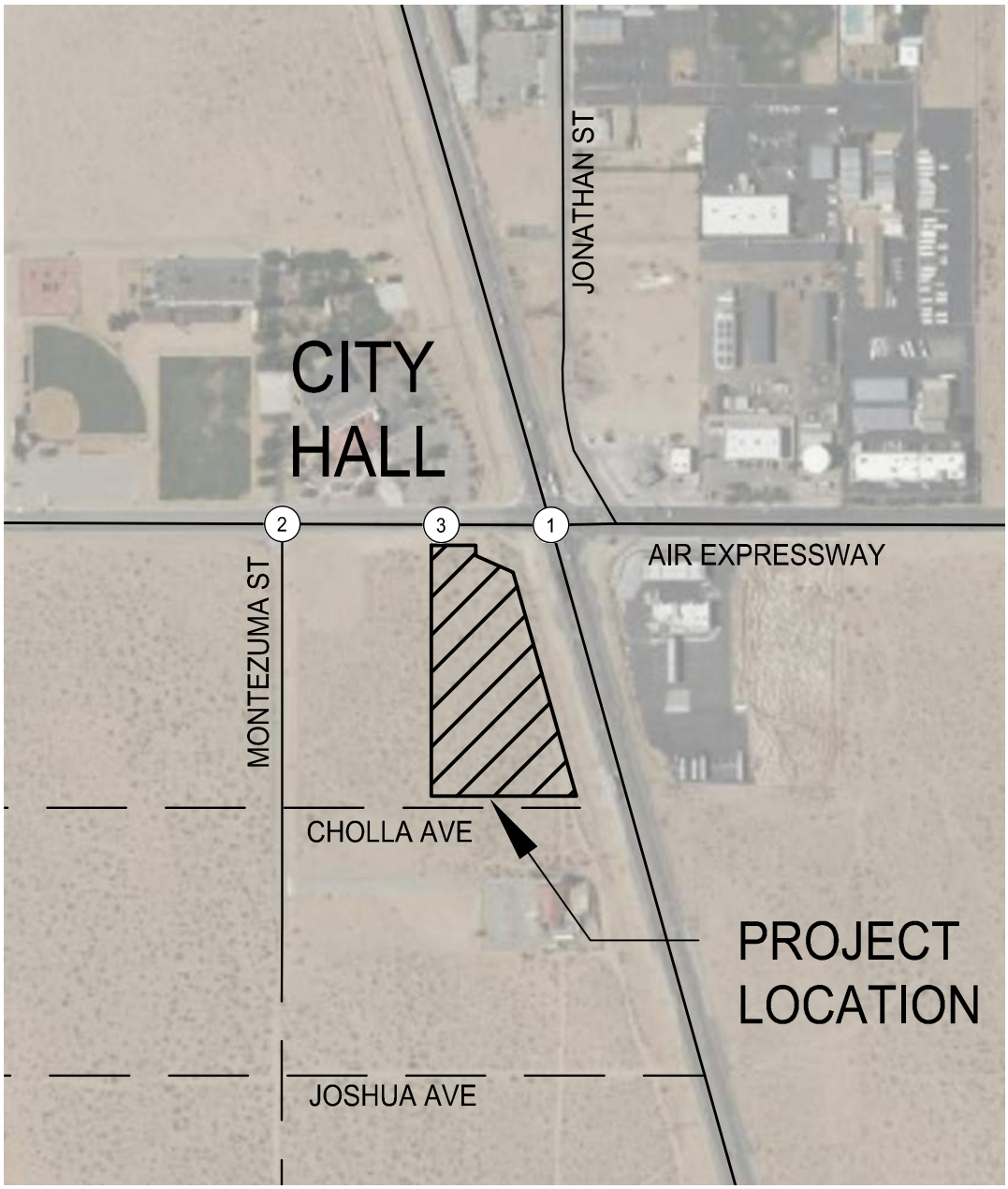
- STOP CONTROLLED INTERSECTION

- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

FIGURE 12: PROJECT TRAFFIC VOLUMES
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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1 HIGHWAY 395/ AIR EXPRESSWAY

2 AIR EXPRESSWAY/ MONTEZUMA STREET

3 AIR EXPRESSWAY AND PROPOSED PROJECT DRIVEWAY/ ADELANTO CITY HALL DRIVEWAY

LEGEND

- EXISTING GEOMETRICS
- PROPOSED GEOMETRICS
- (#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

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FIGURE 13: PROJECT INTERSECTION GEOMETRICS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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5.4 Project Specific Improvements

The project will be conditioned to dedicate the required right of way and construct the half-width of the ultimate cross-section of Air Expressway which, because of the proximity of the project's frontage to Highway 395, the improvements effectively reconfigure the intersection's eastbound approach to Highway 395. The combination of the remaining frontage and access improvements result in a continuous left turn lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway. The project's frontage and access improvements are illustrated in the conceptual geometric plan in **Figure ES-1** presented in the Executive Summary.

5.5 Project Traffic Queuing Analysis

A queuing analysis for the background + project conditions was performed for the intersection of Highway 395 and Air Expressway. The queuing analysis was performed utilizing the Trafficware SimTraffic Version 11 software package. The 95th percentile maximum queue length results for the background + project conditions are shown in **Table 5-3** and provided in **Appendix F**.

Table 5-3: Queuing Analysis – Background + Project Conditions

Intersection	Movement	Storage Length[1] (Feet)	Background + Project Conditions		Background + Project Conditions with Improvements	
			AM	PM	AM	PM
1. Highway 395 / Air Expressway	EBL	225 (TWLTL)	86	83	76	79
	EBTR		239	259	-	-
	(EBT)		-	-	77	116
	(EBT)		-	-	83	104
	(EBR)		-	-	55	33
Abbreviations and Definitions: "-" – Not applicable to the scenario, Queue – In feet , 95% - 95 Percentile Queue Length, [1] = Existing (Proposed)						

As presented in **Table 5-3**, under background plus project conditions, the proposed turn bay lengths will accommodate the AM and PM peak 95th percentile traffic flows.

5.6 Site Access

As shown in the site plan (**Figure 2**) and the conceptual geometric plan (**Figure ES- 1**), access to the site is provided by two driveways, one is on Air Expressway and the other one is on Cholla Avenue which is also accessed from Air Expressway via Montezuma Street. No direct access will be provided via Highway 395.

Air Expressway, from approximately the project's proposed driveway to Bellflower Street (2,230 feet to the west) is configured with two westbound lanes and one eastbound lane. The project's proposed improvements would modify this cross-section from Highway 395 to west of Montezuma Street to include left turning lanes in the median and a single through lane in each direction. West of Montezuma Street, the proposed Air Expressway cross-section transitions back to the existing cross-section. The proposed section is beneficial for project and non-project traffic by removing left turning vehicles from the through lanes. Removing the left turns from the through lanes improves safety and increases capacity at the stop-controlled intersections and driveways in both directions of this segment of Air Expressway. Site driveways are described below and the proposed lane geometries at the study intersections are shown in **Figure 13.**

1. The project driveway on Air Expressway is proposed as a full access driveway, and it is located approximately 320 feet west of Highway 395 (centerline to centerline). A two way left turn lane proposed in the median to accommodate turning traffic into the project and city hall driveways.
2. Secondary access to the site is reached from Air Expressway to Montezuma Street to Cholla Avenue where the project proposes a driveway at the southern end of the site. Cholla Avenue connects the site to Montezuma Street. The proposed improvements add left turn bays in both directions of this intersection.

6 FUTURE CONDITIONS – YEAR 2045

The year 2045 future conditions scenario represents ambient growth in traffic up to the year 2045. Ambient growth was derived from forecasts from the San Bernardino County Transportation Analysis Model (SBTAM). Year 2045 intersection turn movements were developed from post processing forecasted approach volumes and balancing the turn movement volumes for each study intersection.

The SBTAM traffic model plots are provided in **Appendix C**.

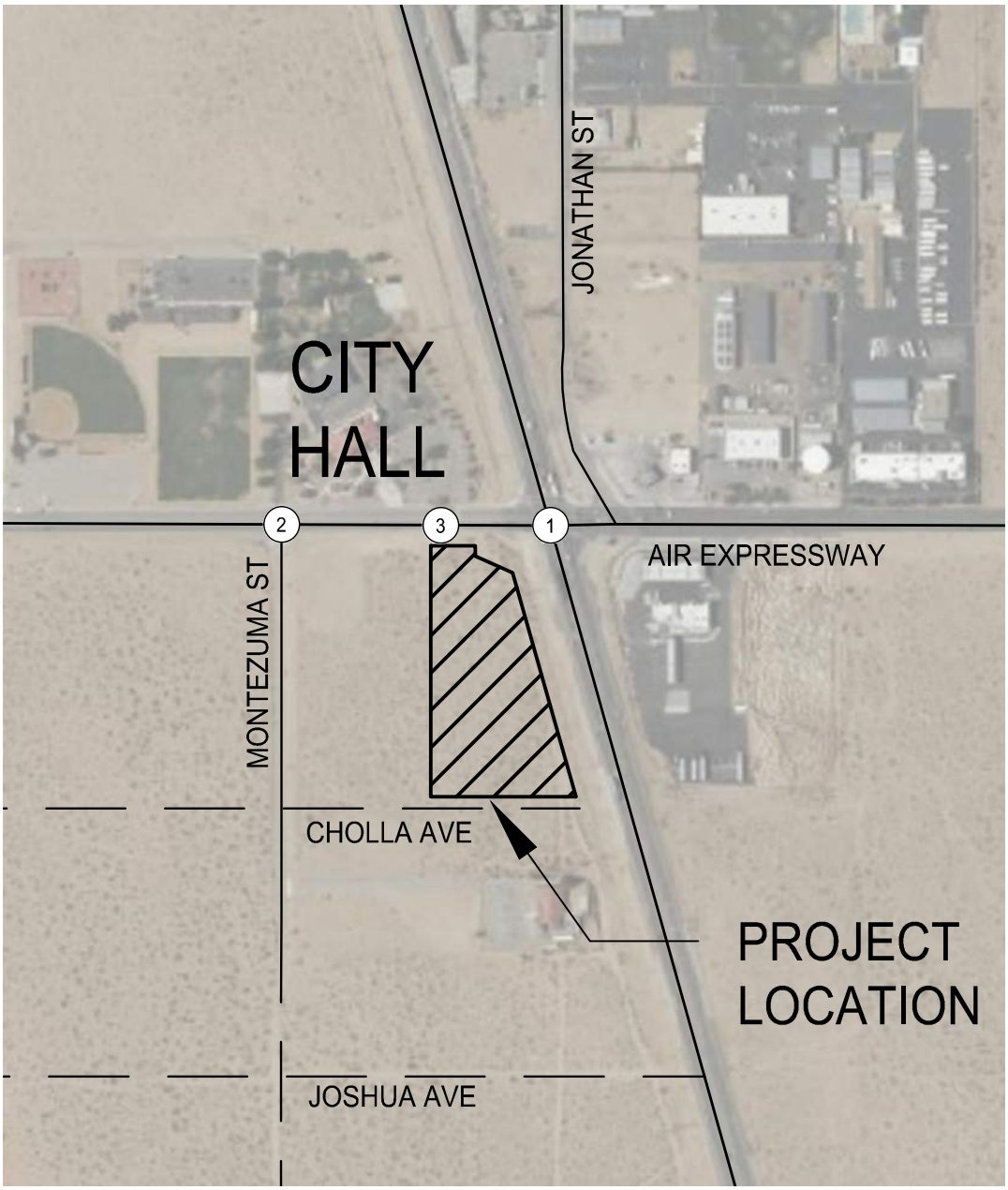
6.1 Future Conditions Traffic Analysis

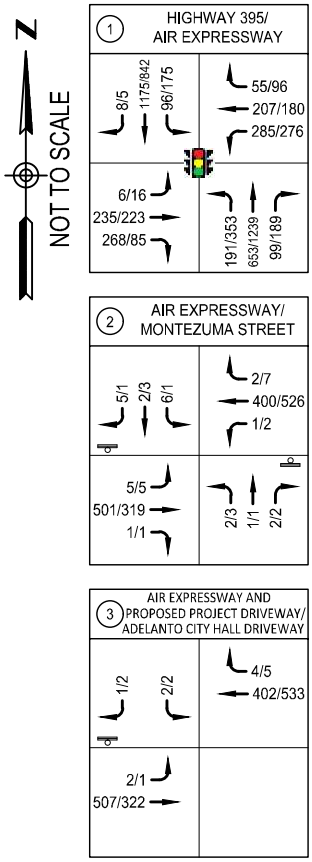
The future conditions intersection capacity analysis uses existing intersection geometrics and the projected AM and PM peak hour traffic shown in **Figure 14**. **Table 6-1** and **Appendix D** provide the results of the analysis.

Table 6-1: Intersection Capacity Analysis – Year 2045 Future Conditions

Intersection	Intersection Control Type	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Highway 395 / Air Expressway	TS	108.8	F	157.9	F
2. Air Expressway / Montezuma Street	SSSC	17.0	C	17.1	C
3. Air Expressway and Project Driveway / Adelanto City Hall Driveway	SSSC	15.4	C	14.4	B
Abbreviations and Definitions: TS – Traffic signal-controlled intersection, SSSC – Side-street stop-controlled intersection, TWLTL – Two way left turn lane Delay – seconds per vehicle, LOS – Level of Service					

As presented in **Table 6-1***,* under future conditions, the intersection of Highway 395 / Air Expressway is anticipated to operate at LOS F in both peak hours.





LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

- STOP CONTROLLED INTERSECTION

- SIGNAL CONTROLLED INTERSECTION

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FIGURE 14: FUTURE TRAFFIC VOLUMES
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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7 FUTURE PLUS PROJECT CONDITIONS – YEAR 2045

The future plus project conditions scenario adds the project's estimated traffic generation to the year 2045 future conditions scenario. As described in the previous section, the forecasted year 2045 future conditions intersection turning movements were derived from extrapolating and post processing year 2040 approach volumes and balancing the turn movement volumes for each study intersection.

The SBTAM traffic model plots are provided in **Appendix C**.

7.1 Future Plus Project Traffic Analysis

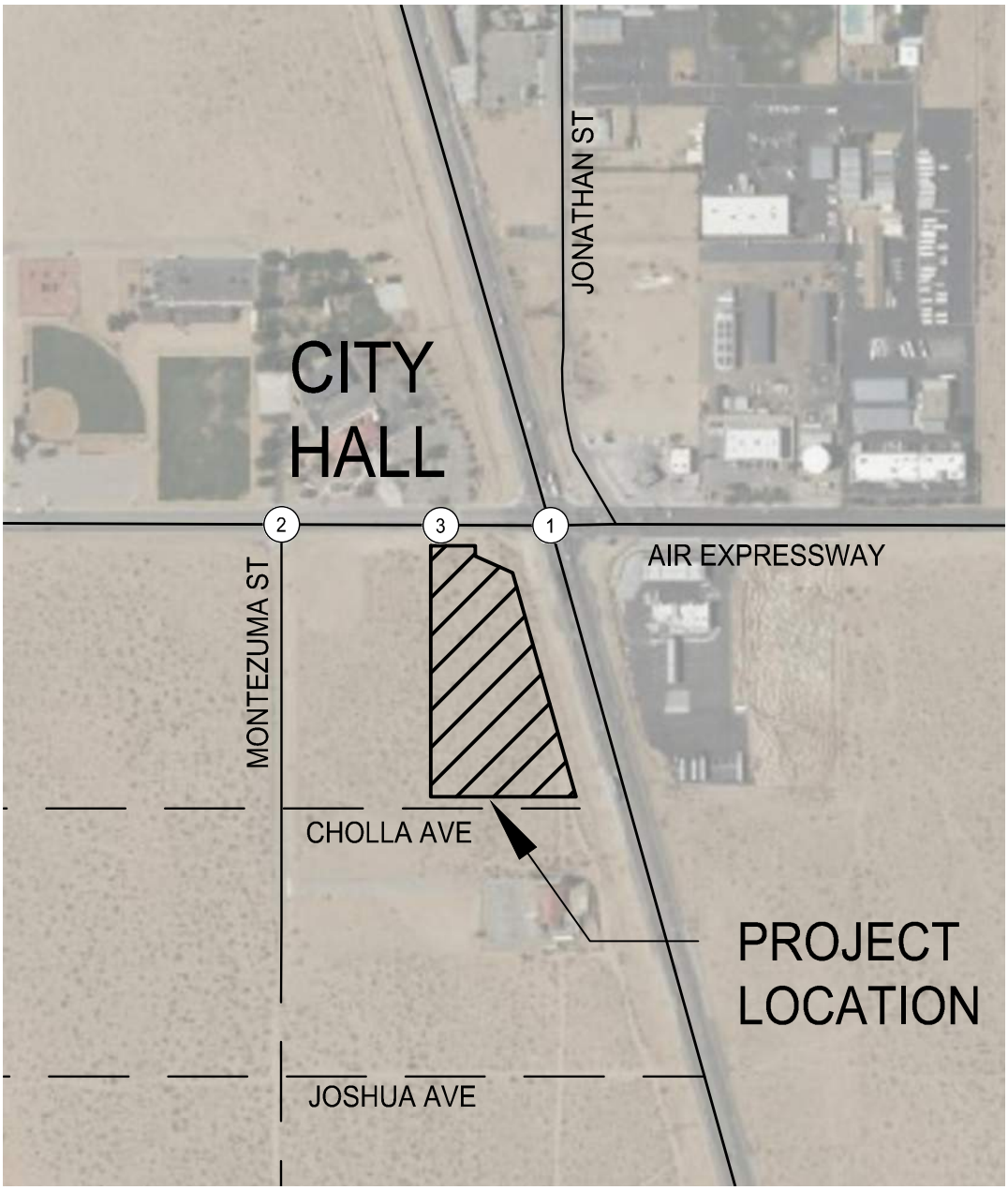
The intersection capacity analysis of future plus project conditions uses the projected AM and PM peak hour traffic volumes shown in **Figure 15** and the geometrics shown in **Figure 16**. **Table 7-1** and **Appendix D** provide the results of the analysis.

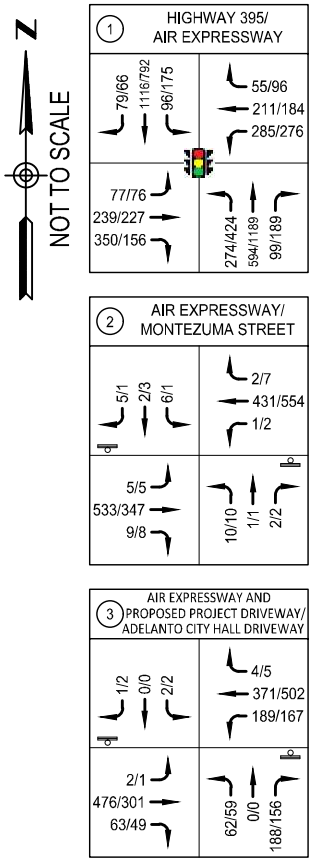
Table 7-1: Comparison of Year 2045 Future and Future Plus Project Intersection Level of Service

Intersection	Control Type	Future Conditions				Future + Project Conditions				Change in Delay (Seconds)		Exceed City Criteria [a]	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1. Highway 395 / Air Expressway	TS	108.8	F	157.9	F	138.6	F	197.7	F	29.8	39.8	YES	YES
Improvements: Configure eastbound approach per Figure ES-2		Not Applicable Project Improvements				91.1	F	65.0	E	-17.7	-92.9	NO	NO
2. Air Expressway / Montezuma Street	SSSC	17.0	C	17.1	C	18.3	C	18.2	C	1.3	1.1	NO	NO
Improvements: Configure intersection approach per Figure ES-2	TS	Not Applicable Project Improvements				9.0	A	8.9	A	-8.0	-8.2	NO	NO
3. Air Expressway and Project Driveway / Existing City Hall Driveway	Driveway (Stop Controlled)	15.4	C	14.4	B	90.4	F	40.6	E	75.0	26.2	YES	YES
Improvements: Configure eastbound approach per Figure ES-2		Not Applicable Project Improvements				12.0	B	10.4	B	-4.0	-2.9	NO	NO

Notes:
The criteria used to determine the project's responsibility with respect to a level of service deficiency is (1) if the addition of project traffic causes an intersection's level of service to change from a LOS D or better to a LOS E or F, it is a project-specific deficiency requiring mitigation, and (2) if the project adds any traffic to an intersection operating at a deficient LOS E or LOS F prior to the addition of project traffic, it is cumulative deficiency in which the project may need to contribute its fair share to the cost of mitigation.
Abbreviations and Definitions:
TS – Traffic signal-controlled intersection, SSSC – Side-street stop-controlled intersection, TWLTL – Two way left turn lane
Delay – seconds per vehicle, LOS – Level of Service

As presented in **Table 7-1**, under future plus project conditions, only the intersection of Air Expressway / Montezuma Street is anticipated to operate below the city's standard LOS D. The intersection of Highway 395 and Air Expressway is anticipated to operate at LOS F during both peak hours. The intersection of Air Expressway / Montezuma Street is anticipated to operate at LOS C during both peak hours. The Project Driveway is anticipated to operate at LOS F under the AM peak hour and LOS E under the PM peak hour.





LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

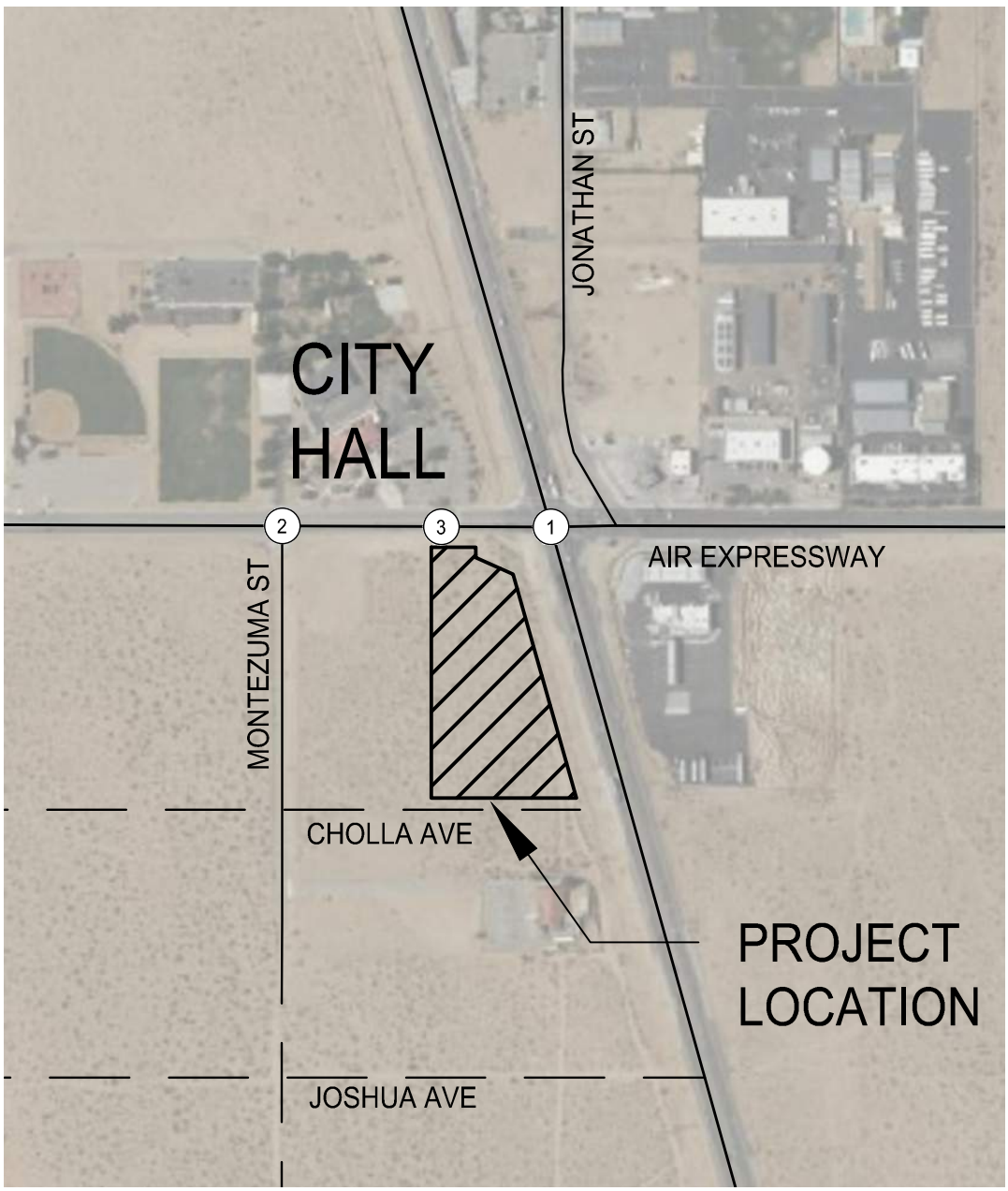
- STOP CONTROLLED INTERSECTION

- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

FIGURE 15: FUTURE + PROJECT TRAFFIC VOLUMES
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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NOT TO SCALE

1 HIGHWAY 395/ AIR EXPRESSWAY

2 AIR EXPRESSWAY/ MONTEZUMA STREET

3 AIR EXPRESSWAY AND PROPOSED PROJECT DRIVEWAY/ ADELANTO CITY HALL DRIVEWAY

LEGEND

- EXISTING GEOMETRICS
- PROPOSED GEOMETRICS
- ULTIMATE GEOMETRICS
- (#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

FIGURE 16: FUTURE + PROJECT INTERSECTION GEOMETRICS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

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In the year 2045 future conditions scenario, the intersection of **Highway 395 / Air Expressway** operates at LOS F during both peak hours due to regional and local growth in traffic even without the project. In the future plus project conditions scenario, this intersection operates at LOS F with delay increases of 30 to 40 seconds in the AM and PM peak hours, respectively. Implementation of the project's proposed improvements dramatically reduces intersection delay but does not improve the level of service deficit to the city's standard LOS D.

Air Expressway / Montezuma Street in the year 2045 future conditions scenario operates at LOS C in both peak hours for the stop-controlled driveway on the north side of Air Expressway. With the addition of the project, the stop-controlled driveways continue to operate at LOS C with a couple of seconds of additional delay. Implementation of the project's proposed improvements, of installing a traffic signal, a raised curbed median, adding an eastbound through lane, a westbound through lane, and an exclusive northbound left turn lane improves the LOS to A in both peak hours.

The **Air Expressway and Project Driveway / Existing City Hall Driveway** changes from a LOS C or better in both during peak hours to a LOS F in the AM peak hour and to a LOS E in the PM peak hour with the addition of project traffic and a fourth leg to the intersection in the year 2045. Implementation of the project's proposed improvement of installing a raised curbed median, restricting the driveways to right in/right out only, providing an additional eastbound through lane, and a westbound share through-right lane reduce the peak hour delay and improves the LOS to B for both peak hours.

7.2 Future plus Project Traffic Queuing Analysis

A queuing analysis for the future plus project conditions was performed for the intersection of Highway 395 and Air Expressway. The queuing analysis was performed utilizing the Trafficware SimTraffic Version 11 software package. The 95th percentile maximum queue length results for the project conditions are shown in and.

Table 7-2: Queuing Analysis – Future Plus Project Conditions

Intersection	Movement	Storage Length[1] (Feet)	Future + Project Conditions		Future + Project Conditions with Improvements	
			AM	PM	AM	PM
1. Highway 395 / Air Expressway	EBL	225, (375)	88	90	120	105
	EBTR		257	263	-	-
	(EBT)		-	-	150	140
	(EBT)		-	-	124	127
	(EBR)		-	-	233	102
Abbreviations and Definitions: "-" – Not applicable to the scenario, Queue – In feet , 95% - 95 Percentile Queue Length, [1] = Existing (Proposed)						

As presented in **Table 7-2**, under future plus project conditions, the proposed turn bay lengths will accommodate the AM and PM peak 95th percentile traffic flows.

7.3 Cumulative Conditions Improvements

As described in the project description in **Section 1.4**, the addition of regional and local growth in traffic additional improvements are proposed for the Ultimate Conditions. The installation of the raised curbed median and the removal of the continuous left turn lane result in an additional eastbound through lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway. The installation of a traffic signal at the intersection of Air Expressway at Montezuma Street allows for increased capacity at the intersection. The ultimate improvements are illustrated in the conceptual geometric plan in **Figure ES-2** presented in the Executive Summary.

8 APPENDICES

Appendix A: Approved Traffic Scope
Appendix B: Traffic Counts
Appendix C: Forecast Model Volume Development
Appendix D: Intersection Capacity Analysis
Appendix E: Collision Data
Appendix F: Queuing Analysis
Appendix G: Vehicle Miles Travel Analysis

Appendix A: Approved Traffic Scope

DAVID EVANS
AND ASSOCIATES INC.

April 21, 2023 Job No. OONT0007-0001

MEMORANDUM



To: Karan Bhatia
780 Brea Canyon Road
Diamond Bar, CA 91765

From: James Daisa, PE
Senior Transportation Project Manager

RE: TRAFFIC IMPACT STUDY SCOPING AGREEMENT – PROPOSED COMMERCIAL DEVELOPMENT LOCATED AT HIGHWAY 395 AND AIR EXPRESSWAY, IN ADELANTO, CALIFORNIA

This memorandum presents key elements of the proposed Focused Traffic Impact Study Report (TIS Report) scope of work for the above referenced development project. The purpose of this memorandum is to inform the City of Adelanto of our traffic study assumptions and methodologies prior to preparing the study. We will incorporate any changes specified by the city, and once approved, this document will serve as our notification to proceed.

In addition to the information provided below and attached exhibits, a standard Project Traffic Analysis Scoping Form, consistent with City of Adelanto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment, is included with this memorandum (see **Attachment 1**).

A. Project Description

The proposed project consists of a convenience store/gas station (food mart) in its first phase (Phase 1). Phase 2 will add a QSR (quick service restaurant) area and an adjacent retail building on 4.65 acres in the City of Adelanto.

The proposed project is located at the southwest corner of Highway 395 and Air Expressway, as illustrated in **Exhibit A**. The development site is bounded to the north by Adelanto City Hall and Air Expressway, to the south by undeveloped land and the future Cholla Avenue that will be paved, to the east by Highway 395 and existing commercial development, and to the west by undeveloped land and Montezuma St. **Exhibit B** shows the proposed site plan. Access to the site will be from two full access driveways, one on Air expressway and one on Cholla Avenue.

B. Project Trip Generation

Table 1 summarizes the estimated trip generation for the proposed project for the peak hours within the AM (7-9 AM) and PM (4-6 PM) peak periods. The trip generation rates for the site including Convenience Store/Gas Station sub-category VFP (16-24) (LU 945), Fast-Food Restaurant with Drive-Through Window (LU 934), and Strip Retail Plaza (<40k) (LU 822) were obtained from the ITE Trip Generation Manual, 11th Edition. The site has a total of 32 VFPs, so the highest number provided by the ITE Trip Generation Manual, 11th Edition (which is for 16-24 VFP) was used to calculate the rates.

Pass-by factors for the convenience store/gas station, and fast-food restaurant with drive-through window were obtained from recently approved area projects with similar land uses. A reduction in trips of 10% for internal capture is assumed for the development.

Table 1: Project Trip Generation

	Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	***Convenience Store/Gas Station VFP (16-24) Land Use Category (ITE 945)***								
	Rates (per 1,000 Sq. Ft. GFA)	4,960	1,283.38	45.68	45.68	91.35	39.48	39.48	78.95
	Trips		6,366	227	227	454	196	196	392
	Internal Trips (10%)[1]		637	23	23	46	20	20	40
	Adjusted Trips		5,729	204	204	408	176	176	352
	Primary Trips (25%)		1,433	51	51	102	44	44	88
	Diverted-Link Trips (50%)		2,865	102	102	204	88	88	176
	Pass-By Trips (25%)		1,433	51	51	102	44	44	88
2	***Fast-Food Restaurant with Drive-Through Window Land Use Category (ITE 934)***								
	Rates (per 1,000 Sq. Ft. GFA)	2,600	467.48	22.75	21.86	44.61	17.18	15.85	33.03
	Trips		1,216	59	57	116	45	41	86
	Internal Trips (10%)[1]		122	6	6	12	5	4	9
	Adjusted Trips		1,094	53	51	104	40	37	77
	Primary Trips (50%)		547	27	26	53	20	19	39
	Diverted-Link Trips (30%)		329	16	15	31	12	11	23
	Pass-By Trips (20%)		219	11	10	21	8	8	16
3	***Strip Retail Plaza (<40k) Land Use Category (ITE 822) 3 units***								
	Rates (per 1,000 Sq. Ft. GFA)	2,283	54.45	1.42	0.94	2.36	3.30	3.30	6.59
	Trips		125	3	2	5	8	8	16
	Internal Trips (10%)[1]		13	1	1	2	1	1	2
	Adjusted Trips		112	2	1	3	7	7	14
	Primary Trips		112	2	1	3	7	7	14
	Total Site Adjusted Project Trips		6,935	259	256	515	223	220	443
	Primary Project Trips		2,089	79	78	157	71	69	140
	Diverted-Link Project Trips		3,194	118	117	235	100	99	199
	Pass-By Project Trips		1,652	62	61	123	52	52	104

Notes:
Source of trip generation rates and pass-by factors: *Trip Generation*, Institute of Transportation Engineers", 11th Edition.
[1] The internal trip reduction of 10 percent reflects trips between the various uses within the project.

As presented in **Table 1**, the proposed project is estimated to generate 2,089 daily trips, 157 primary AM peak hour trips, and 140 primary PM peak hour trips.

C. Project Trip Distribution and Assignment

Project traffic was distributed by general direction (east, west, north, and south) based on where the project's customers are likely to reside (e.g., concentration of residential neighborhoods), or major roadways and highways customers would likely use to access the project. Once the directional distribution pattern was established, project trips were assigned to the area streets that provide the most direct route to these directions.

Exhibit C-1 illustrates the distribution of primary project trips in percentages by movement and direction. **Exhibit C-2** illustrates the distribution of the diverted-link trips in percentages by movement and direction. **Exhibit D-1** illustrates the assignment of the primary project trips to the study intersections. **Exhibit D-2** illustrates the assignment of the diverted-link project trips to the study intersections. **Exhibit D-3** illustrates the assignment of the pass-by project trips to the study intersections. **Exhibit D-4** illustrates the assignment of the total project trips to the study intersections. The estimated trip generation and distribution is also included in the Project Traffic Analysis Scoping Form (**Attachment 1**).

D. Study Intersections

Focused traffic studies evaluate project access driveways and nearby intersections that project traffic use to access the driveways. This scope proposes to include two existing intersections and one proposed driveway for inclusion in the study.

1. Highway 395 / Air Expressway
2. Air Expressway / Montezuma Street
3. Air Expressway and Proposed Project Driveway / Existing Adelanto City Hall Driveway

The intersection of Highway 395 at Air Expressway is currently signalized. The intersections of Air Expressway at Montezuma Street and Air Expressway at Existing Adelanto City Hall Driveway are currently side street stop controlled.

E. Traffic Study Scenarios

The traffic study analysis scenarios, consistent with the city's impact analysis guidelines, include:

1. Existing Conditions AM (7-9 AM) and PM (4-6 PM)
2. Background Opening Year Conditions (Year 2025):
    a. Growth (conservative estimate of the combined area growth and traffic generated by nearby, but unidentified development, 3.5% ambient growth).
3. Background Opening Year plus Project Conditions (Year 2025):
    a. Project traffic added to background condition forecasts.
4. Future Cumulative Conditions (Year 2045):
    a. 20-year horizon forecasts will be extrapolated from year 2040 projections derived from the San Bernardino Transportation Analysis Model (SBTAM).
5. Future Cumulative Conditions with Project (Year 2045):
    a. Project traffic added to the forecasts developed for future year 2045 conditions.

F. Vehicle Miles of Travel (VMT) Screening

The City of Adelanto has developed guidelines for analyzing a development project's VMT in conformance with SB 743 effective as of July 1, 2020. According to the guidelines a VMT analysis would apply to projects that have the potential to increase the average VMT per service population (e.g., population plus employment) compared to the current County of San Bernardino VMT threshold of 32.7 VMT/Service Population.

Project Screening from Conducting VMT Analyses

There are three screening criteria that Adelanto has adopted to effectively screen projects from requiring a project-level VMT analysis, of which only two are applicable to the proposed project.

1. <u>Low VMT Area Screening</u>

SBCTA's VMT screening tool evaluates project sites for being located within a "low VMT generating area". These are areas in the which the existing land uses (or the projected land uses) generate low levels of VMT due to the characteristic of the land uses in the area or due to the area's geographic location near other areas with a mix of land uses so people need not drive far for work, shopping, or school. The tool identifies the average VMT for the land uses in each of the SBCTA model's traffic analysis zones (TAZ's) by horizon year. The average VMT metric for a TAZ is compared against the County's average VMT threshold of 32.7 VMT / service population as adopted by the City of Adelanto.

If the land uses in the TAZ in which the proposed project is located generates VMT less than the threshold, the project is in a low VMT generating area. The project may then be presumed to have a non-significant impact on VMT as long as the project's land use is consistent with the existing and/or planned land use within the TAZ that was found to generate low levels of VMT. If the project land use is substantially different than the land use assumed in the SBCTA model, then the project cannot be presumed to have the same low VMT characteristics.

Low VMT Generating Area Screening of Proposed Project

The visual output of the project area is shown in **Figure A**. The Adelanto Commercial Development project is located within TAZ 53902401. The outcome of the VMT screening tool for the project is shown in **Table 2.**



Figure A: *SBCTA Low VMT Area screening tool output indicating that the project is not located within a low VMT generating Traffic Analysis Zone (TAZ).*

2. <u>Project Type Screening</u>

In the current city guidelines *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (July 2020)*, the second applicable screening criteria, project type, has two components. The first component to screen small development projects is based on daily traffic generation, whereas a development generating less than 110 daily trips can be presumed to have a non-significant impact on VMT. The second component screens development projects defined as locally serving, which includes commercial retail under 50,000 square feet and other locally serving land uses listed in the guidelines.

On April 27, 2022, Adelanto's City Council approved a resolution that replaces the first component of the project type screening based on daily traffic with a threshold based on CO2 emissions. Resolution No. 20-41-A adopts a carbon dioxide equivalent threshold of significance for purposes of analyzing transportation impacts under CEQA. Based on analysis supporting the resolution, the project type screening includes a list of common land uses and the maximum size of development (dwelling units or square feet) that would generate less than the threshold established for CO2 emissions (3,000 MT). This list includes retail at a threshold of 135,000 square feet (non-locally serving).

Results of VMT Screening Assessment

The project was assessed under the low VMT generating criteria for two planning years: 1) planning horizon 2025, and 2) planning horizon 2040. The results in **Table 2** are shown for the TAZ the project spans in each planning year.

Table 2: SBCTA Low VMT Generating Area Screening for Project by TAZ

Planning Year	TAZ Number	Transit Priority Area (TPA)	Metric	TAZ VMT (VMT/Service Population)	County Threshold (VMT/Service Population)	Percent Difference
2025 Planning Horizon	53902401	No	VMT / Service Population	116.4	33.6	246%
2040[1] Planning Horizon	53902401	No	VMT / Service Population	117.1	35.3	232%

Notes:
Source: SBCTA VMT screening tool attribution table for TAZ 53902401. VMT presented (TAZ VMT) is calculated from OD VMT per service population for the year 2025 and 2040 planning horizons.
Service population = residents + employees
[1] SBCTA VMT tool only contains up to year 2040, so the numbers for planning year 2045 are the numbers for year 2040 from the VMT analysis tool

- TAZ 53902401 is not in a Transit Priority Area and its VMT per service population of 116.4 exceeds the threshold 33.6 by 246%, therefore it is not a low VMT area.
- TAZ 53902401 is not in a Transit Priority Area and its VMT per service population of 117.1 exceeds the threshold 35.3 by 232%, therefore it is not a low VMT area.

The project is not screened from requiring a VMT analysis based on the low VMT generating area criterion.

The new project type screening criterion adopted in Resolution 20-41-A, considers retail under 135,000 square feet of floor area as having a non-significant impact on air quality because it would generate CO2 emissions less than 3,000 metric tons (MT) annually.

The project is comprised of a convenience store/gas station, a fast-food restaurant, and a retail building as part of a non-locally serving commercial center with a building floor area of about 10,000 square feet. Since the retail portion of the project is less than the 135,000 square foot maximum size threshold, it is screened from being required to conduct a VMT analysis.

The retail portion of the proposed project is screened from requiring a VMT analysis based on the recently adopted emissions-based project type screening criterion.

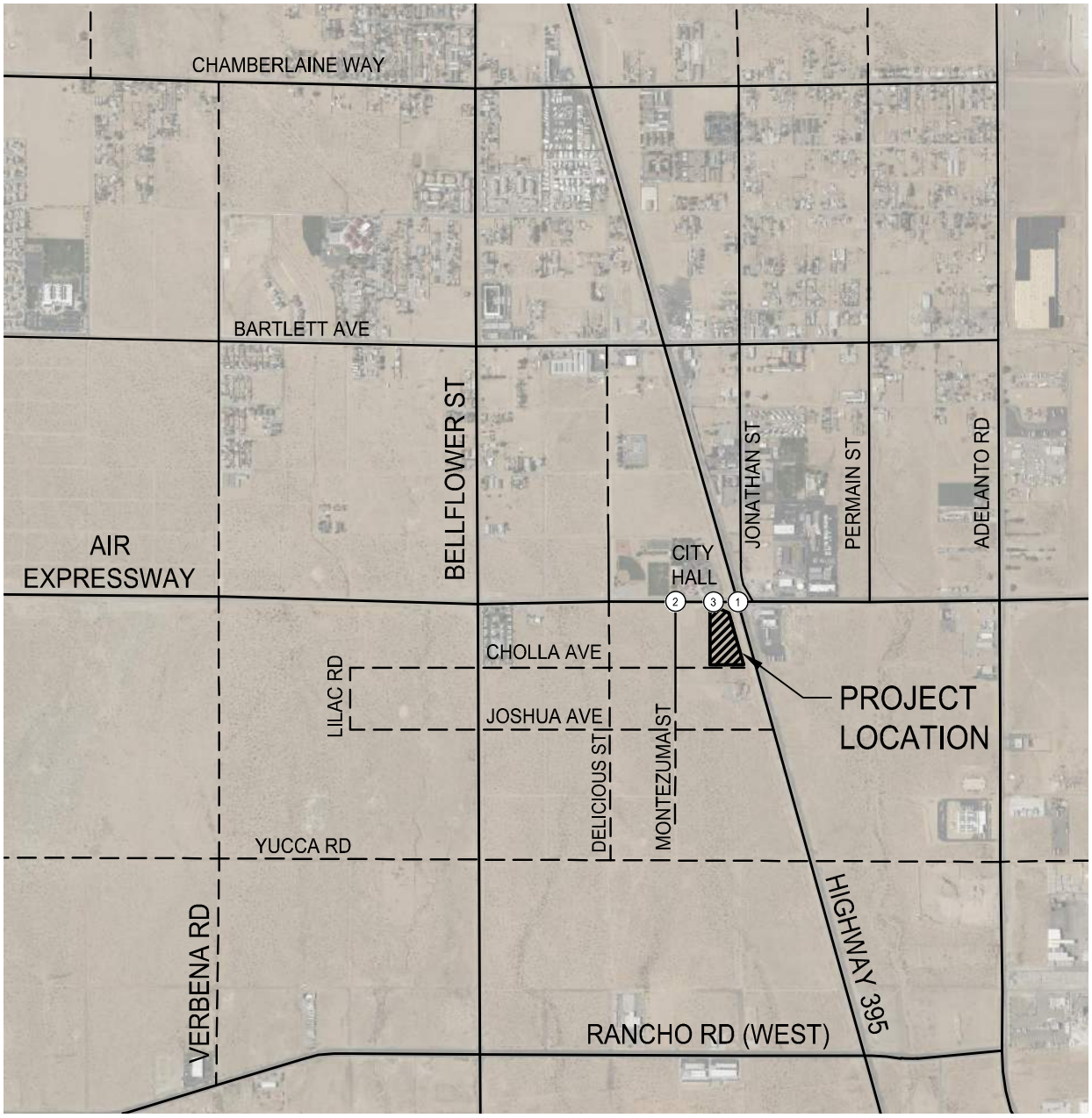
If you have any questions or comments, please feel free to contact me at (909) 912-7304.

Attachments:

1. Exhibit A – Vicinity Map
2. Exhibit B – Site Plan
3. Exhibit C-1 – Primary Trip Distribution
4. Exhibit C-2 – Diverted-Link Trip Distribution
5. Exhibit D-1 – Primary Project Trips
6. Exhibit D-2 – Diverted-Link Project Trips
7. Exhibit D-3 – Pass-By Project Trips
8. Exhibit D-4 – Total Project Trips
9. Attachment 1 – Standard Traffic Analysis Scoping Form

N

NOT TO SCALE

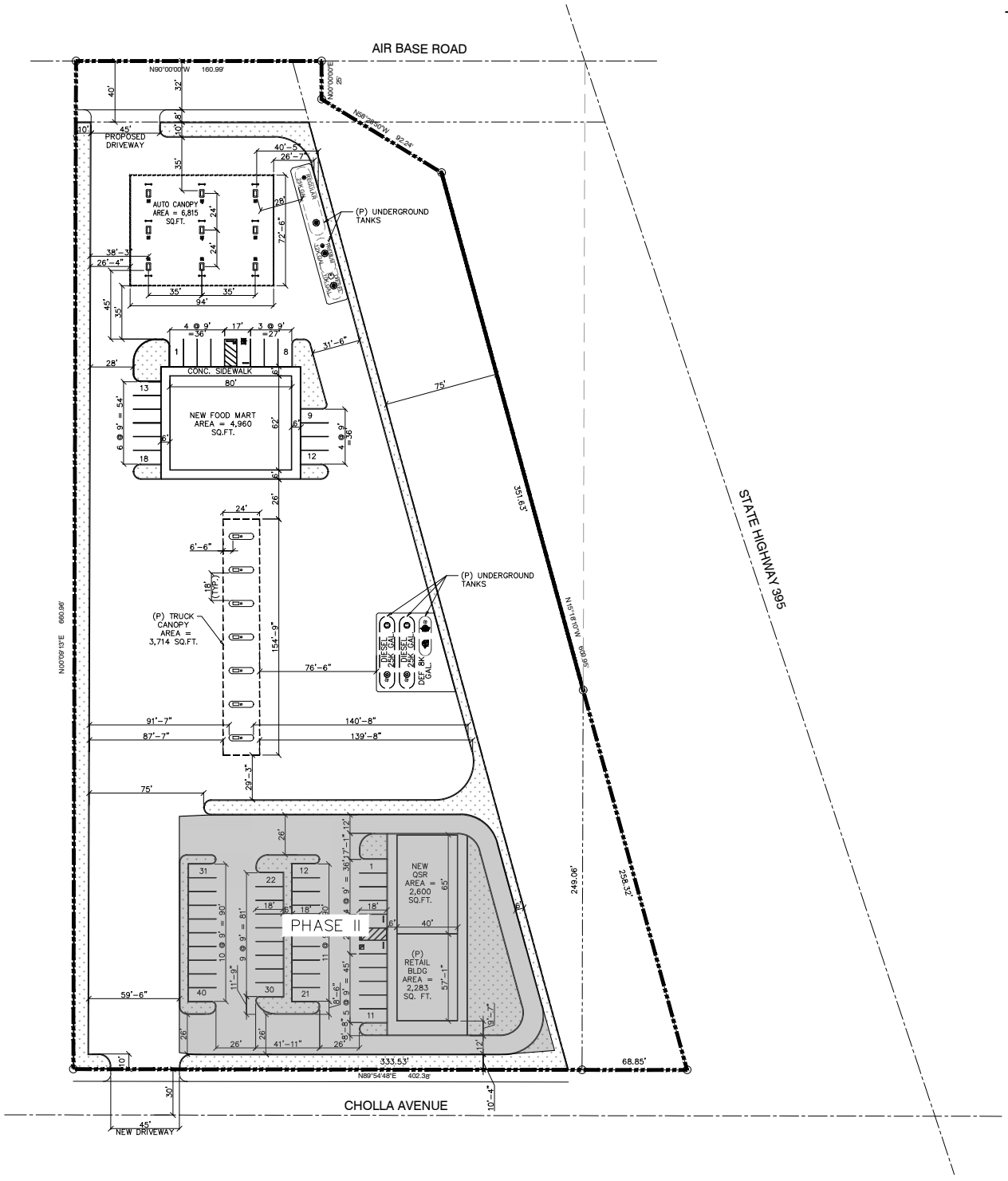


(#) - STUDY INTERSECTIONS

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT A: VICINITY MAP
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

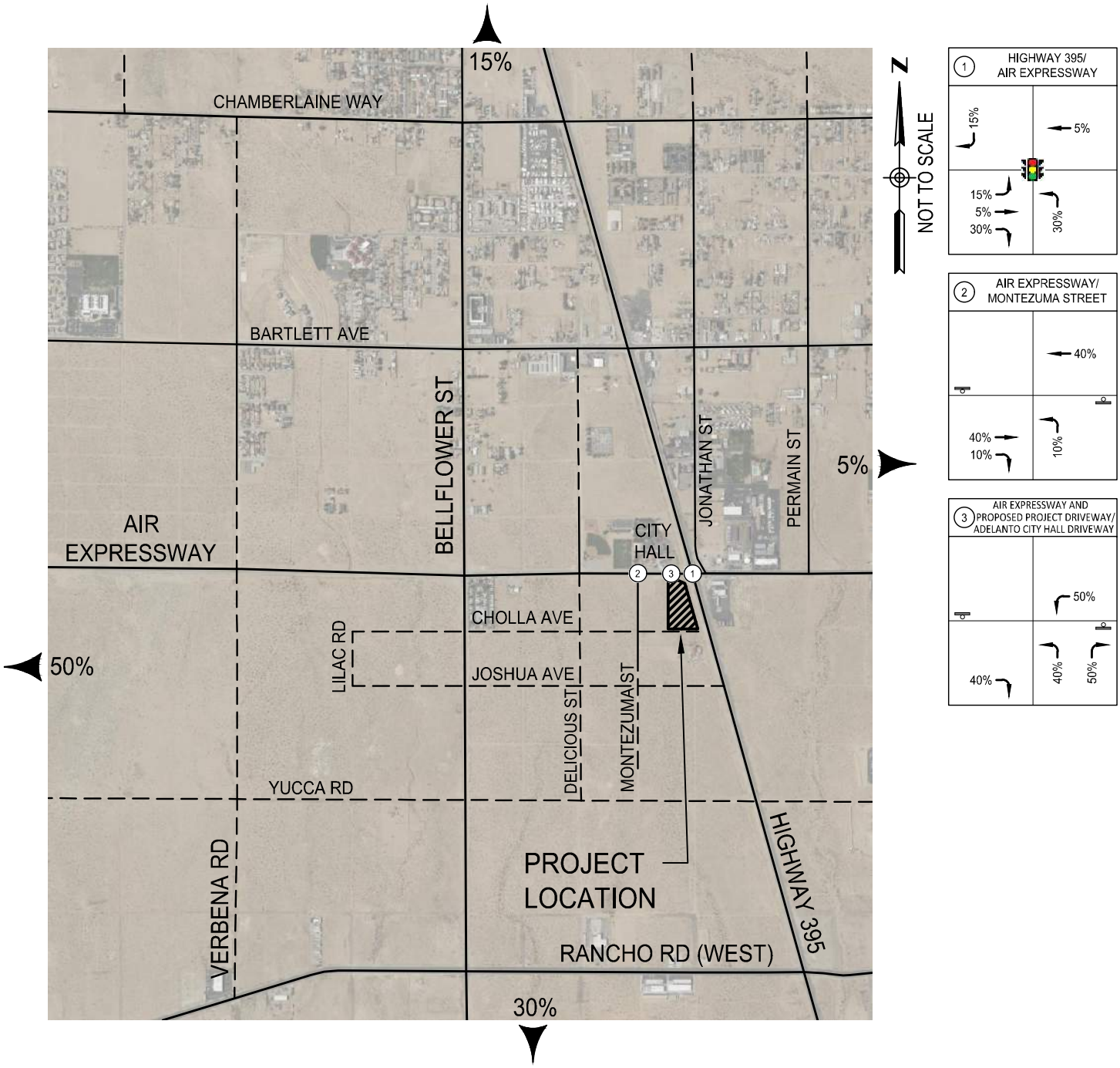
Drawing Name: P:\O\ONT\00070001\0400CAD\Scope\Exhibit A.dwg
Last Opened: Apr 21, 2023 - 10:33am by: hesy



DAVID EVANS AND ASSOCIATES INC.

EXHIBIT B: SITE PLAN
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

Drawing Name: P:\O\ONT\00070001\0400CAD\Scope\Exhibit B.dwg
Last Opened: Apr 21, 2023 - 10:33am by: hesy



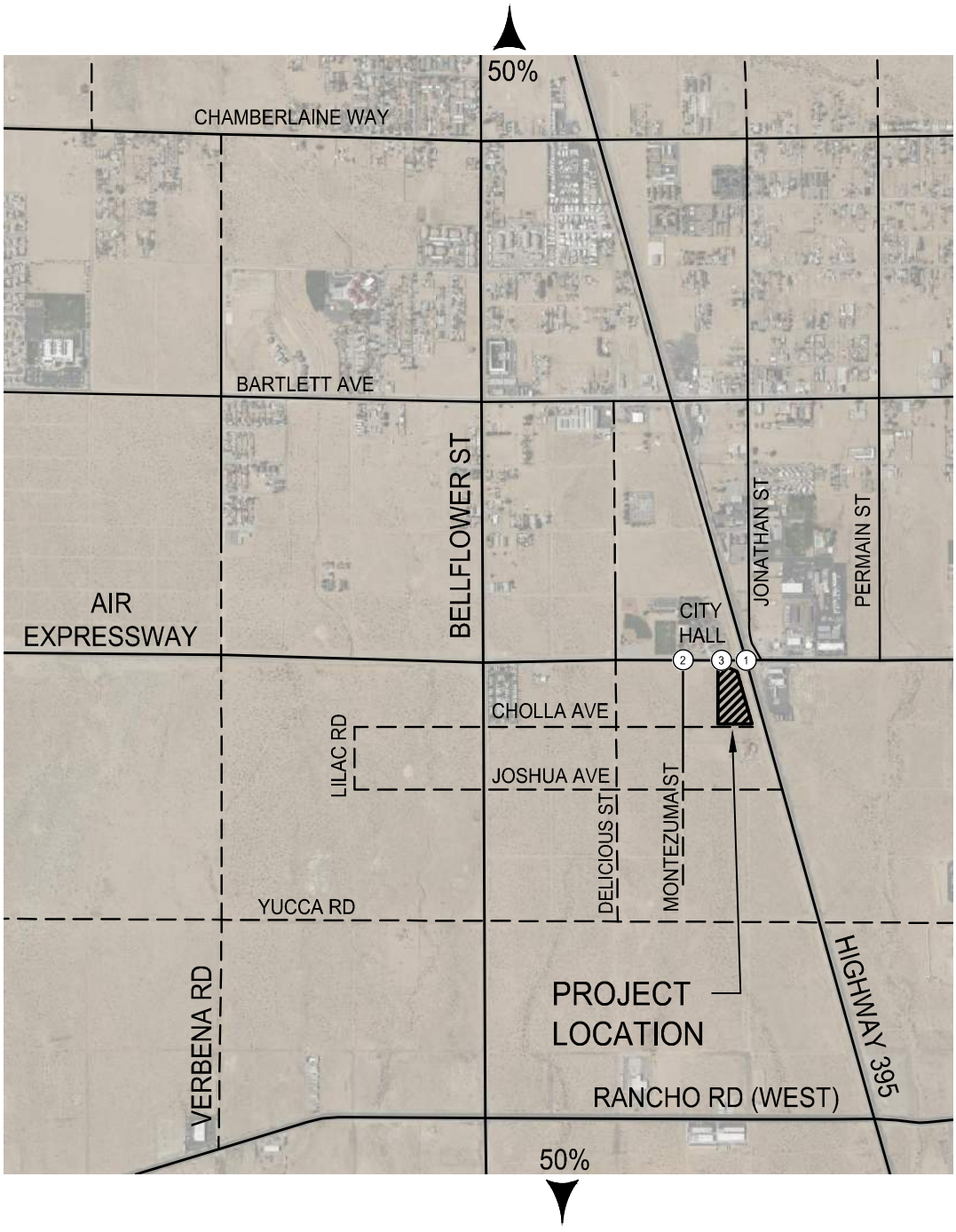
LEGEND

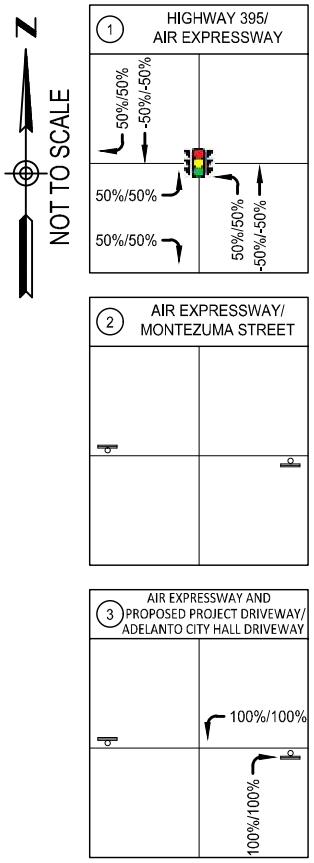
- XX% — GENERAL PROJECT TRIP DISTRIBUTION
- XX% — SPECIFIC PROJECT TRIP PERCENTAGE
- (#) — STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT C-1: PRIMARY TRIP DISTRIBUTION
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

Drawing Name: P:\O\ONT\00070001\0400CAD\Scope\Exhibit C-1.dwg
Last Opened: Apr 21, 2023 - 10:33am by: hesy





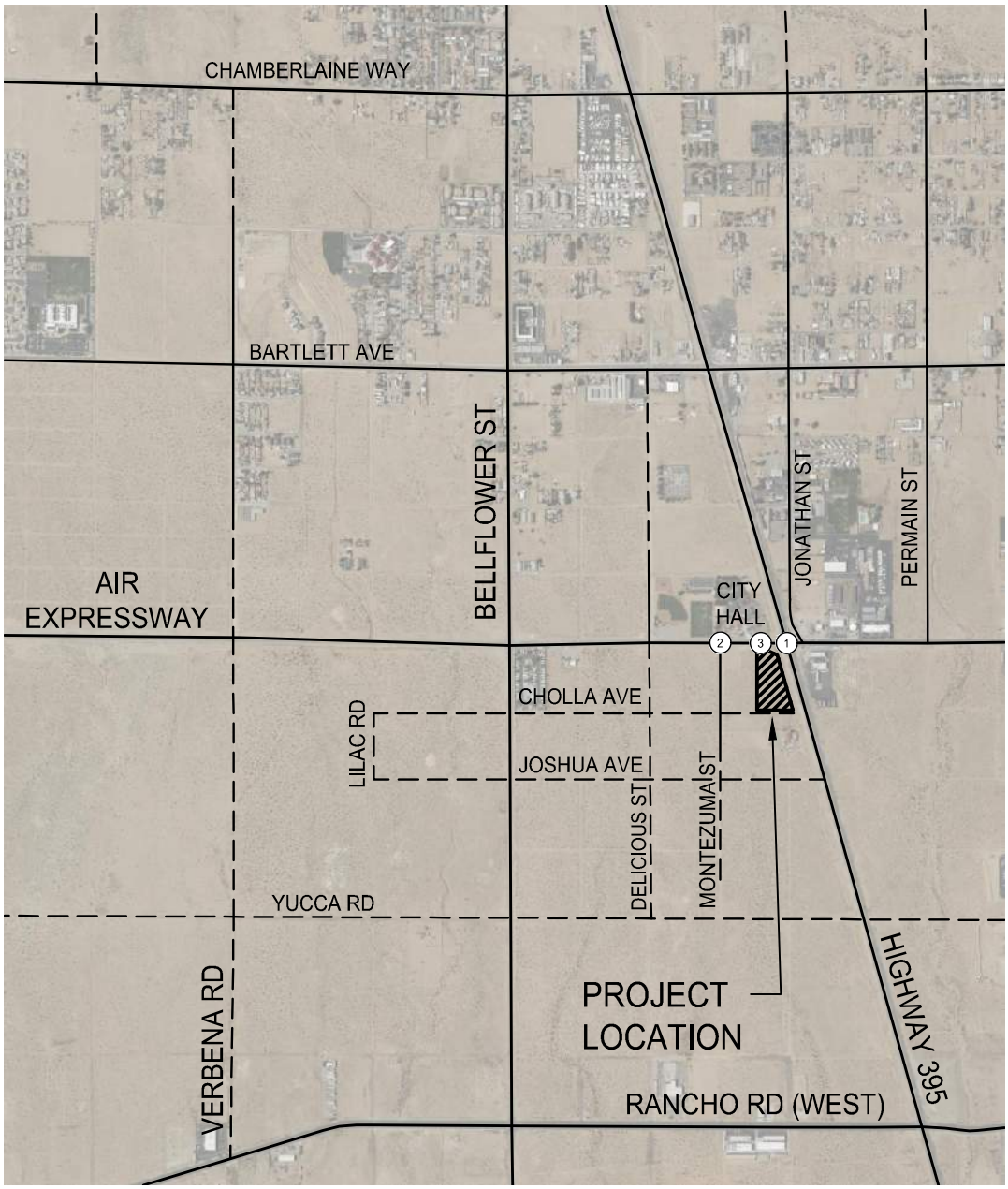
LEGEND

- XX% - GENERAL PROJECT TRIP DISTRIBUTION
- XX% - SPECIFIC PROJECT TRIP PERCENTAGE
- (#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT C-2: DIVERTED-LINK TRIP DISTRIBUTION
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

Drawing Name: P:\O\ONT\00070001\0400CAD\Scope\Exhibit C-2.dwg
Last Opened: Apr. 21, 2023 - 2:53pm by: heay



PRIMARY PROJECT TRIPS

AM PEAK PERIOD - 79 IN / 78 OUT
PM PEAK PERIOD - 71 IN / 69 OUT

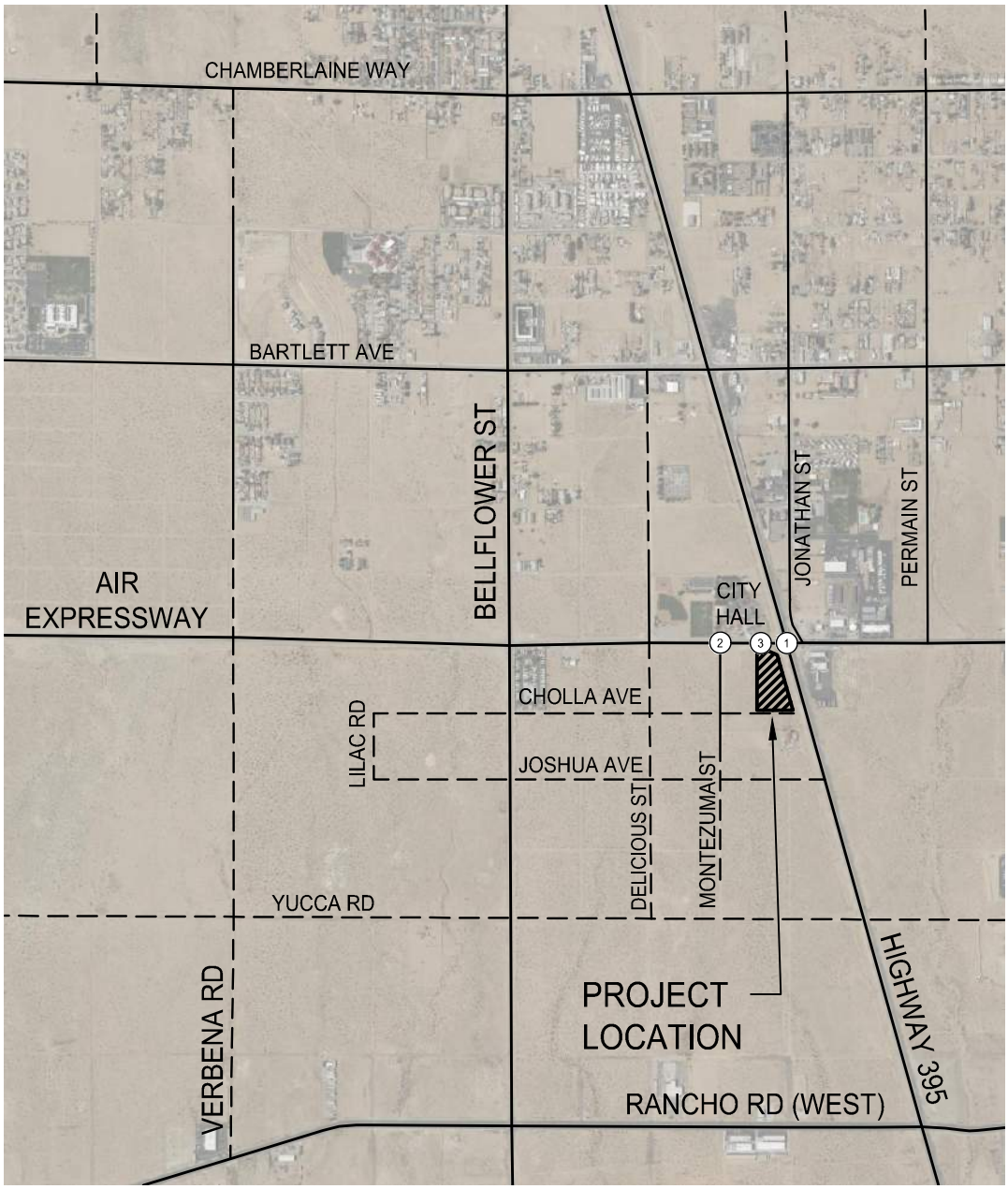
LEGEND

XX/XX - AM/PM PROJECT TRIPS
(#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

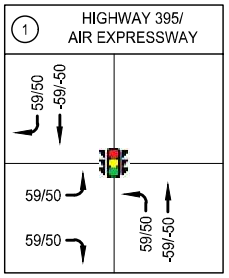
EXHIBIT D-1: PRIMARY PROJECT TRIPS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

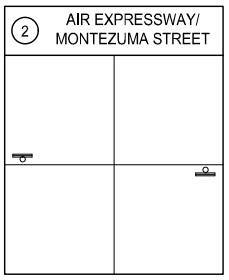
Drawing Name: P:\O\ONT\00070001\0400CAD\Scope\Exhibit D-1.dwg
Last Opened: Apr 21, 2023 - 10:32am by: hesy

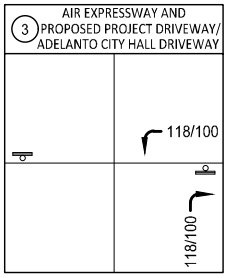


N

NOT TO SCALE







DIVERTED-LINK PROJECT TRIPS

AM PEAK PERIOD - 118 IN / 117 OUT
PM PEAK PERIOD - 100 IN / 99 OUT

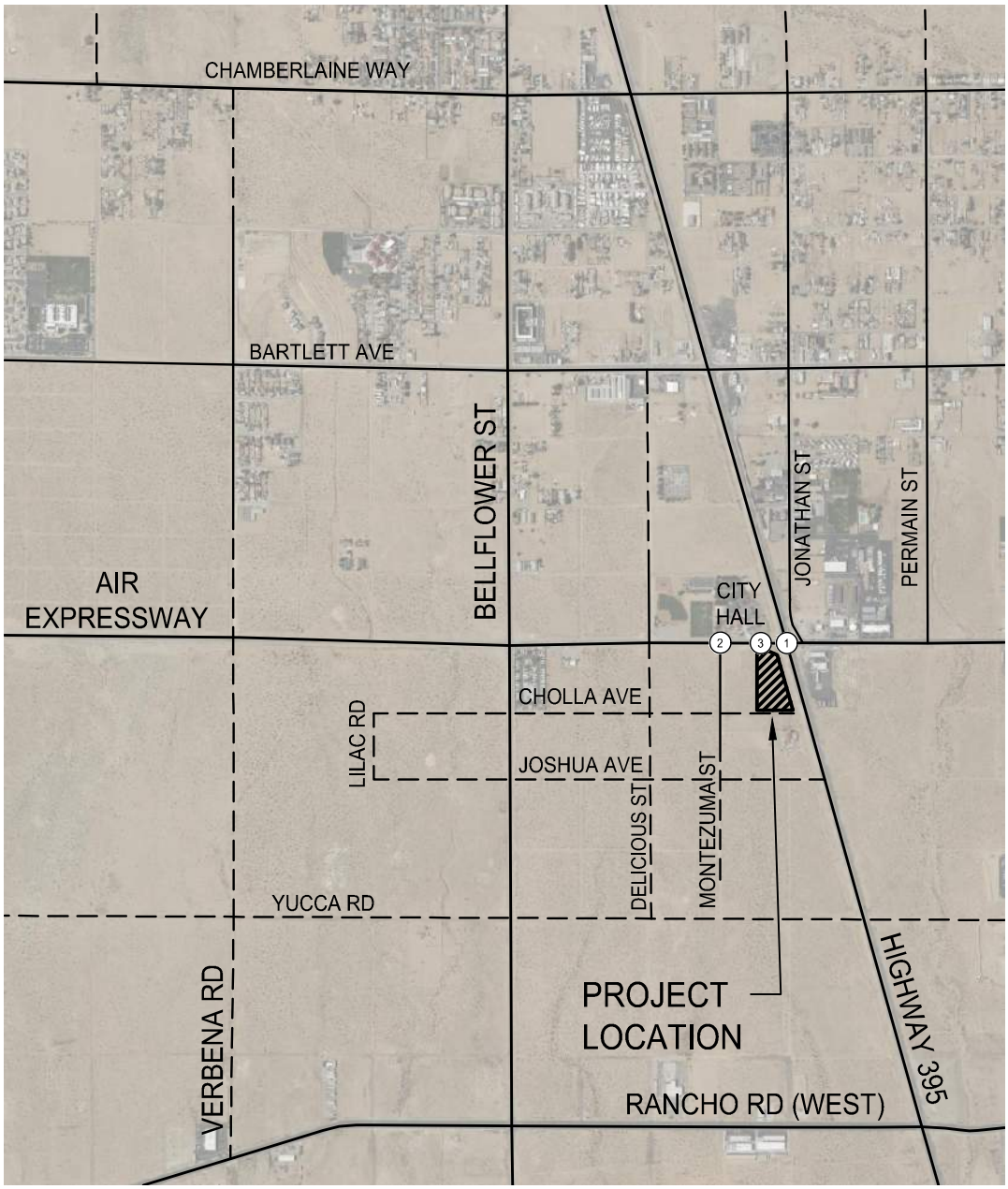
LEGEND

XX/XX - AM/PM PROJECT TRIPS
(#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT D-2: DIVERTED-LINK PROJECT TRIPS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

Drawing Name: P:\O\ONT\00070001\0400CAD\Scope\Exhibit D-2.dwg
Last Opened: Apr 21, 2023 - 10:33am by: hesy



PASS-BY PROJECT TRIPS

AM PEAK PERIOD - 62 IN / 61 OUT
PM PEAK PERIOD - 52 IN / 52 OUT

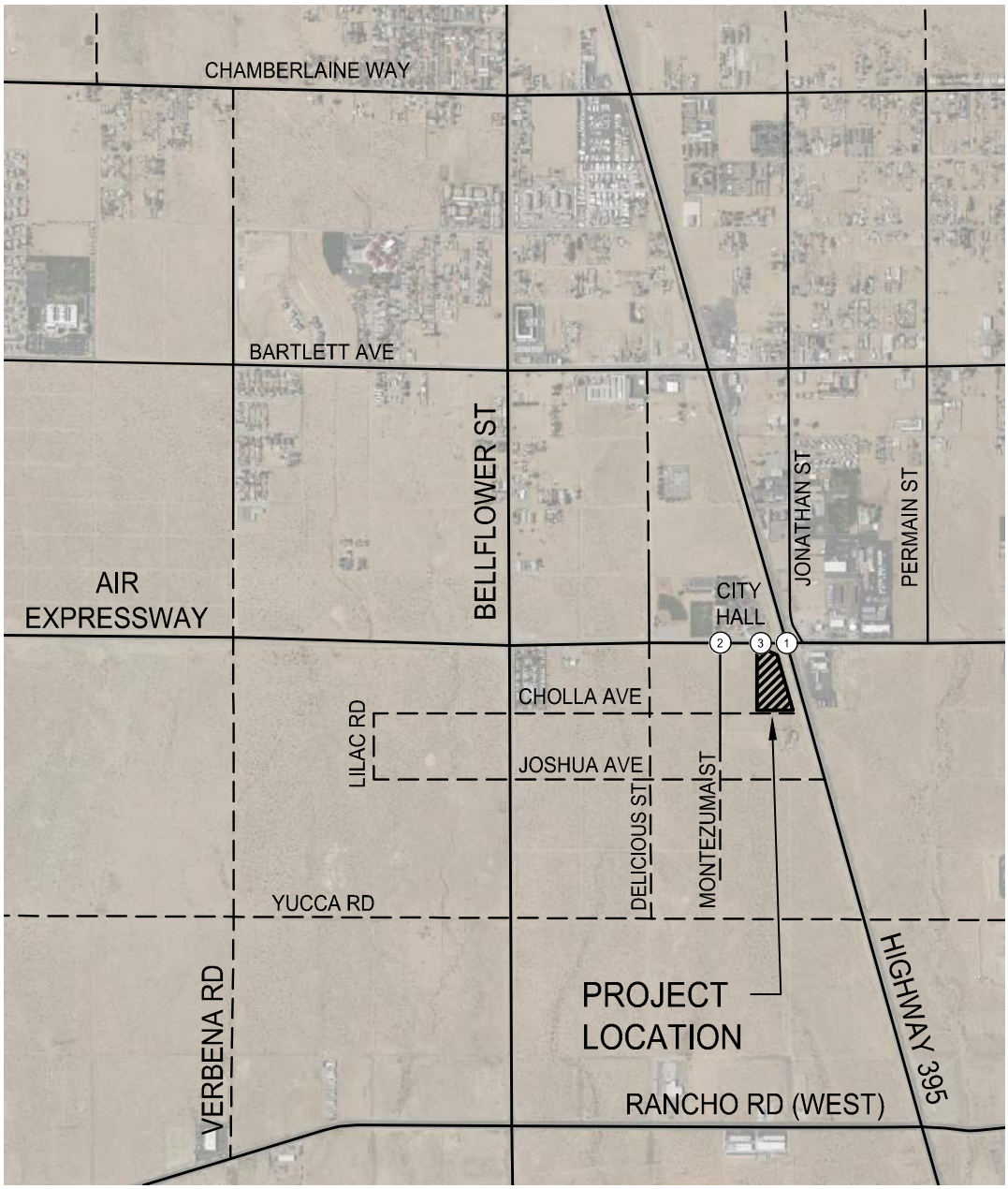
LEGEND

XX/XX - AM/PM PROJECT TRIPS
(#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT D-3: PASS-BY PROJECT TRIPS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

Drawing Name: P:\O\ONT\00070001\0400CAD\Scope\Exhibit D-3.dwg
Last Opened: Apr 21, 2023 - 10:33am by: hesy



TOTAL PROJECT TRIPS

AM PEAK PERIOD - 259 IN / 256 OUT
PM PEAK PERIOD - 223 IN / 220 OUT

LEGEND

XX/XX - AM/PM PROJECT TRIPS
(#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

EXHIBIT D-4: TOTAL PROJECT TRIPS
ADELANTO COMMERCIAL 395 & AIR EXPRESSWAY
ADELANTO, CA

Drawing Name: P:\O\ONT\00070001\0400CAD\Scope\Exhibit D-4.dwg
Last Opened: Apr 21, 2023 - 10:33am by: hesy

Project Scoping Form

This scoping form shall be submitted to the City of Adelanto to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Adelanto Commercial Development
Project Address:	Highway 395 and Air Expressway
Project Opening Year:	2025
Project Description:	The proposed project consists of a convenience store/gas station, a quick service restaurant area, and a small retail building located on two parcels totaling 4.65 acres in the City of Adelanto.

	Consultant:	**Developer:**
Name:	Jim Daisa **David Evans and Associates**	Karan Bhatia
Address:	4141 E. Inland Empire Blvd, Suite 250	780 Brea Canyon Rd
	Ontario, CA	Diamond Bar, CA 91765
Telephone:	(909) 912-7304	(626) 602-4437
Fax/Email:	Jim.daisa@deainc.com	kbcali780@gmail.com

Trip Generation Information:

Trip Generation Data Source: Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition

Current General Plan Land Use:

_____

Proposed General Plan Land Use:

- Convenience Store/Gas Station sub-category VFP (16-24) (LU 945)
- Fast-Food Restaurant with Drive-Through Window (LU 934),
- Strip Retail Plaza (<40k) (LU 822)

Current Zoning:

_____

Proposed Zoning:

_____

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	259	256	515
PM Trips	0	0	0	223	220	443

Trip Internalization: ■ Yes ☐ No (10% Trip Discount)

Diverted Link: ■ Yes ☐ No (LU 934 (30%) Trip Discount
LU 945 (50%) Trip Discount

Pass-By Allowance: ■ Yes ☐ No (LU 934 (20%) Trip Discount
LU 945 (25%) Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26).

Is the project screened from LOS assessment? ☐ Yes ■ No

LOS screening justification (see Page 11 of the guidelines): _____

Is the project screened from VMT assessment? ■ Yes ☐ No

VMT screening justification (see Pages 24-26 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (See Exhibit C-1, Primary Trip Distribution, for Detailed Distribution):

	North	South	East	West
Primary Trip Distribution	15%	30%	5%	50%

- Attach list of Approved and Pending Projects that need to be considered (provided by the City Traffic Engineer and adjacent agencies). As outlined in the Traffic Impact Study Scoping Agreement a conservative estimate of the combined area growth and traffic to be generated by nearby development, 3.5% ambient growth.
- Attach list of study intersections/roadway segments – See Traffic Impact Study Scoping Agreement Exhibits C-1, C-2, D-1, D-2, D-3, and D-4
- Attach site plan– See Traffic Impact Study Scoping Agreement Exhibit B
- Note other specific items to be addressed:
    - Site access
    - On-site circulation- NO
    - Parking- NO
    - Consistency with Plans supporting Bikes/Peds/Transit- NO
    - Other _____
- Date of Traffic Counts _____
- Attach proposed analysis scenarios (years plus proposed forecasting approach) – See Traffic Impact Study Scoping Agreement
- Attach proposed phasing approach (if the project is phased) – Not applicable

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used SBTAM Forecast Model
- Attach SBCTA Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Appendix B: Traffic Counts

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: HWY 395
EAST-WEST STREET: AIR EXPRESSWAY
JURISDICTION: ADELANTO

DATE: 05-23-23

PEAK HOUR: 07:45AM

NORTH LEG

TOTAL: 408

Rt	Thru	Lt	
9	253	146	Total
5	63	36	1st
2	76	28	2nd
2	57	44	3rd
0	57	38	4th

EAST LEG TOTAL: 517

	1st	2nd	3rd	4th	Total
Rt	27	32	24	34	117
Thru	88	97	43	91	319
Lt	21	18	18	24	81

WEST LEG TOTAL: 239

Total	1st	2nd	3rd	4th	
5	0	1	2	2	Lt
202	81	31	56	34	Thru
32	13	9	5	5	Rt

SOUTH LEG

TOTAL: 493

	Lt	Thru	Rt
1st	22	107	6
2nd	8	102	17
3rd	27	69	26
4th	20	86	3
Total	77	364	52

PEAK HOUR FACTORS

NORTH LEG = 0.96
SOUTH LEG = 0.91
EAST LEG = 0.87
WEST LEG = 0.64

ALL LEGS = 0.88

HOUR TOTAL: 1,657

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : HWY 395 ADELANTO
EAST-WEST STREET : AIR EXPRESSWAY 05-23-23
BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
6	49	41	0	2	0	0	1	0	0	10	3	112
4	51	30	0	7	0	0	1	2	0	10	1	106
3	63	49	0	2	0	0	0	0	0	8	0	125
5	53	33	0	2	2	0	0	0	0	8	1	104
1	65	23	1	2	2	0	0	0	0	9	3	106
2	49	43	0	0	0	0	0	0	0	8	1	103
0	46	33	0	1	3	0	1	2	0	9	0	95
2	75	30	0	2	1	0	1	0	0	14	2	127
23	451	282	1	18	8	0	4	4	0	76	11	878
SOUTH LEG												
10	40	6	1	2	1	0	1	0	0	6	0	67
14	55	5	1	3	0	0	0	0	0	7	0	85
4	59	15	1	3	0	0	0	0	1	7	0	90
5	96	22	0	2	0	0	1	0	1	8	0	135
15	82	8	0	7	0	0	2	0	2	11	0	127
18	56	25	6	1	1	0	1	0	2	11	1	122
1	70	20	0	3	0	0	1	0	2	12	0	109
8	66	9	1	0	0	1	0	0	0	15	0	100
75	524	110	10	21	2	1	6	0	8	77	1	835
EAST LEG												
27	52	20	3	0	1	1	1	0	2	0	0	107
10	72	27	2	1	1	0	0	0	0	3	5	121
17	49	16	2	4	1	0	0	1	3	1	2	96
22	83	18	2	2	1	0	0	1	3	3	1	136
26	93	16	0	3	0	2	0	1	4	1	1	147
24	40	15	0	2	0	0	0	0	0	1	3	85
28	89	22	1	1	0	3	0	0	2	1	2	149
16	60	20	0	0	1	0	0	0	3	1	5	106
170	538	154	10	13	5	6	1	3	17	11	19	947
WEST LEG												
17	27	0	1	0	0	0	1	0	0	0	0	46
9	57	0	0	0	0	0	0	0	0	0	0	66
11	59	1	0	0	0	0	1	0	0	1	0	73
13	78	0	0	1	0	0	0	0	0	2	0	94
8	28	1	1	0	0	0	0	0	0	3	0	41
4	53	2	0	0	0	0	0	0	1	3	0	63
4	32	2	1	1	0	0	0	0	0	1	0	41
9	27	2	0	4	0	0	0	0	0	1	0	43
75	361	8	3	6	0	0	2	0	1	11	0	467

Prepared by Newport Traffic Studies

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: HWY 395

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 07:00AM-08:00AM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
18	267	162	Total
6	62	44	1st
4	69	33	2nd
3	73	49	3rd
5	63	36	4th

	1st	2nd	3rd	4th	Total
Rt	33	12	22	27	94
Thru	53	76	54	88	271
Lt	21	33	20	21	95

Total	1st	2nd	3rd	4th	
1	0	0	1	0	Lt
227	28	57	61	81	Thru
51	18	9	11	13	Rt

	Lt	Thru	Rt
1st	7	49	11
2nd	5	65	15
3rd	15	69	6
4th	22	107	6
Total	49	290	38

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: HWY 395

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 08:00AM-09:00AM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
6	282	143	Total
2	76	28	1st
2	57	44	2nd
0	57	38	3rd
2	92	33	4th

	1st	2nd	3rd	4th	Total
Rt	32	24	34	19	109
Thru	97	43	91	61	292
Lt	18	18	24	26	86

Total	1st	2nd	3rd	4th	
7	1	2	2	2	Lt
153	31	56	34	32	Thru
28	9	5	5	9	Rt

	Lt	Thru	Rt
1st	8	102	17
2nd	27	69	26
3rd	20	86	3
4th	9	81	10
Total	64	338	56

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: HWY 395
EAST-WEST STREET: AIR EXPRESSWAY
JURISDICTION: ADELANTO

DATE: 05-23-23

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 749

Rt	Thru	Lt	
10	458	281	Total
3	89	49	1st
2	106	74	2nd
3	148	88	3rd
2	115	70	4th

EAST LEG TOTAL: 558

	1st	2nd	3rd	4th	Total
Rt	22	58	34	40	154
Thru	90	61	70	75	296
Lt	26	24	39	19	108

WEST LEG TOTAL: 321

Total	1st	2nd	3rd	4th	
26	5	4	11	6	Lt
261	59	48	86	68	Thru
34	12	2	9	11	Rt

SOUTH LEG

TOTAL: 472

	Lt	Thru	Rt
1st	33	105	1
2nd	28	68	7
3rd	18	108	17
4th	19	56	12
Total	98	337	37

PEAK HOUR FACTORS

NORTH LEG = 0.78
SOUTH LEG = 0.83
EAST LEG = 0.98
WEST LEG = 0.76

ALL LEGS = 0.83

HOUR TOTAL: 2,100

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : HWY 395 ADELANTO

EAST-WEST STREET : AIR EXPRESSWAY 05-23-23

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
10	62	39	0	1	2	0	2	0	0	12	6	134
6	87	35	0	3	1	0	3	0	0	10	1	146
3	71	45	0	2	1	0	0	0	0	16	3	141
2	98	66	0	0	1	0	1	0	0	7	7	182
3	130	86	0	2	0	0	1	1	0	15	1	239
2	96	63	0	0	0	0	1	2	0	18	5	187
5	86	51	0	0	0	0	1	0	0	13	3	159
3	89	61	0	2	0	0	1	1	0	11	4	172
34	719	446	0	10	5	0	10	4	0	102	30	1360
SOUTH LEG												
9	67	19	1	2	0	0	0	0	2	4	0	104
12	47	23	1	0	1	0	0	0	1	9	1	95
0	90	33	0	1	0	0	0	0	1	14	0	139
6	59	27	1	1	0	0	0	0	0	8	1	103
16	94	17	0	0	0	0	1	0	1	13	1	143
11	47	19	0	0	0	0	0	0	1	9	0	87
9	67	22	0	1	0	0	0	0	1	10	1	111
8	54	21	0	1	0	0	0	0	0	8	1	93
71	525	181	3	6	1	0	1	0	7	75	5	875
EAST LEG												
8	53	36	0	2	0	0	0	1	3	1	1	105
14	78	24	0	1	0	0	0	0	6	1	1	125
14	88	26	0	1	0	1	0	0	7	1	0	138
54	59	23	0	0	0	0	0	0	4	2	1	143
28	70	36	1	0	1	0	0	1	5	0	1	143
36	74	16	0	1	0	1	0	0	3	0	3	134
31	63	20	0	0	0	0	0	1	2	0	2	119
23	54	18	1	1	0	1	0	0	4	0	2	104
208	539	199	2	6	1	3	0	3	34	5	11	1011
WEST LEG												
3	66	5	1	0	0	0	0	0	0	0	0	75
3	49	0	0	3	0	0	0	0	0	0	0	55
10	57	5	2	1	0	0	1	0	0	0	0	76
2	46	4	0	1	0	0	0	0	0	1	0	54
9	85	11	0	0	0	0	1	0	0	0	0	106
11	66	6	0	1	0	0	0	0	0	1	0	85
7	61	4	0	0	0	0	0	0	0	0	0	72
5	48	4	0	1	0	0	0	0	0	0	0	58
50	478	39	3	7	0	0	2	0	0	2	0	581

Prepared by Newport Traffic Studies

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: HWY 395

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 04:00PM-05:00PM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
21	375	207	Total
10	77	47	1st
6	103	37	2nd
3	89	49	3rd
2	106	74	4th

	1st	2nd	3rd	4th	Total
Rt	11	20	22	58	111
Thru	56	80	90	61	287
Lt	38	25	26	24	113

Total	1st	2nd	3rd	4th	
14	5	0	5	4	Lt
225	66	52	59	48	Thru
21	4	3	12	2	Rt

	Lt	Thru	Rt
1st	19	73	12
2nd	25	56	14
3rd	33	105	1
4th	28	68	7
Total	105	302	34

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: HWY 395

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 05:00PM-06:00PM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
13	466	278	Total
3	148	88	1st
2	115	70	2nd
5	100	54	3rd
3	103	66	4th

	1st	2nd	3rd	4th	Total
Rt	34	40	33	29	136
Thru	70	75	63	55	263
Lt	39	19	23	20	101

Total	1st	2nd	3rd	4th	
25	11	6	4	4	Lt
264	86	68	61	49	Thru
32	9	11	7	5	Rt

	Lt	Thru	Rt
1st	18	108	17
2nd	19	56	12
3rd	23	78	10
4th	22	63	8
Total	82	305	47

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: MONTEZUMA
EAST-WEST STREET: AIR EXPRESSWAY
JURISDICTION: ADELANTO

DATE: 05-23-23

PEAK HOUR: 07:15AM

NORTH LEG

TOTAL: 1

Rt	Thru	Lt	
		1	Total
0		0	1st
0		1	2nd
0		0	3rd
0		0	4th

EAST LEG TOTAL: 375

	1st	2nd	3rd	4th	Total
Rt	0	1	0	1	2
Thru	84	71	114	104	373
Lt					

WEST LEG TOTAL: 276

Total	1st	2nd	3rd	4th	
4	2	0	1	1	Lt
272	66	72	94	40	Thru
					Rt

PEAK HOUR FACTORS

NORTH LEG = 0.25
SOUTH LEG =
EAST LEG = 0.82
WEST LEG = 0.73

ALL LEGS = 0.78

SOUTH LEG

TOTAL: 0

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

HOUR TOTAL: 652

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : MONTEZUMA

EAST-WEST STREET : AIR EXPRESSWAY

ADELANTO

05-23-23

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	1
SOUTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
EAST LEG												
3	60	0	0	1	0	0	1	0	0	0	0	65
0	80	0	0	1	0	0	0	0	0	3	0	84
1	66	0	0	4	0	0	0	0	0	1	0	72
0	109	0	0	2	0	0	0	0	0	3	0	114
1	99	0	0	4	0	0	0	0	0	1	0	105
1	65	0	0	3	0	0	0	0	0	2	0	71
1	117	0	0	1	0	0	0	0	0	1	0	120
1	70	0	0	0	0	0	0	0	0	1	0	72
8	666	0	0	16	0	0	1	0	0	12	0	703
WEST LEG												
0	42	0	0	1	0	0	1	0	0	0	0	44
0	66	2	0	0	0	0	0	0	0	0	0	68
0	70	0	0	0	0	0	1	0	0	1	0	72
0	91	1	0	1	0	0	0	0	0	2	0	95
0	36	1	0	1	0	0	0	0	0	3	0	41
0	59	0	0	0	0	0	0	0	0	4	0	63
0	38	0	0	2	0	0	0	0	0	1	0	41
0	38	4	0	4	0	0	0	0	0	1	0	47
0	440	8	0	9	0	0	2	0	0	12	0	471

Prepared by Newport Traffic Studies

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: MONTEZUMA

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 07:00AM-08:00AM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
0		1	Total
0		0	1st
0		0	2nd
0		1	3rd
0		0	4th

	1st	2nd	3rd	4th	Total
Rt	3	0	1	0	4
Thru	62	84	71	114	331
Lt					

Total	1st	2nd	3rd	4th	
3	0	2	0	1	Lt
276	44	66	72	94	Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: MONTEZUMA

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 08:00AM-09:00AM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
0		0	Total
0		0	1st
0		0	2nd
0		0	3rd
0		0	4th

	1st	2nd	3rd	4th	Total
Rt	1	1	1	1	4
Thru	104	70	119	71	364
Lt					

Total	1st	2nd	3rd	4th	
5	1	0	0	4	Lt
187	40	63	41	43	Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : MONTEZUMA

EAST-WEST STREET : AIR EXPRESSWAY

ADELANTO

05-23-23

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	2
1	0	1	0	0	0	0	0	0	0	0	0	2
3	0	4	0	0	0	0	0	0	0	0	0	7
SOUTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
EAST LEG												
0	81	0	0	2	0	0	0	0	0	1	0	84
0	109	0	0	2	0	0	0	0	0	2	0	113
0	124	0	0	1	0	0	0	0	0	1	0	126
0	91	0	0	0	0	0	0	0	0	3	0	94
0	93	0	0	0	0	0	0	0	0	1	0	94
0	91	0	0	1	0	0	0	0	0	0	0	92
0	77	0	0	0	0	0	0	0	0	1	0	78
90	-2	0	0	1	0	0	0	0	0	1	0	90
90	664	0	0	7	0	0	0	0	0	10	0	771
WEST LEG												
0	74	3	0	1	0	0	0	0	0	0	0	78
0	49	0	0	3	0	0	0	0	0	0	0	52
0	71	0	0	3	0	0	1	0	0	0	0	75
0	51	0	0	1	0	0	0	0	0	1	0	53
0	105	0	0	0	0	0	1	0	0	0	0	106
0	82	0	0	1	0	0	0	0	0	1	0	84
0	72	0	0	0	0	0	0	0	0	0	0	72
0	55	1	0	1	0	0	0	0	0	0	0	57
0	559	4	0	10	0	0	2	0	0	2	0	577

Prepared by Newport Traffic Studies

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: MONTEZUMA
EAST-WEST STREET: AIR EXPRESSWAY
JURISDICTION: ADELANTO

DATE: 05-23-23

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 2

Rt	Thru	Lt	
		2	Total
0		0	1st
0		2	2nd
0		0	3rd
0		0	4th

EAST LEG TOTAL: 406

	1st	2nd	3rd	4th	Total
Rt	0	0	0	0	
Thru	126	94	94	92	406
Lt					

WEST LEG TOTAL: 318

Total	1st	2nd	3rd	4th	
	0	0	0	0	Lt
318	75	53	106	84	Thru
					Rt

PEAK HOUR FACTORS

NORTH LEG = 0.25
SOUTH LEG =
EAST LEG = 0.81
WEST LEG = 0.75

ALL LEGS = 0.90

SOUTH LEG

TOTAL: 0

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

HOUR TOTAL: 726

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: MONTEZUMA

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 04:00PM-05:00PM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
0		3	Total
0		0	1st
0		1	2nd
0		0	3rd
0		2	4th

	1st	2nd	3rd	4th	Total
Rt	0	0	0	0	0
Thru	84	113	126	94	417
Lt					

Total	1st	2nd	3rd	4th	
3	3	0	0	0	Lt
255	75	52	75	53	Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: MONTEZUMA

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 05:00PM-06:00PM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
3		1	Total
0		0	1st
0		0	2nd
2		0	3rd
1		1	4th

	1st	2nd	3rd	4th	Total
Rt	0	0	0	90	90
Thru	94	92	78		264
Lt					

Total	1st	2nd	3rd	4th	
1	0	0	0	1	Lt
318	106	84	72	56	Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: CITY HALL DRWY
EAST-WEST STREET: AIR EXPRESSWAY
JURISDICTION: ADELANTO

DATE: 05-23-23

PEAK HOUR: 07:15AM

NORTH LEG

TOTAL: 2

Rt	Thru	Lt	
1		1	Total
0		0	1st
1		0	2nd
0		0	3rd
0		1	4th

EAST LEG TOTAL: 378

	1st	2nd	3rd	4th	Total
Rt	1	1	1	1	4
Thru	84	71	114	105	374
Lt					

WEST LEG TOTAL: 274

Total	1st	2nd	3rd	4th	
1	0	0	1	0	Lt
273	66	73	94	40	Thru
					Rt

PEAK HOUR FACTORS

NORTH LEG = 0.50
SOUTH LEG =
EAST LEG = 0.82
WEST LEG = 0.72

ALL LEGS = 0.78

SOUTH LEG

TOTAL: 0

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

HOUR TOTAL: 654

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : CITY HALL DRWY — ADELANTO

EAST-WEST STREET : AIR EXPRESSWAY — 05-23-23

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	4
SOUTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
EAST LEG												
2	62	0	0	1	0	0	1	0	0	0	0	66
1	80	0	0	1	0	0	0	0	0	3	0	85
1	66	0	0	4	0	0	0	0	0	1	0	72
1	109	0	0	2	0	0	0	0	0	3	0	115
1	100	0	0	4	0	0	0	0	0	1	0	106
1	66	0	0	3	0	0	0	0	0	2	0	72
1	108	0	0	1	0	0	0	0	0	1	0	111
1	70	0	0	0	0	0	0	0	0	1	0	72
9	661	0	0	16	0	0	1	0	0	12	0	699
WEST LEG												
0	43	0	0	1	0	0	1	0	0	0	0	45
0	66	0	0	0	0	0	0	0	0	0	0	66
0	71	0	0	0	0	0	1	0	0	1	0	73
0	91	1	0	1	0	0	0	0	0	2	0	95
0	36	0	0	1	0	0	0	0	0	3	0	40
0	59	0	0	0	0	0	0	0	0	4	0	63
0	38	2	0	2	0	0	0	0	0	1	0	43
0	38	0	0	4	0	0	0	0	0	1	0	43
0	442	3	0	9	0	0	2	0	0	12	0	468

Prepared by Newport Traffic Studies

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: CITY HALL DRWY

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 07:00AM-08:00AM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
2		0	Total
1		0	1st
0		0	2nd
1		0	3rd
0		0	4th

	1st	2nd	3rd	4th	Total
Rt	2	1	1	1	5
Thru	64	84	71	114	333
Lt					

Total	1st	2nd	3rd	4th	
1	0	0	0	1	Lt
278	45	66	73	94	Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: CITY HALL DRWY

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 08:00AM-09:00AM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
1		1	Total
0		1	1st
0		0	2nd
0		0	3rd
1		0	4th

	1st	2nd	3rd	4th	Total
Rt	1	1	1	1	4
Thru	105	71	110	71	357
Lt					

Total	1st	2nd	3rd	4th	
2	0	0	2	0	Lt
187	40	63	41	43	Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: CITY HALL DRWY
EAST-WEST STREET: AIR EXPRESSWAY
JURISDICTION: ADELANTO

DATE: 05-23-23

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 2

Rt	Thru	Lt	
		2	Total
0		1	1st
0		0	2nd
0		0	3rd
0		1	4th

EAST LEG TOTAL: 408

	1st	2nd	3rd	4th	Total
Rt	0	1	1	2	4
Thru	126	94	90	94	404
Lt					

WEST LEG TOTAL: 320

Total	1st	2nd	3rd	4th	
	0	0	0	0	Lt
320	75	55	106	84	Thru
					Rt

PEAK HOUR FACTORS

NORTH LEG = 0.50
SOUTH LEG =
EAST LEG = 0.81
WEST LEG = 0.75

ALL LEGS = 0.90

SOUTH LEG

TOTAL: 0

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

HOUR TOTAL: 730

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : CITY HALL DRWY — ADELANTO

EAST-WEST STREET : AIR EXPRESSWAY — 05-23-23

BEGINNING TIME : 04:00PM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
NORTH LEG												
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	2	0	0	0	0	0	0	0	0	0	2
0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	5	0	0	0	0	0	0	0	0	0	7
SOUTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
EAST LEG												
2	80	0	0	2	0	0	0	0	0	1	0	85
1	109	0	0	2	0	0	0	0	0	2	0	114
0	124	0	0	1	0	0	0	0	0	1	0	126
1	91	0	0	0	0	0	0	0	0	3	0	95
1	89	0	0	0	0	0	0	0	0	1	0	91
2	93	0	0	1	0	0	0	0	0	0	0	96
0	90	0	0	0	0	0	0	0	0	1	0	91
2	76	0	0	1	0	0	0	0	0	1	0	80
9	752	0	0	7	0	0	0	0	0	10	0	778
WEST LEG												
0	74	0	0	1	0	0	0	0	0	0	0	75
0	50	0	0	3	0	0	0	0	0	0	0	53
0	71	0	0	3	0	0	1	0	0	0	0	75
0	53	0	0	1	0	0	0	0	0	1	0	55
0	105	0	0	0	0	0	1	0	0	0	0	106
0	82	0	0	1	0	0	0	0	0	1	0	84
0	72	0	0	0	0	0	0	0	0	0	0	72
0	56	0	0	1	0	0	0	0	0	0	0	57
0	563	0	0	10	0	0	2	0	0	2	0	577

Prepared by Newport Traffic Studies

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: CITY HALL DRWY

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 04:00PM-05:00PM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
1		3	Total
1		0	1st
0		2	2nd
0		1	3rd
0		0	4th

	1st	2nd	3rd	4th	Total
Rt	2	1	0	1	4
Thru	83	113	126	94	416
Lt					

Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
258	75	53	75	55	Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: CITY HALL DRWY

EAST-WEST STREET: AIR EXPRESSWAY

TIME: 05:00PM-06:00PM DATE: 05-23-23

NORTH LEG

Rt	Thru	Lt	
1		2	Total
0		0	1st
0		1	2nd
1		0	3rd
0		1	4th

	1st	2nd	3rd	4th	Total
Rt	1	2	0	2	5
Thru	90	94	91	78	353
Lt					

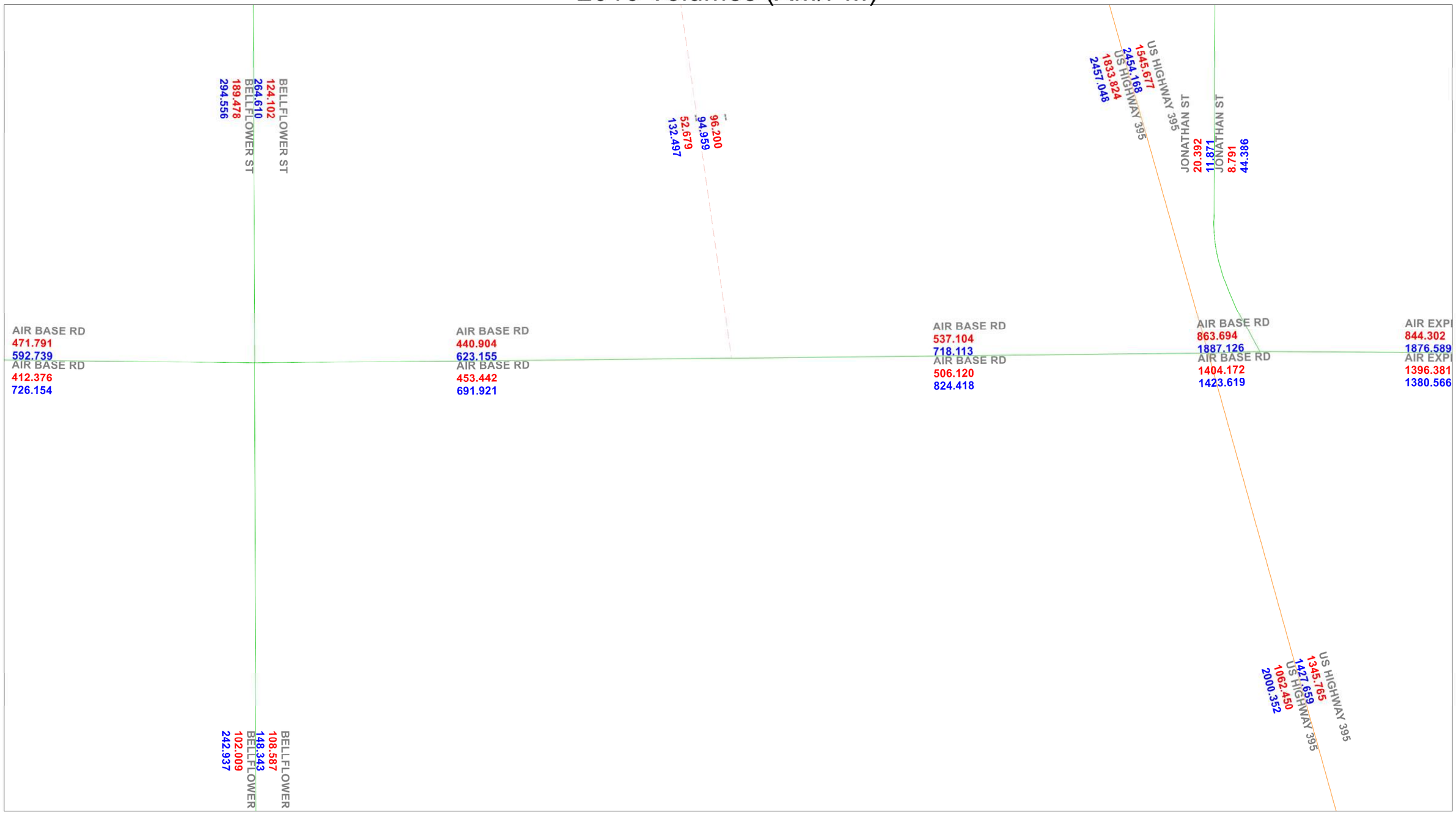
Total	1st	2nd	3rd	4th	
0	0	0	0	0	Lt
319	106	84	72	57	Thru
					Rt

	Lt	Thru	Rt
1st			
2nd			
3rd			
4th			
Total			

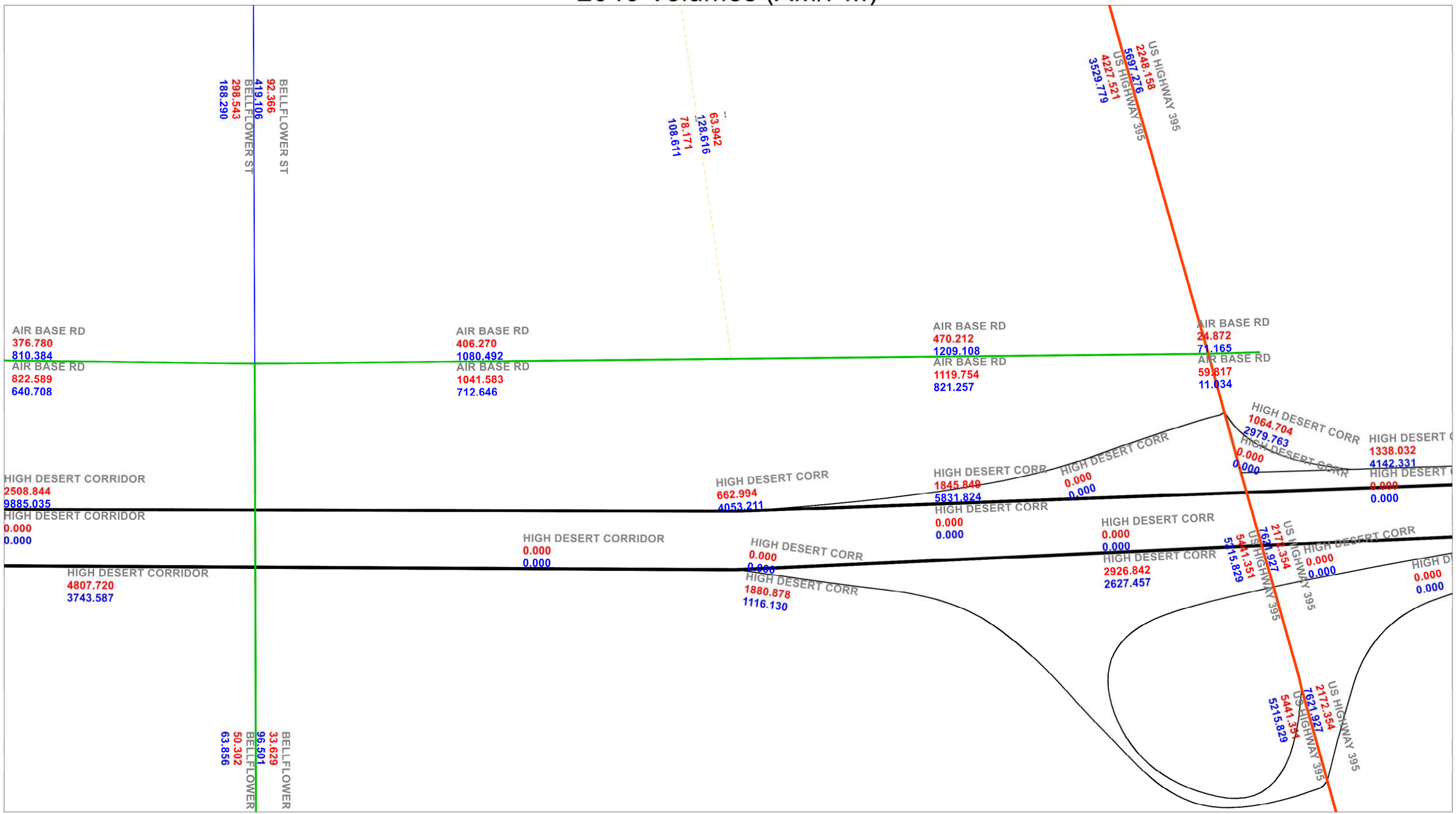
Prepared by NEWPORT TRAFFIC STUDIES

Appendix C: Forecast Model Volume Development

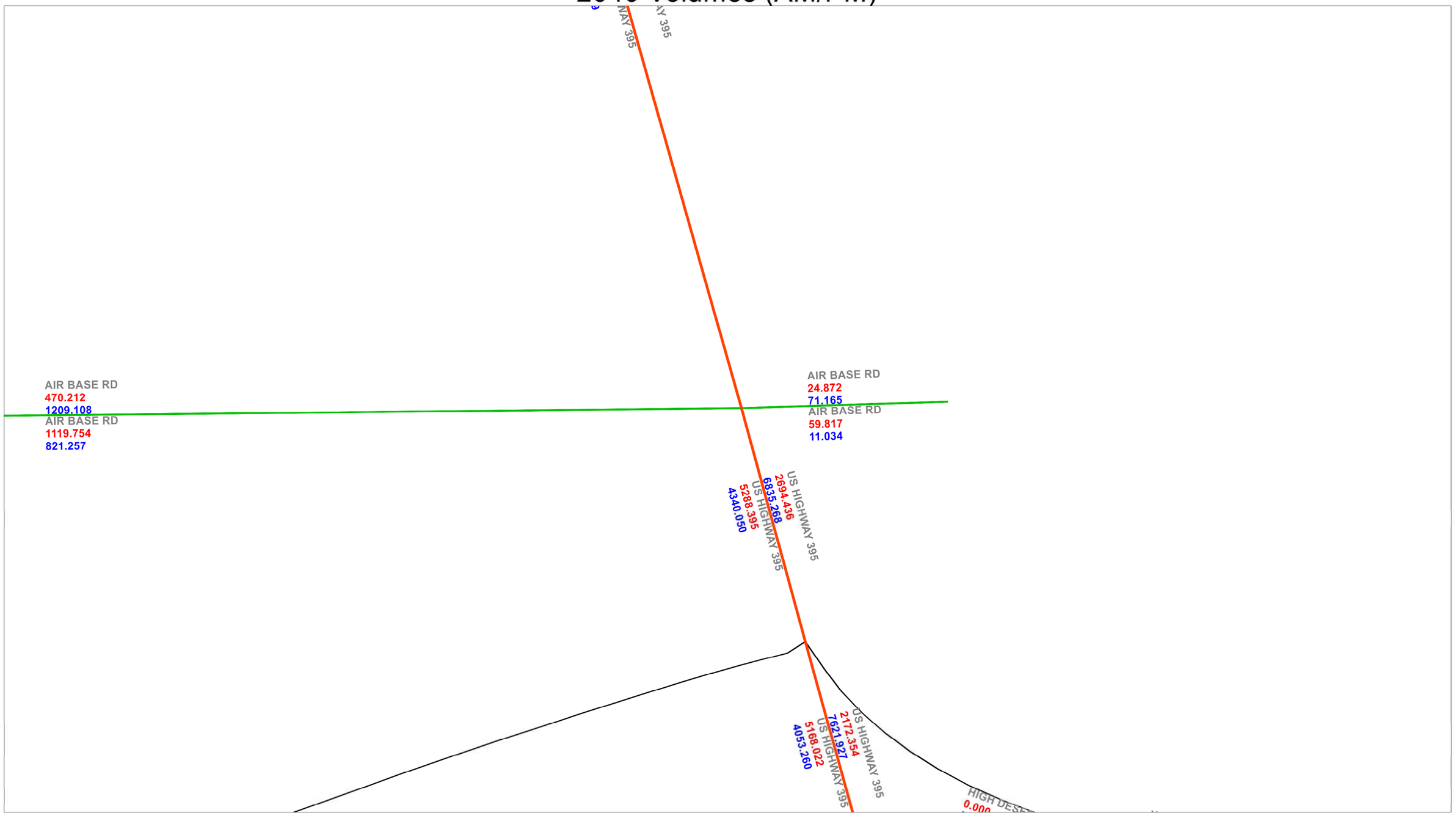
2016 Volumes (AM/PM)



2040 Volumes (AM/PM)



2040 Volumes (AM/PM)



Appendix D: Intersection Capacity Analysis

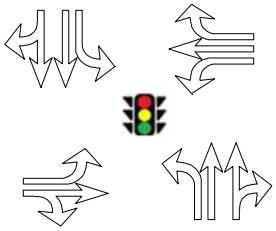
DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET OF
TURN MOVEMENTS	HEAY	25-Aug-23	OONT0007-0001	1 OF 2

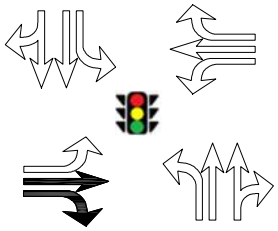
E/W STREET : AIR EXPRESSWAY
N/S STREET : HIGHWAY 395
CONDITION : AM PEAK HOUR

INTERSECTION : 1
PROJECTED GROWTH PER YEAR : 3.5%

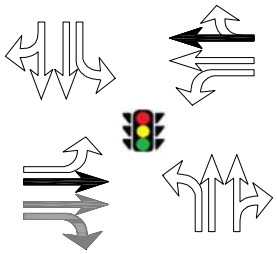
CONDITION DIAGRAMS



EXISTING GEOMETRICS



PROPOSED GEOMETRICS



ULTIMATE GEOMETRICS

TURN MOVEMENTS

Condition	Existing Condition	Ambient Growth	Background Condition	Project Trips	Project Condition	Future Condition	Future + Project Condition
Scenario #	1		3		5	7	9
AIR EXPRESSWAY							
EB LEFT	6	1	7	71	78	6	77
EB THRU	231	17	248	4	252	235	239
EB RIGHT	37	3	40	82	122	268	350
WB LEFT	81	6	87	0	87	285	285
WB THRU	319	23	342	4	346	207	211
WB RIGHT	117	9	126	0	126	55	55
HIGHWAY 395							
NB LEFT	77	6	83	83	166	191	274
NB THRU	364	26	390	-59	331	653	594
NB RIGHT	52	4	56	0	56	99	99
SB LEFT	146	11	157	0	157	96	96
SB THRU	253	18	271	-59	212	1175	1116
SB RIGHT	9	1	10	71	81	8	79
TOTALS	**1692**	**125**	**1817**	**197**	**2014**	**3278**	**3475**

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET	OF
TURN VOLUME SUMMARY	HEAY	25-Aug-23	OONT0007-0001	2	OF 2

E/W STREET : AIR EXPRESSWAY
N/S STREET : HIGHWAY 395
CONDITION : AM PEAK HOUR
PHF : 0.88

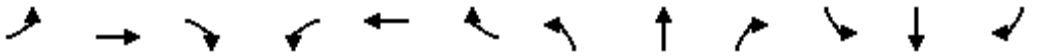
NORTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
5	53	33	0	2	2	0	0	0	0	8	1
1	65	23	1	2	2	0	0	0	0	9	3
2	49	43	0	0	0	0	0	0	0	8	1
0	46	33	0	1	3	0	1	2	0	9	0

SOUTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
5	96	22	0	2	0	0	1	0	1	8	0
15	82	8	0	7	0	0	2	0	2	11	0
18	56	25	6	1	1	0	1	0	2	11	1
1	70	20	0	3	0	0	1	0	2	12	0

EAST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
22	83	18	2	2	1	0	0	1	3	3	1
26	93	16	0	3	0	2	0	1	4	1	1
24	40	15	0	2	0	0	0	0	0	1	3
28	89	22	1	1	0	3	0	0	2	1	2

WEST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
13	78	0	0	1	0	0	0	0	0	2	0
8	28	1	1	0	0	0	0	0	0	3	0
4	53	2	0	0	0	0	0	0	1	3	0
4	32	2	1	1	0	0	0	0	0	1	0

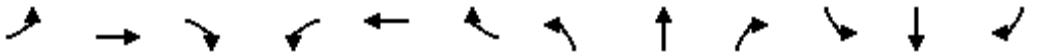
	Truck Volumes	Auto Volumes	Totals	Truck Percentage	Balanced Totals
AIR EXPRESSWAY					
EB LEFT	0	5	**5**	**1%**	**6**
EB THRU	11	191	**202**	**5%**	**231**
EB RIGHT	3	29	**32**	**9%**	**37**
WB LEFT	10	71	**81**	**12%**	**81**
WB THRU	14	305	**319**	**4%**	**319**
WB RIGHT	17	100	**117**	**15%**	**117**
HIGHWAY 395					
NB LEFT	2	75	**77**	**3%**	**77**
NB THRU	60	304	**364**	**16%**	**364**
NB RIGHT	13	39	**52**	**25%**	**52**
SB LEFT	14	132	**146**	**10%**	**146**
SB THRU	40	213	**253**	**16%**	**253**
SB RIGHT	1	8	**9**	**11%**	**9**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	231	37	81	319	117	77	364	52	146	253	9
Future Volume (veh/h)	6	231	37	81	319	117	77	364	52	146	253	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	7	262	42	92	362	133	88	414	59	166	288	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	275	330	53	117	639	494	115	1025	145	209	1330	46
Arrive On Green	0.21	0.21	0.21	0.07	0.33	0.33	0.06	0.37	0.37	0.12	0.43	0.43
Sat Flow, veh/h	946	1597	256	1706	1914	1479	1838	2778	393	1735	3115	108
Grp Volume(v), veh/h	7	0	304	92	362	133	88	234	239	166	146	152
Grp Sat Flow(s),veh/h/ln	946	0	1853	1706	1914	1479	1838	1580	1592	1735	1580	1643
Q Serve(g_s), s	0.4	0.0	10.6	3.6	10.6	4.5	3.2	7.5	7.6	6.3	4.0	4.0
Cycle Q Clear(g_c), s	2.3	0.0	10.6	3.6	10.6	4.5	3.2	7.5	7.6	6.3	4.0	4.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.25	1.00		0.07
Lane Grp Cap(c), veh/h	275	0	382	117	639	494	115	583	587	209	674	701
V/C Ratio(X)	0.03	0.00	0.80	0.78	0.57	0.27	0.76	0.40	0.41	0.79	0.22	0.22
Avail Cap(c_a), veh/h	442	0	709	251	1127	870	243	583	587	409	674	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	25.6	31.1	18.6	16.6	31.4	15.9	15.9	29.1	12.3	12.3
Incr Delay (d2), s/veh	0.0	0.0	3.8	10.8	0.8	0.3	10.0	2.1	2.1	6.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.7	1.7	4.3	1.4	1.6	2.5	2.6	2.7	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	29.4	42.0	19.4	16.8	41.4	17.9	18.0	35.8	13.0	13.0
LnGrp LOS	C	A	C	D	B	B	D	B	B	D	B	B
Approach Vol, veh/h		311			587			561			464	
Approach Delay, s/veh		29.3			22.3			21.6			21.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	29.1	8.7	18.0	8.3	33.0		26.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	22.0	10.0	26.0	9.0	29.0		40.0				
Max Q Clear Time (g_c+I1), s	8.3	9.6	5.6	12.6	5.2	6.0		12.6				
Green Ext Time (p_c), s	0.2	1.9	0.1	1.4	0.1	1.4		2.6				

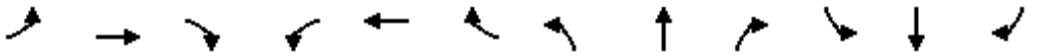
Intersection Summary			
HCM 6th Ctrl Delay		23.0	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	248	40	87	342	126	83	390	56	157	271	10
Future Volume (veh/h)	7	248	40	87	342	126	83	390	56	157	271	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	8	282	45	99	389	143	94	443	64	178	308	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	269	348	55	126	667	515	123	978	140	221	1287	46
Arrive On Green	0.22	0.22	0.22	0.07	0.35	0.35	0.07	0.35	0.35	0.13	0.41	0.41
Sat Flow, veh/h	914	1598	255	1706	1914	1479	1838	2773	398	1735	3112	111
Grp Volume(v), veh/h	8	0	327	99	389	143	94	251	256	178	156	163
Grp Sat Flow(s),veh/h/ln	914	0	1853	1706	1914	1479	1838	1580	1591	1735	1580	1643
Q Serve(g_s), s	0.5	0.0	11.8	4.0	11.7	4.9	3.5	8.6	8.7	7.0	4.5	4.5
Cycle Q Clear(g_c), s	3.0	0.0	11.8	4.0	11.7	4.9	3.5	8.6	8.7	7.0	4.5	4.5
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.25	1.00		0.07
Lane Grp Cap(c), veh/h	269	0	403	126	667	515	123	557	561	221	653	679
V/C Ratio(X)	0.03	0.00	0.81	0.78	0.58	0.28	0.77	0.45	0.46	0.80	0.24	0.24
Avail Cap(c_a), veh/h	409	0	687	243	1092	843	236	557	561	396	653	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	26.1	31.9	18.7	16.5	32.2	17.5	17.5	29.7	13.4	13.4
Incr Delay (d2), s/veh	0.0	0.0	4.0	10.2	0.8	0.3	9.5	2.6	2.7	6.7	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.3	1.9	4.7	1.5	1.7	3.0	3.0	3.0	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	30.0	42.1	19.5	16.8	41.7	20.1	20.2	36.4	14.2	14.2
LnGrp LOS	C	A	C	D	B	B	D	C	C	D	B	B
Approach Vol, veh/h		335			631			601			497	
Approach Delay, s/veh		29.9			22.4			23.5			22.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	28.7	9.2	19.3	8.7	33.0		28.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	22.0	10.0	26.0	9.0	29.0		40.0				
Max Q Clear Time (g_c+I1), s	9.0	10.7	6.0	13.8	5.5	6.5		13.7				
Green Ext Time (p_c), s	0.2	2.0	0.1	1.5	0.1	1.5		2.8				

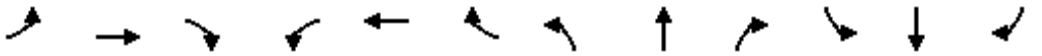
Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	252	122	87	346	126	166	331	56	157	212	81
Future Volume (veh/h)	78	252	122	87	346	126	166	331	56	157	212	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	89	286	139	99	393	143	189	376	64	178	241	92
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	301	325	158	125	749	579	201	913	154	217	796	296
Arrive On Green	0.27	0.27	0.27	0.07	0.39	0.39	0.11	0.34	0.34	0.12	0.35	0.35
Sat Flow, veh/h	911	1207	587	1706	1914	1479	1838	2704	456	1735	2255	837
Grp Volume(v), veh/h	89	0	425	99	393	143	189	218	222	178	167	166
Grp Sat Flow(s),veh/h/ln	911	0	1793	1706	1914	1479	1838	1580	1581	1735	1580	1512
Q Serve(g_s), s	6.8	0.0	18.6	4.7	12.9	5.4	8.4	8.7	8.9	8.2	6.3	6.6
Cycle Q Clear(g_c), s	9.7	0.0	18.6	4.7	12.9	5.4	8.4	8.7	8.9	8.2	6.3	6.6
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.29	1.00		0.55
Lane Grp Cap(c), veh/h	301	0	483	125	749	579	201	534	534	217	558	534
V/C Ratio(X)	0.30	0.00	0.88	0.79	0.52	0.25	0.94	0.41	0.42	0.82	0.30	0.31
Avail Cap(c_a), veh/h	344	0	568	208	932	720	201	534	534	338	558	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	28.8	37.4	19.1	16.8	36.3	20.9	21.0	35.1	19.2	19.3
Incr Delay (d2), s/veh	0.5	0.0	13.3	10.5	0.6	0.2	46.2	2.3	2.4	8.9	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	9.3	2.2	5.3	1.7	6.0	3.2	3.2	3.7	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	42.1	47.9	19.7	17.1	82.5	23.2	23.3	44.0	20.6	20.8
LnGrp LOS	C	A	D	D	B	B	F	C	C	D	C	C
Approach Vol, veh/h		514			635			629			511	
Approach Delay, s/veh		39.5			23.5			41.1			28.8	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	31.7	10.0	26.1	13.0	33.0		36.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	22.0	10.0	26.0	9.0	29.0		40.0				
Max Q Clear Time (g_c+I1), s	10.2	10.9	6.7	20.6	10.4	8.6		14.9				
Green Ext Time (p_c), s	0.2	1.7	0.1	1.5	0.0	1.6		2.8				

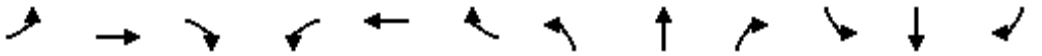
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	252	122	87	346	126	166	331	56	157	212	81
Future Volume (veh/h)	78	252	122	87	346	126	166	331	56	157	212	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	89	286	139	99	393	143	189	376	64	178	241	92
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	116	924	383	126	513	396	237	757	128	222	628	233
Arrive On Green	0.06	0.26	0.26	0.07	0.27	0.27	0.13	0.28	0.28	0.13	0.28	0.28
Sat Flow, veh/h	1867	3608	1497	1706	1914	1479	1838	2704	456	1735	2255	837
Grp Volume(v), veh/h	89	286	139	99	393	143	189	218	222	178	167	166
Grp Sat Flow(s),veh/h/ln	1867	1804	1497	1706	1914	1479	1838	1580	1581	1735	1580	1512
Q Serve(g_s), s	2.9	3.9	4.6	3.5	11.5	4.8	6.1	7.0	7.2	6.1	5.2	5.4
Cycle Q Clear(g_c), s	2.9	3.9	4.6	3.5	11.5	4.8	6.1	7.0	7.2	6.1	5.2	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.55
Lane Grp Cap(c), veh/h	116	924	383	126	513	396	237	442	442	222	440	421
V/C Ratio(X)	0.77	0.31	0.36	0.78	0.77	0.36	0.80	0.49	0.50	0.80	0.38	0.39
Avail Cap(c_a), veh/h	184	2128	883	280	1255	969	331	442	442	313	440	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	18.3	18.6	27.8	20.6	18.1	25.8	18.4	18.4	25.9	17.8	17.8
Incr Delay (d2), s/veh	10.0	0.2	0.6	10.1	2.4	0.6	8.8	3.9	4.0	9.6	2.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	1.5	1.7	4.8	1.5	2.8	2.6	2.6	2.8	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	18.5	19.2	37.9	23.0	18.7	34.6	22.3	22.4	35.5	20.2	20.6
LnGrp LOS	D	B	B	D	C	B	C	C	C	D	C	C
Approach Vol, veh/h		514			635			629			511	
Approach Delay, s/veh		22.1			24.4			26.0			25.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	21.1	8.5	19.6	11.9	21.0	7.8	20.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	17.0	10.0	36.0	11.0	17.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	8.1	9.2	5.5	6.6	8.1	7.4	4.9	13.5
Green Ext Time (p_c), s	0.1	1.4	0.1	2.3	0.1	1.1	0.0	2.8

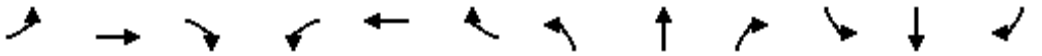
Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	235	268	285	207	55	191	653	99	96	1175	8
Future Volume (veh/h)	6	235	268	285	207	55	191	653	99	96	1175	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	6	247	282	300	218	58	201	687	104	101	1237	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	414	234	267	190	851	657	184	957	145	129	1037	7
Arrive On Green	0.29	0.29	0.29	0.11	0.44	0.44	0.10	0.35	0.35	0.07	0.32	0.32
Sat Flow, veh/h	1156	809	924	1706	1914	1479	1838	2752	416	1735	3218	21
Grp Volume(v), veh/h	6	0	529	300	218	58	201	394	397	101	607	638
Grp Sat Flow(s),veh/h/ln	1156	0	1733	1706	1914	1479	1838	1580	1588	1735	1580	1659
Q Serve(g_s), s	0.3	0.0	26.0	10.0	6.4	2.0	9.0	19.5	19.6	5.1	29.0	29.0
Cycle Q Clear(g_c), s	0.3	0.0	26.0	10.0	6.4	2.0	9.0	19.5	19.6	5.1	29.0	29.0
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.26	1.00		0.01
Lane Grp Cap(c), veh/h	414	0	501	190	851	657	184	550	552	129	509	535
V/C Ratio(X)	0.01	0.00	1.06	1.58	0.26	0.09	1.09	0.72	0.72	0.78	1.19	1.19
Avail Cap(c_a), veh/h	414	0	501	190	851	657	184	550	552	308	509	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	32.0	40.0	15.7	14.5	40.5	25.5	25.5	40.9	30.5	30.5
Incr Delay (d2), s/veh	0.0	0.0	56.1	285.9	0.2	0.1	93.6	7.8	7.8	9.9	104.9	104.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	18.1	19.1	2.6	0.6	8.6	7.7	7.7	2.4	24.7	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	0.0	88.1	325.9	15.8	14.5	134.1	33.3	33.3	50.8	135.4	134.7
LnGrp LOS	C	A	F	F	B	B	F	C	C	D	F	F
Approach Vol, veh/h		535			576			992			1346	
Approach Delay, s/veh		87.3			177.2			53.8			128.7	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	35.3	14.0	30.0	13.0	33.0		44.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	22.0	10.0	26.0	9.0	29.0		40.0				
Max Q Clear Time (g_c+I1), s	7.1	21.6	12.0	28.0	11.0	31.0		8.4				
Green Ext Time (p_c), s	0.1	0.2	0.0	0.0	0.0	0.0		1.4				

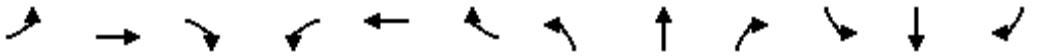
Intersection Summary												
HCM 6th Ctrl Delay			108.8									
HCM 6th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	239	350	285	211	55	274	594	99	96	1116	79
Future Volume (veh/h)	77	239	350	285	211	55	274	594	99	96	1116	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	81	252	368	300	222	58	288	625	104	101	1175	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	413	201	294	190	851	657	184	943	157	129	965	68
Arrive On Green	0.29	0.29	0.29	0.11	0.44	0.44	0.10	0.35	0.35	0.07	0.32	0.32
Sat Flow, veh/h	1152	697	1018	1706	1914	1479	1838	2711	450	1735	2993	211
Grp Volume(v), veh/h	81	0	620	300	222	58	288	364	365	101	620	638
Grp Sat Flow(s),veh/h/ln	1152	0	1716	1706	1914	1479	1838	1580	1582	1735	1580	1625
Q Serve(g_s), s	4.8	0.0	26.0	10.0	6.6	2.0	9.0	17.6	17.6	5.1	29.0	29.0
Cycle Q Clear(g_c), s	4.8	0.0	26.0	10.0	6.6	2.0	9.0	17.6	17.6	5.1	29.0	29.0
Prop In Lane	1.00		0.59	1.00		1.00	1.00		0.28	1.00		0.13
Lane Grp Cap(c), veh/h	413	0	496	190	851	657	184	550	550	129	509	524
V/C Ratio(X)	0.20	0.00	1.25	1.58	0.26	0.09	1.57	0.66	0.66	0.78	1.22	1.22
Avail Cap(c_a), veh/h	413	0	496	190	851	657	184	550	550	308	509	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	32.0	40.0	15.7	14.5	40.5	24.9	24.9	40.9	30.5	30.5
Incr Delay (d2), s/veh	0.2	0.0	128.8	285.9	0.2	0.1	279.8	6.2	6.2	9.9	114.6	115.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	27.9	19.1	2.7	0.6	18.1	6.7	6.8	2.4	26.1	26.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	160.8	325.9	15.9	14.5	320.3	31.0	31.1	50.8	145.1	145.6
LnGrp LOS	C	A	F	F	B	B	F	C	C	D	F	F
Approach Vol, veh/h		701			580			1017			1359	
Approach Delay, s/veh		145.1			176.1			113.0			138.3	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	35.3	14.0	30.0	13.0	33.0		44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	22.0	10.0	26.0	9.0	29.0		40.0
Max Q Clear Time (g_c+I1), s	7.1	19.6	12.0	28.0	11.0	31.0		8.6
Green Ext Time (p_c), s	0.1	1.0	0.0	0.0	0.0	0.0		1.4

Intersection Summary	
HCM 6th Ctrl Delay	138.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	239	350	285	211	55	274	594	99	96	1116	79
Future Volume (veh/h)	77	239	350	285	211	55	274	594	99	96	1116	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	81	252	368	300	222	58	288	625	104	101	1175	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	83	615	255	291	850	217	272	1273	211	124	1175	83
Arrive On Green	0.04	0.17	0.17	0.17	0.30	0.30	0.15	0.47	0.47	0.07	0.39	0.39
Sat Flow, veh/h	1867	3608	1497	1706	2868	733	1838	2711	450	1735	2993	211
Grp Volume(v), veh/h	81	252	368	300	139	141	288	364	365	101	620	638
Grp Sat Flow(s),veh/h/ln	1867	1804	1497	1706	1819	1782	1838	1580	1582	1735	1580	1625
Q Serve(g_s), s	5.8	8.4	23.0	23.0	7.9	8.2	20.0	21.4	21.5	7.7	52.9	53.0
Cycle Q Clear(g_c), s	5.8	8.4	23.0	23.0	7.9	8.2	20.0	21.4	21.5	7.7	52.9	53.0
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.28	1.00		0.13
Lane Grp Cap(c), veh/h	83	615	255	291	539	528	272	742	743	124	620	638
V/C Ratio(X)	0.98	0.41	1.44	1.03	0.26	0.27	1.06	0.49	0.49	0.82	1.00	1.00
Avail Cap(c_a), veh/h	83	615	255	291	539	528	272	742	743	193	620	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	49.9	56.0	56.0	36.2	36.3	57.5	24.7	24.7	61.8	41.0	41.0
Incr Delay (d2), s/veh	90.5	0.4	220.1	61.4	0.3	0.3	70.6	2.3	2.3	14.1	35.9	35.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	3.8	24.1	14.7	3.5	3.6	14.3	8.0	8.0	3.8	25.5	26.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	154.9	50.4	276.1	117.4	36.4	36.6	128.1	27.0	27.0	76.0	76.9	76.9
LnGrp LOS	F	D	F	F	D	D	F	C	C	E	E	F
Approach Vol, veh/h		701			580			1017			1359	
Approach Delay, s/veh		180.9			78.3			55.6			76.8	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	67.4	27.0	27.0	24.0	57.0	10.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	58.0	23.0	23.0	20.0	53.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	9.7	23.5	25.0	25.0	22.0	55.0	7.8	10.2
Green Ext Time (p_c), s	0.1	4.2	0.0	0.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	91.1
HCM 6th LOS	F

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET OF
TURN MOVEMENTS	HEAY	25-Aug-23	OONT0007-0001	1 OF 2

E/W STREET : AIR EXPRESSWAY
N/S STREET : HIGHWAY 395
CONDITION : PM PEAK HOUR

INTERSECTION : 1
PROJECTED GROWTH PER YEAR : 3.5%

TURN MOVEMENTS

Condition	Existing Condition	Ambient Growth	Background Condition	Project Trips	Project Condition	Future Condition	Future + Project Condition
Scenario #	2		4		6	8	10
AIR EXPRESSWAY							
EB LEFT	26	2	28	60	88	16	76
EB THRU	262	19	281	4	285	223	227
EB RIGHT	34	3	37	71	108	85	156
WB LEFT	108	8	116	0	116	276	276
WB THRU	301	22	323	4	327	180	184
WB RIGHT	154	11	165	0	165	96	96
HIGHWAY 395							
NB LEFT	100	7	107	71	178	353	424
NB THRU	337	24	361	-50	311	1239	1189
NB RIGHT	37	3	40	0	40	189	189
SB LEFT	281	20	301	0	301	175	175
SB THRU	458	33	491	-50	441	842	792
SB RIGHT	10	1	11	61	72	5	66
TOTALS	**2108**	**153**	**2261**	**171**	**2432**	**3679**	**3850**

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET	OF
TURN VOLUME SUMMARY	HEAY	25-Aug-23	OONT0007-0001	2	OF 2

E/W STREET : AIR EXPRESSWAY
N/S STREET : HIGHWAY 395
CONDITION : PM PEAK HOUR
PHF : 0.83

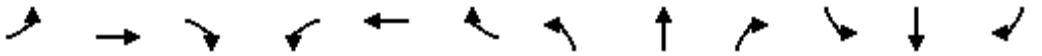
NORTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
3	71	45	0	2	1	0	0	0	0	16	3
2	98	66	0	0	1	0	1	0	0	7	7
3	130	86	0	2	0	0	1	1	0	15	1
2	96	63	0	0	0	0	1	2	0	18	5

SOUTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	90	33	0	1	0	0	0	0	1	14	0
6	59	27	1	1	0	0	0	0	0	8	1
16	94	17	0	0	0	0	1	0	1	13	1
11	47	19	0	0	0	0	0	0	1	9	0

EAST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
14	88	26	0	1	0	1	0	0	7	1	0
54	59	23	0	0	0	0	0	0	4	2	1
28	70	36	1	0	1	0	0	1	5	0	1
36	74	16	0	1	0	1	0	0	3	0	3

WEST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
10	57	5	2	1	0	0	1	0	0	0	0
2	46	4	0	1	0	0	0	0	0	1	0
9	85	11	0	0	0	0	1	0	0	0	0
11	66	6	0	1	0	0	0	0	0	1	0

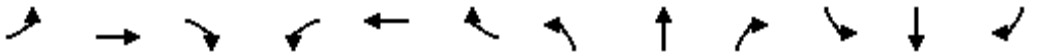
	Truck Volumes	Auto Volumes	Totals	Truck Percentage	Balanced Totals
AIR EXPRESSWAY					
EB LEFT	0	26	**26**	**1%**	**26**
EB THRU	7	254	**261**	**3%**	**262**
EB RIGHT	2	32	**34**	**6%**	**34**
WB LEFT	7	101	**108**	**6%**	**108**
WB THRU	5	291	**296**	**2%**	**301**
WB RIGHT	22	132	**154**	**14%**	**154**
HIGHWAY 395					
NB LEFT	2	96	**98**	**2%**	**100**
NB THRU	47	290	**337**	**14%**	**337**
NB RIGHT	4	33	**37**	**11%**	**37**
SB LEFT	21	260	**281**	**7%**	**281**
SB THRU	63	395	**458**	**14%**	**458**
SB RIGHT	0	10	**10**	**1%**	**10**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	262	34	108	301	154	100	337	37	281	458	10
Future Volume (veh/h)	26	262	34	108	301	154	100	337	37	281	458	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1930	1811	1884	1945	1760	1945	1693	1806	1868	1693	1885
Adj Flow Rate, veh/h	31	316	41	130	363	186	120	406	45	339	552	12
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	6	6	2	14	2	14	11	7	14	1
Cap, veh/h	305	382	50	167	732	561	156	699	77	389	1202	26
Arrive On Green	0.23	0.23	0.23	0.09	0.38	0.38	0.08	0.24	0.24	0.22	0.37	0.37
Sat Flow, veh/h	900	1674	217	1794	1945	1492	1853	2921	322	1779	3218	70
Grp Volume(v), veh/h	31	0	357	130	363	186	120	223	228	339	276	288
Grp Sat Flow(s),veh/h/ln	900	0	1891	1794	1945	1492	1853	1608	1635	1779	1608	1680
Q Serve(g_s), s	2.0	0.0	13.0	5.1	10.3	6.4	4.6	8.8	8.9	13.3	9.4	9.4
Cycle Q Clear(g_c), s	2.0	0.0	13.0	5.1	10.3	6.4	4.6	8.8	8.9	13.3	9.4	9.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	305	0	431	167	732	561	156	385	391	389	601	628
V/C Ratio(X)	0.10	0.00	0.83	0.78	0.50	0.33	0.77	0.58	0.58	0.87	0.46	0.46
Avail Cap(c_a), veh/h	398	0	628	298	1077	826	282	385	391	517	601	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	26.5	32.1	17.3	16.1	32.4	24.3	24.3	27.3	17.1	17.1
Incr Delay (d2), s/veh	0.1	0.0	6.0	7.7	0.5	0.3	7.8	6.2	6.3	12.0	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	6.2	2.4	4.2	2.0	2.2	3.6	3.7	6.3	3.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	32.6	39.8	17.8	16.4	40.2	30.5	30.6	39.3	19.6	19.5
LnGrp LOS	C	A	C	D	B	B	D	C	C	D	B	B
Approach Vol, veh/h		388			679			571			903	
Approach Delay, s/veh		31.8			21.6			32.6			27.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	19.8	21.3	10.7	20.5	10.1	31.0		31.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	21.0	17.0	12.0	24.0	11.0	27.0		40.0				
Max Q Clear Time (g_c+I1), s	15.3	10.9	7.1	15.0	6.6	11.4		12.3				
Green Ext Time (p_c), s	0.5	1.2	0.1	1.5	0.1	2.6		2.8				

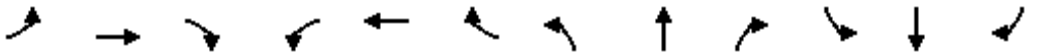
Intersection Summary			
HCM 6th Ctrl Delay		27.5	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	281	37	116	323	165	107	361	40	301	491	11
Future Volume (veh/h)	28	281	37	116	323	165	107	361	40	301	491	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1930	1811	1884	1945	1760	1945	1693	1806	1868	1693	1885
Adj Flow Rate, veh/h	34	339	45	140	389	199	129	435	48	363	592	13
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	6	6	2	14	2	14	11	7	14	1
Cap, veh/h	301	399	53	177	759	582	166	652	72	408	1168	26
Arrive On Green	0.24	0.24	0.24	0.10	0.39	0.39	0.09	0.22	0.22	0.23	0.36	0.36
Sat Flow, veh/h	868	1668	221	1794	1945	1492	1853	2922	321	1779	3217	71
Grp Volume(v), veh/h	34	0	384	140	389	199	129	238	245	363	296	309
Grp Sat Flow(s),veh/h/ln	868	0	1890	1794	1945	1492	1853	1608	1635	1779	1608	1680
Q Serve(g_s), s	2.4	0.0	14.8	5.8	11.6	7.2	5.2	10.3	10.4	15.1	10.9	11.0
Cycle Q Clear(g_c), s	2.5	0.0	14.8	5.8	11.6	7.2	5.2	10.3	10.4	15.1	10.9	11.0
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	301	0	452	177	759	582	166	359	365	408	584	610
V/C Ratio(X)	0.11	0.00	0.85	0.79	0.51	0.34	0.78	0.66	0.67	0.89	0.51	0.51
Avail Cap(c_a), veh/h	367	0	595	282	1021	783	267	359	365	490	584	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	27.7	33.6	17.7	16.4	34.0	27.0	27.0	28.4	18.9	18.9
Incr Delay (d2), s/veh	0.2	0.0	8.9	7.7	0.5	0.3	7.7	9.4	9.4	16.0	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	7.4	2.8	4.8	2.3	2.5	4.4	4.5	7.5	4.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	36.6	41.2	18.3	16.7	41.7	36.4	36.5	44.4	22.1	21.9
LnGrp LOS	C	A	D	D	B	B	D	D	D	D	C	C
Approach Vol, veh/h		418			728			612			968	
Approach Delay, s/veh		35.5			22.2			37.5			30.4	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	21.5	21.0	11.5	22.2	10.8	31.7		33.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	21.0	17.0	12.0	24.0	11.0	27.0		40.0				
Max Q Clear Time (g_c+I1), s	17.1	12.4	7.8	16.8	7.2	13.0		13.6				
Green Ext Time (p_c), s	0.4	1.0	0.1	1.4	0.1	2.7		3.0				

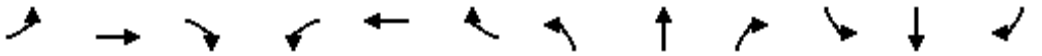
Intersection Summary			
HCM 6th Ctrl Delay		30.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	285	108	116	327	165	178	311	40	301	441	72
Future Volume (veh/h)	88	285	108	116	327	165	178	311	40	301	441	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	106	343	130	140	394	199	214	375	48	363	531	87
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	326	372	141	171	822	635	189	708	90	317	899	147
Arrive On Green	0.28	0.28	0.28	0.10	0.43	0.43	0.10	0.25	0.25	0.18	0.33	0.33
Sat Flow, veh/h	864	1312	497	1706	1914	1479	1838	2820	358	1735	2719	444
Grp Volume(v), veh/h	106	0	473	140	394	199	214	209	214	363	308	310
Grp Sat Flow(s),veh/h/ln	864	0	1809	1706	1914	1479	1838	1580	1598	1735	1580	1583
Q Serve(g_s), s	8.8	0.0	22.2	7.1	13.0	7.8	9.0	10.0	10.2	16.0	14.2	14.3
Cycle Q Clear(g_c), s	9.0	0.0	22.2	7.1	13.0	7.8	9.0	10.0	10.2	16.0	14.2	14.3
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.22	1.00		0.28
Lane Grp Cap(c), veh/h	326	0	514	171	822	635	189	396	401	317	523	524
V/C Ratio(X)	0.33	0.00	0.92	0.82	0.48	0.31	1.13	0.53	0.53	1.15	0.59	0.59
Avail Cap(c_a), veh/h	337	0	537	195	874	675	189	396	401	317	523	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	30.4	38.7	18.0	16.5	39.3	28.3	28.4	35.8	24.4	24.4
Incr Delay (d2), s/veh	0.6	0.0	20.9	21.2	0.4	0.3	106.2	4.9	5.0	96.3	4.8	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	12.2	3.8	5.3	2.5	9.3	4.0	4.1	14.7	5.5	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	0.0	51.4	59.9	18.4	16.8	145.5	33.3	33.4	132.1	29.2	29.3
LnGrp LOS	C	A	D	E	B	B	F	C	C	F	C	C
Approach Vol, veh/h		579			733			637			981	
Approach Delay, s/veh		46.8			25.9			71.0			67.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	26.0	12.8	28.9	13.0	33.0		41.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	22.0	10.0	26.0	9.0	29.0		40.0				
Max Q Clear Time (g_c+I1), s	18.0	12.2	9.1	24.2	11.0	16.3		15.0				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.7	0.0	2.7		3.0				

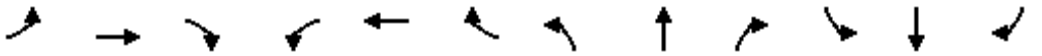
Intersection Summary												
HCM 6th Ctrl Delay			53.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	285	108	116	327	165	178	311	40	301	441	72
Future Volume (veh/h)	88	285	108	116	327	165	178	311	40	301	441	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1930	1811	1884	1945	1760	1945	1693	1806	1868	1693	1885
Adj Flow Rate, veh/h	106	343	130	140	394	199	214	375	48	363	531	87
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	6	6	2	14	2	14	11	7	14	1
Cap, veh/h	137	846	354	179	501	384	259	635	81	404	854	139
Arrive On Green	0.07	0.23	0.23	0.10	0.26	0.26	0.14	0.22	0.22	0.23	0.31	0.31
Sat Flow, veh/h	1867	3667	1535	1794	1945	1492	1853	2870	365	1779	2767	452
Grp Volume(v), veh/h	106	343	130	140	394	199	214	209	214	363	308	310
Grp Sat Flow(s),veh/h/ln	1867	1833	1535	1794	1945	1492	1853	1608	1627	1779	1608	1611
Q Serve(g_s), s	4.0	5.7	5.1	5.5	13.6	8.3	8.1	8.4	8.5	14.3	11.8	11.9
Cycle Q Clear(g_c), s	4.0	5.7	5.1	5.5	13.6	8.3	8.1	8.4	8.5	14.3	11.8	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.28
Lane Grp Cap(c), veh/h	137	846	354	179	501	384	259	356	360	404	496	497
V/C Ratio(X)	0.77	0.41	0.37	0.78	0.79	0.52	0.83	0.59	0.59	0.90	0.62	0.62
Avail Cap(c_a), veh/h	155	1571	658	372	1075	825	307	356	360	418	496	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	23.6	23.4	31.8	25.0	23.0	30.3	25.2	25.3	27.2	21.4	21.4
Incr Delay (d2), s/veh	19.0	0.3	0.6	7.2	2.8	1.1	14.7	7.0	7.1	21.4	5.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.4	1.8	2.6	6.1	2.8	4.3	3.5	3.6	7.8	4.6	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	23.9	24.0	39.0	27.8	24.1	45.0	32.2	32.3	48.6	27.1	27.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		579			733			637			981	
Approach Delay, s/veh		29.1			28.9			36.5			35.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	20.0	11.2	20.7	14.1	26.3	9.3	22.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	16.0	15.0	31.0	12.0	21.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	16.3	10.5	7.5	7.7	10.1	13.9	6.0	15.6
Green Ext Time (p_c), s	0.1	1.0	0.2	2.6	0.1	1.9	0.0	3.0

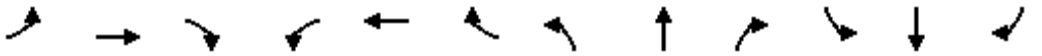
Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	223	85	276	180	96	353	1239	189	175	842	5
Future Volume (veh/h)	16	223	85	276	180	96	353	1239	189	175	842	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	17	235	89	291	189	101	372	1304	199	184	886	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	332	280	106	210	737	570	203	932	141	223	1149	6
Arrive On Green	0.21	0.21	0.21	0.12	0.39	0.39	0.11	0.34	0.34	0.13	0.36	0.36
Sat Flow, veh/h	1142	1312	497	1706	1914	1479	1838	2751	417	1735	3221	18
Grp Volume(v), veh/h	17	0	324	291	189	101	372	745	758	184	435	456
Grp Sat Flow(s),veh/h/ln	1142	0	1809	1706	1914	1479	1838	1580	1588	1735	1580	1660
Q Serve(g_s), s	1.0	0.0	14.0	10.0	5.5	3.7	9.0	27.5	27.5	8.4	19.9	19.9
Cycle Q Clear(g_c), s	1.0	0.0	14.0	10.0	5.5	3.7	9.0	27.5	27.5	8.4	19.9	19.9
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.26	1.00		0.01
Lane Grp Cap(c), veh/h	332	0	386	210	737	570	203	535	538	223	563	592
V/C Ratio(X)	0.05	0.00	0.84	1.39	0.26	0.18	1.83	1.39	1.41	0.82	0.77	0.77
Avail Cap(c_a), veh/h	454	0	578	210	942	727	203	535	538	341	563	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	30.7	35.7	17.1	16.5	36.2	26.9	26.9	34.5	23.2	23.2
Incr Delay (d2), s/veh	0.1	0.0	6.9	201.0	0.2	0.1	391.7	187.5	195.6	9.4	9.8	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	6.5	15.6	2.2	1.2	25.8	36.7	38.1	3.8	8.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	37.6	236.7	17.2	16.6	427.9	214.4	222.5	44.0	33.1	32.6
LnGrp LOS	C	A	D	F	B	B	F	F	F	D	C	C
Approach Vol, veh/h		341			581			1875			1075	
Approach Delay, s/veh		37.0			127.1			260.0			34.7	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	31.5	14.0	21.3	13.0	33.0		35.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	22.0	10.0	26.0	9.0	29.0		40.0				
Max Q Clear Time (g_c+I1), s	10.4	29.5	12.0	16.0	11.0	21.9		7.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	1.4	0.0	2.9		1.4				

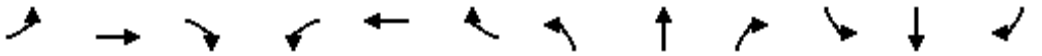
Intersection Summary			
HCM 6th Ctrl Delay		157.9	
HCM 6th LOS		F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	227	156	276	184	96	424	1189	189	175	792	66
Future Volume (veh/h)	76	227	156	276	184	96	424	1189	189	175	792	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1899	1767	1791	1914	1745	1930	1663	1591	1822	1663	1737
Adj Flow Rate, veh/h	80	239	164	291	194	101	446	1252	199	184	834	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	5	9	12	4	15	3	16	25	10	16	11
Cap, veh/h	376	270	185	198	803	621	192	857	135	221	994	82
Arrive On Green	0.26	0.26	0.26	0.12	0.42	0.42	0.10	0.31	0.31	0.13	0.34	0.34
Sat Flow, veh/h	1137	1049	720	1706	1914	1479	1838	2733	432	1735	2954	244
Grp Volume(v), veh/h	80	0	403	291	194	101	446	720	731	184	446	457
Grp Sat Flow(s),veh/h/ln	1137	0	1769	1706	1914	1479	1838	1580	1585	1735	1580	1619
Q Serve(g_s), s	4.8	0.0	18.9	10.0	5.6	3.7	9.0	27.0	27.0	8.9	22.5	22.5
Cycle Q Clear(g_c), s	4.8	0.0	18.9	10.0	5.6	3.7	9.0	27.0	27.0	8.9	22.5	22.5
Prop In Lane	1.00		0.41	1.00		1.00	1.00		0.27	1.00		0.15
Lane Grp Cap(c), veh/h	376	0	455	198	803	621	192	495	497	221	532	545
V/C Ratio(X)	0.21	0.00	0.89	1.47	0.24	0.16	2.32	1.45	1.47	0.83	0.84	0.84
Avail Cap(c_a), veh/h	427	0	534	198	889	687	192	495	497	322	532	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	30.8	38.1	16.1	15.6	38.6	29.6	29.6	36.7	26.4	26.4
Incr Delay (d2), s/veh	0.3	0.0	14.7	236.8	0.2	0.1	611.4	215.2	222.4	11.5	14.6	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	9.5	17.0	2.3	1.2	36.3	38.6	39.7	4.2	9.7	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	45.5	274.9	16.3	15.7	650.0	244.8	251.9	48.1	41.1	40.8
LnGrp LOS	C	A	D	F	B	B	F	F	F	D	D	D
Approach Vol, veh/h		483			586			1897			1087	
Approach Delay, s/veh		42.2			144.6			342.8			42.1	
Approach LOS		D			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	31.0	14.0	26.2	13.0	33.0		40.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	22.0	10.0	26.0	9.0	29.0		40.0				
Max Q Clear Time (g_c+I1), s	10.9	29.0	12.0	20.9	11.0	24.5		7.6				
Green Ext Time (p_c), s	0.2	0.0	0.0	1.3	0.0	2.1		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			197.7									
HCM 6th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	227	156	276	184	96	424	1189	189	175	792	66
Future Volume (veh/h)	76	227	156	276	184	96	424	1189	189	175	792	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1930	1811	1884	1945	1760	1945	1693	1806	1868	1693	1885
Adj Flow Rate, veh/h	80	239	164	291	194	101	446	1252	199	184	834	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	6	6	2	14	2	14	11	7	14	1
Cap, veh/h	94	445	186	317	592	295	464	1335	211	191	1012	84
Arrive On Green	0.05	0.12	0.12	0.18	0.25	0.25	0.25	0.48	0.48	0.11	0.34	0.34
Sat Flow, veh/h	1867	3667	1535	1794	2387	1191	1853	2782	439	1779	3007	249
Grp Volume(v), veh/h	80	239	164	291	148	147	446	720	731	184	446	457
Grp Sat Flow(s),veh/h/ln	1867	1833	1535	1794	1848	1731	1853	1608	1613	1779	1608	1648
Q Serve(g_s), s	5.9	8.6	14.7	22.3	9.2	9.7	33.2	58.9	60.1	14.4	35.5	35.5
Cycle Q Clear(g_c), s	5.9	8.6	14.7	22.3	9.2	9.7	33.2	58.9	60.1	14.4	35.5	35.5
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.27	1.00		0.15
Lane Grp Cap(c), veh/h	94	445	186	317	458	429	464	772	774	191	541	555
V/C Ratio(X)	0.85	0.54	0.88	0.92	0.32	0.34	0.96	0.93	0.94	0.96	0.82	0.82
Avail Cap(c_a), veh/h	94	473	198	373	530	496	464	772	774	191	541	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.8	57.6	60.3	56.5	42.9	43.1	51.6	34.2	34.5	62.0	42.5	42.5
Incr Delay (d2), s/veh	49.6	1.0	32.3	25.1	0.4	0.5	31.7	19.7	21.2	54.1	13.3	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.0	7.3	12.1	4.2	4.2	18.8	25.3	26.1	9.2	15.5	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.3	58.7	92.6	81.6	43.3	43.6	83.3	53.9	55.7	116.1	55.8	55.5
LnGrp LOS	F	E	F	F	D	D	F	D	E	F	E	E
Approach Vol, veh/h		483			586			1897			1087	
Approach Delay, s/veh		79.6			62.4			61.5			65.9	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	71.0	28.6	21.0	39.0	51.0	11.0	38.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	67.0	29.0	18.0	35.0	47.0	7.0	40.0
Max Q Clear Time (g_c+I1), s	16.4	62.1	24.3	16.7	35.2	37.5	7.9	11.7
Green Ext Time (p_c), s	0.0	3.4	0.4	0.3	0.0	3.5	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	65.0
HCM 6th LOS	E

CALCULATION OF FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES (NCHRP 255)

Intersection No.: 1
North/South Street: HIGHWAY 395
East/West Street: AIR EXPRESSWAY

Analysis Condition: YEAR 2045 FUTURE TRAFFIC

A.M. Peak Hour

Approach Direction		Base Year Count	Forecast Future Year Link Volume			Turn Volume	Balanced Volume
South leg	Left	77	Approach	926	Left	191	191
NB	Through	364	Departure	1,727	Through	653	653
	Right	52			Right	99	99
North leg	Left	146	Approach	1,177	Left	96	96
SB	Through	253	Departure	713	Through	1,175	1,175
	Right	9			Right	8	8
West leg	Left	6	Approach	471	Left	6	6
EB	Through	231	Departure	405	Through	235	235
	Right	37			Right	268	268
East leg	Left	81	Approach	517	Left	285	285
WB	Through	319	Departure	429	Through	207	207
	Right	117			Right	55	55

P.M. Peak Hour

Approach Direction		Base Year Count	Forecast Future Year Link Volume			Turn Volume	Balanced Volume
South leg	Left	100	Approach	1,861	Left	352	353
NB	Through	337	Departure	1,201	Through	1,240	1,239
	Right	37			Right	189	189
North leg	Left	281	Approach	1,025	Left	174	175
SB	Through	458	Departure	1,350	Through	843	842
	Right	10			Right	5	5
West leg	Left	26	Approach	322	Left	16	16
EB	Through	262	Departure	536	Through	218	223
	Right	34			Right	84	85
East leg	Left	108	Approach	563	Left	276	276
WB	Through	301	Departure	580	Through	180	180
	Right	154			Right	96	96

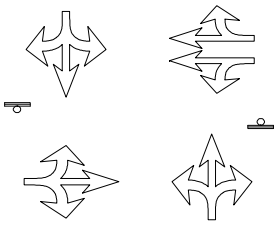
DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET OF
TURN MOVEMENTS	HEAY	25-Aug-23	OONT0007-0001	1 OF 2

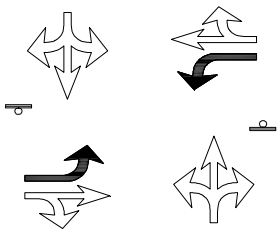
E/W STREET : AIR EXPRESSWAY
N/S STREET : MONTEZUMA ST
CONDITION : AM PEAK HOUR

INTERSECTION : 2
PROJECTED GROWTH PER YEAR : 3.5%

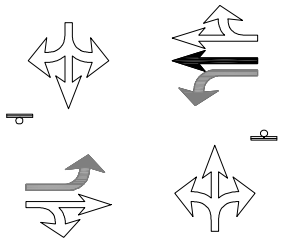
CONDITION DIAGRAMS



EXISTING GEOMETRICS



PROPOSED GEOMETRICS



ULTIMATE GEOMETRICS

TURN MOVEMENTS

Condition	Existing Condition	Ambient Growth	Background Condition	Project Trips	Project Condition	Future Condition	Future + Project Condition
Scenario #	1		3		5	7	9
AIR EXPRESSWAY							
EB LEFT	4	1	5	0	5	5	5
EB THRU	272	20	292	32	324	501	533
EB RIGHT	1	1	2	8	10	1	9
WB LEFT	1	1	2	0	2	1	1
WB THRU	399	28	427	31	458	400	431
WB RIGHT	2	1	3	0	3	2	2
MONTEZUMA ST							
NB LEFT	1	1	2	8	10	2	10
NB THRU	1	1	2	0	2	1	1
NB RIGHT	1	1	2	0	2	2	2
SB LEFT	1	1	2	0	2	6	6
SB THRU	1	1	2	0	2	2	2
SB RIGHT	1	1	2	0	2	5	5
TOTALS	**685**	**58**	**743**	**79**	**822**	**928**	**1007**

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET	OF
TURN VOLUME SUMMARY	HEAY	25-Aug-23	OONT0007-0001	2	OF 2

E/W STREET : AIR EXPRESSWAY
N/S STREET : MONTEZUMA ST
CONDITION : AM PEAK HOUR
PHF : 0.78

NORTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

SOUTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

EAST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	80	0	0	1	0	0	0	0	0	3	0
1	66	0	0	4	0	0	0	0	0	1	0
0	109	0	0	2	0	0	0	0	0	3	0
1	99	0	0	4	0	0	0	0	0	1	0

WEST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	66	2	0	0	0	0	0	0	0	0	0
0	70	0	0	0	0	0	1	0	0	1	0
0	91	1	0	1	0	0	0	0	0	2	0
0	36	1	0	1	0	0	0	0	0	3	0

	Truck Volumes	Auto Volumes	Totals	Truck Percentage	Balanced Totals
AIR EXPRESSWAY					
EB LEFT	0	4	**4**	**1%**	**4**
EB THRU	9	263	**272**	**3%**	**272**
EB RIGHT	0	0	**1**	**1%**	**1**
WB LEFT	0	0	**1**	**1%**	**1**
WB THRU	19	354	**373**	**5%**	**399**
WB RIGHT	0	2	**2**	**1%**	**2**
MONTEZUMA ST					
NB LEFT	0	0	**1**	**1%**	**1**
NB THRU	0	0	**1**	**1%**	**1**
NB RIGHT	0	0	**1**	**1%**	**1**
SB LEFT	0	1	**1**	**1%**	**1**
SB THRU	0	0	**1**	**1%**	**1**
SB RIGHT	0	0	**1**	**1%**	**1**

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	272	1	1	399	2	1	1	1	1	1	1
Future Vol, veh/h	4	272	1	1	399	2	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	5	349	1	1	512	3	1	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	515	0	0	350	0	0	619	877	350	877	876	258
Stage 1	-	-	-	-	-	-	360	360	-	516	516	-
Stage 2	-	-	-	-	-	-	259	517	-	361	360	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	1055	-	-	1214	-	-	388	288	695	257	288	744
Stage 1	-	-	-	-	-	-	660	628	-	513	535	-
Stage 2	-	-	-	-	-	-	726	535	-	659	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1055	-	-	1214	-	-	384	286	695	254	286	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	286	-	254	286	-
Stage 1	-	-	-	-	-	-	656	624	-	510	534	-
Stage 2	-	-	-	-	-	-	722	534	-	652	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	14.1	15.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	1055	-	-	1214	-	-	342
HCM Lane V/C Ratio	0.01	0.005	-	-	0.001	-	-	0.011
HCM Control Delay (s)	14.1	8.4	0	-	8	0	-	15.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	292	2	2	427	3	2	2	2	2	2	2
Future Vol, veh/h	5	292	2	2	427	3	2	2	2	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	6	374	3	3	547	4	3	3	3	3	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	551	0	0	377	0	0	669	945	376	946	944	276
Stage 1	-	-	-	-	-	-	388	388	-	555	555	-
Stage 2	-	-	-	-	-	-	281	557	-	391	389	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	1023	-	-	1186	-	-	359	263	672	230	263	725
Stage 1	-	-	-	-	-	-	637	610	-	486	514	-
Stage 2	-	-	-	-	-	-	705	513	-	635	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1186	-	-	352	260	672	225	260	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	352	260	-	225	260	-
Stage 1	-	-	-	-	-	-	633	606	-	483	512	-
Stage 2	-	-	-	-	-	-	696	511	-	625	606	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15	16.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	367	1023	-	-	1186	-	-	310
HCM Lane V/C Ratio	0.021	0.006	-	-	0.002	-	-	0.025
HCM Control Delay (s)	15	8.5	0	-	8	0	-	16.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	324	10	2	458	3	10	2	2	2	2	2
Future Vol, veh/h	5	324	10	2	458	3	10	2	2	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	6	415	13	3	587	4	13	3	3	3	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	591	0	0	428	0	0	735	1031	422	1032	1035	296
Stage 1	-	-	-	-	-	-	434	434	-	595	595	-
Stage 2	-	-	-	-	-	-	301	597	-	437	440	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	989	-	-	1136	-	-	323	234	633	200	232	704
Stage 1	-	-	-	-	-	-	602	582	-	461	494	-
Stage 2	-	-	-	-	-	-	687	493	-	600	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	989	-	-	1136	-	-	316	231	633	196	229	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	316	231	-	196	229	-
Stage 1	-	-	-	-	-	-	597	577	-	457	492	-
Stage 2	-	-	-	-	-	-	678	491	-	590	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	16.8	18.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	322	989	-	-	1136	-	-	275
HCM Lane V/C Ratio	0.056	0.006	-	-	0.002	-	-	0.028
HCM Control Delay (s)	16.8	8.7	0	-	8.2	0	-	18.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	324	10	2	458	3	10	2	2	2	2	2
Future Vol, veh/h	5	324	10	2	458	3	10	2	2	2	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	6	415	13	3	587	4	13	3	3	3	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	591	0	0	428	0	0	1032	1031	422	1032	1035	589
Stage 1	-	-	-	-	-	-	434	434	-	595	595	-
Stage 2	-	-	-	-	-	-	598	597	-	437	440	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	990	-	-	1137	-	-	212	234	634	212	233	510
Stage 1	-	-	-	-	-	-	602	583	-	493	494	-
Stage 2	-	-	-	-	-	-	491	493	-	600	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	990	-	-	1137	-	-	208	232	634	208	231	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	232	-	208	231	-
Stage 1	-	-	-	-	-	-	598	580	-	490	493	-
Stage 2	-	-	-	-	-	-	485	492	-	591	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	21.7	18.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	990	-	-	1137	-	-	270
HCM Lane V/C Ratio	0.077	0.006	-	-	0.002	-	-	0.028
HCM Control Delay (s)	21.7	8.7	-	-	8.2	-	-	18.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	501	1	1	400	2	2	1	2	6	2	5
Future Vol, veh/h	5	501	1	1	400	2	2	1	2	6	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	5	527	1	1	421	2	2	1	2	6	2	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	423	0	0	528	0	0	752	963	528	963	962	212
Stage 1	-	-	-	-	-	-	538	538	-	424	424	-
Stage 2	-	-	-	-	-	-	214	425	-	539	538	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	1141	-	-	1043	-	-	314	256	552	223	257	797
Stage 1	-	-	-	-	-	-	529	523	-	581	588	-
Stage 2	-	-	-	-	-	-	772	588	-	528	523	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1141	-	-	1043	-	-	308	254	552	220	255	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	254	-	220	255	-
Stage 1	-	-	-	-	-	-	526	520	-	578	587	-
Stage 2	-	-	-	-	-	-	763	587	-	522	520	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15.3	17
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	356	1141	-	-	1043	-	-	314
HCM Lane V/C Ratio	0.015	0.005	-	-	0.001	-	-	0.044
HCM Control Delay (s)	15.3	8.2	0	-	8.5	0	-	17
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	533	9	1	431	2	10	1	2	6	2	5
Future Vol, veh/h	5	533	9	1	431	2	10	1	2	6	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	5	561	9	1	454	2	11	1	2	6	2	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	570	0	0	806	1034	566	1034	1037	228
Stage 1	-	-	-	-	-	-	576	576	-	457	457	-
Stage 2	-	-	-	-	-	-	230	458	-	577	580	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	1109	-	-	1006	-	-	288	233	525	199	232	778
Stage 1	-	-	-	-	-	-	504	503	-	556	569	-
Stage 2	-	-	-	-	-	-	755	568	-	503	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	1006	-	-	282	231	525	196	230	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	231	-	196	230	-
Stage 1	-	-	-	-	-	-	500	499	-	552	568	-
Stage 2	-	-	-	-	-	-	746	567	-	496	497	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	17.7	18.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	1109	-	-	1006	-	-	284
HCM Lane V/C Ratio	0.046	0.005	-	-	0.001	-	-	0.048
HCM Control Delay (s)	17.7	8.3	0	-	8.6	0	-	18.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	533	9	1	431	2	10	1	2	6	2	5
Future Volume (veh/h)	5	533	9	1	431	2	10	1	2	6	2	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1930	1885	1885	1826	1885	1885	1961	1885	1885	1961	1885
Adj Flow Rate, veh/h	5	561	9	1	454	2	11	1	2	6	2	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	1	1	5	1	1	1	1	1	1	1
Cap, veh/h	10	1115	18	6	1054	5	649	163	325	335	135	179
Arrive On Green	0.01	0.30	0.30	0.00	0.30	0.30	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1795	3693	59	1795	3542	16	1420	584	1167	544	483	642
Grp Volume(v), veh/h	5	278	292	1	222	234	11	0	3	13	0	0
Grp Sat Flow(s),veh/h/ln	1795	1833	1919	1795	1735	1823	1420	0	1751	1669	0	0
Q Serve(g_s), s	0.1	3.6	3.6	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	3.6	3.6	0.0	3.0	3.0	0.1	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.67	0.46		0.38
Lane Grp Cap(c), veh/h	10	553	579	6	516	542	649	0	488	649	0	0
V/C Ratio(X)	0.51	0.50	0.50	0.16	0.43	0.43	0.02	0.00	0.01	0.02	0.00	0.00
Avail Cap(c_a), veh/h	375	1469	1538	375	1390	1461	1688	0	1769	1826	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	8.2	8.2	14.3	8.1	8.1	7.5	0.0	7.5	7.5	0.0	0.0
Incr Delay (d2), s/veh	35.8	0.7	0.7	11.5	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	1.0	0.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	9.0	8.9	25.8	8.7	8.7	7.5	0.0	7.5	7.5	0.0	0.0
LnGrp LOS	D	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		575			457			14			13	
Approach Delay, s/veh		9.3			8.7			7.5			7.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.0	12.7		12.0	4.2	12.5		12.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	23.0		29.0	6.0	23.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	5.6		2.1	2.1	5.0		2.1
Green Ext Time (p_c), s	0.0	3.1		0.0	0.0	2.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET OF
TURN MOVEMENTS	HEAY	25-Aug-23	OONT0007-0001	1 OF 2

E/W STREET : AIR EXPRESSWAY
N/S STREET : MONTEZUMA ST
CONDITION : PM PEAK HOUR

INTERSECTION : 2
PROJECTED GROWTH PER YEAR : 3.5%

TURN MOVEMENTS

Condition	Existing Condition	Ambient Growth	Background Condition	Project Trips	Project Condition	Future Condition	Future + Project Condition
Scenario #	2		4		6	8	10
AIR EXPRESSWAY							
EB LEFT	1	1	2	0	2	5	5
EB THRU	318	23	341	28	369	319	347
EB RIGHT	1	1	2	7	9	1	8
WB LEFT	1	1	2	0	2	2	2
WB THRU	406	29	435	28	463	526	554
WB RIGHT	1	1	2	0	2	7	7
MONTEZUMA ST							
NB LEFT	1	1	2	7	9	3	10
NB THRU	1	1	2	0	2	1	1
NB RIGHT	1	1	2	0	2	2	2
SB LEFT	2	1	3	0	3	1	1
SB THRU	1	1	2	0	2	3	3
SB RIGHT	1	1	2	0	2	1	1
TOTALS	**735**	**62**	**797**	**70**	**867**	**871**	**941**

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET	OF
TURN VOLUME SUMMARY	HEAY	25-Aug-23	OONT0007-0001	2	OF 2

E/W STREET : AIR EXPRESSWAY
N/S STREET : MONTEZUMA ST
CONDITION : PM PEAK HOUR
PHF : 0.90

NORTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

SOUTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

EAST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	124	0	0	1	0	0	0	0	0	1	0
0	91	0	0	0	0	0	0	0	0	3	0
0	93	0	0	0	0	0	0	0	0	1	0
0	91	0	0	1	0	0	0	0	0	0	0

WEST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	71	0	0	3	0	0	1	0	0	0	0
0	51	0	0	1	0	0	0	0	0	1	0
0	105	0	0	0	0	0	1	0	0	0	0
0	82	0	0	1	0	0	0	0	0	1	0

	Truck Volumes	Auto Volumes	Totals	Truck Percentage	Balanced Totals
AIR EXPRESSWAY					
EB LEFT	0	0	**1**	**1%**	**1**
EB THRU	9	309	**318**	**3%**	**318**
EB RIGHT	0	0	**1**	**1%**	**1**
WB LEFT	0	0	**1**	**1%**	**1**
WB THRU	7	399	**406**	**2%**	**406**
WB RIGHT	0	0	**1**	**1%**	**1**
MONTEZUMA ST					
NB LEFT	0	0	**1**	**1%**	**1**
NB THRU	0	0	**1**	**1%**	**1**
NB RIGHT	0	0	**1**	**1%**	**1**
SB LEFT	0	2	**2**	**1%**	**2**
SB THRU	0	0	**1**	**1%**	**1**
SB RIGHT	0	0	**1**	**1%**	**1**

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	318	1	1	406	1	1	1	1	2	1	1
Future Vol, veh/h	1	318	1	1	406	1	1	1	1	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	3	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	1	353	1	1	451	1	1	1	1	2	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	452	0	0	354	0	0	584	810	354	811	810	226
Stage 1	-	-	-	-	-	-	356	356	-	454	454	-
Stage 2	-	-	-	-	-	-	228	454	-	357	356	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	1113	-	-	1209	-	-	411	315	692	286	315	780
Stage 1	-	-	-	-	-	-	663	630	-	558	571	-
Stage 2	-	-	-	-	-	-	757	571	-	662	630	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1113	-	-	1209	-	-	409	314	692	284	314	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	314	-	284	314	-
Stage 1	-	-	-	-	-	-	662	629	-	557	570	-
Stage 2	-	-	-	-	-	-	754	570	-	659	629	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.6	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	424	1113	-	-	1209	-	-	348
HCM Lane V/C Ratio	0.008	0.001	-	-	0.001	-	-	0.013
HCM Control Delay (s)	13.6	8.2	0	-	8	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	341	2	2	435	2	2	2	2	3	2	2
Future Vol, veh/h	2	341	2	2	435	2	2	2	2	3	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	3	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	2	379	2	2	483	2	2	2	2	3	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	485	0	0	381	0	0	631	873	380	874	873	243
Stage 1	-	-	-	-	-	-	384	384	-	488	488	-
Stage 2	-	-	-	-	-	-	247	489	-	386	385	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	1082	-	-	1182	-	-	381	289	669	258	289	761
Stage 1	-	-	-	-	-	-	641	613	-	533	551	-
Stage 2	-	-	-	-	-	-	738	551	-	639	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1082	-	-	1182	-	-	376	288	669	255	288	761
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	288	-	255	288	-
Stage 1	-	-	-	-	-	-	640	612	-	532	550	-
Stage 2	-	-	-	-	-	-	731	550	-	633	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.3	16.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	393	1082	-	-	1182	-	-	328
HCM Lane V/C Ratio	0.017	0.002	-	-	0.002	-	-	0.024
HCM Control Delay (s)	14.3	8.3	0	-	8.1	0	-	16.2
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	369	9	2	463	2	9	2	2	3	2	2
Future Vol, veh/h	2	369	9	2	463	2	9	2	2	3	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	2	410	10	2	514	2	10	2	2	3	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	516	0	0	420	0	0	681	939	415	940	943	258
Stage 1	-	-	-	-	-	-	419	419	-	519	519	-
Stage 2	-	-	-	-	-	-	262	520	-	421	424	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	1054	-	-	1144	-	-	352	265	639	232	263	744
Stage 1	-	-	-	-	-	-	613	591	-	511	534	-
Stage 2	-	-	-	-	-	-	723	533	-	612	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1054	-	-	1144	-	-	348	264	639	229	262	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	348	264	-	229	262	-
Stage 1	-	-	-	-	-	-	612	590	-	510	533	-
Stage 2	-	-	-	-	-	-	716	532	-	606	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.5	17.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	356	1054	-	-	1144	-	-	299
HCM Lane V/C Ratio	0.041	0.002	-	-	0.002	-	-	0.026
HCM Control Delay (s)	15.5	8.4	0	-	8.2	0	-	17.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	369	9	2	463	2	9	2	2	3	2	2
Future Vol, veh/h	2	369	9	2	463	2	9	2	2	3	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	3	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	2	410	10	2	514	2	10	2	2	3	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	516	0	0	420	0	0	940	939	415	940	943	515
Stage 1	-	-	-	-	-	-	419	419	-	519	519	-
Stage 2	-	-	-	-	-	-	521	520	-	421	424	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1055	-	-	1145	-	-	245	265	640	245	264	562
Stage 1	-	-	-	-	-	-	614	592	-	542	534	-
Stage 2	-	-	-	-	-	-	540	534	-	612	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1055	-	-	1145	-	-	242	264	640	242	263	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	264	-	242	263	-
Stage 1	-	-	-	-	-	-	613	591	-	541	533	-
Stage 2	-	-	-	-	-	-	535	533	-	606	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19	17.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	1055	-	-	1145	-	-	297
HCM Lane V/C Ratio	0.053	0.002	-	-	0.002	-	-	0.026
HCM Control Delay (s)	19	8.4	-	-	8.2	-	-	17.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	319	1	2	526	7	3	1	2	1	3	1
Future Vol, veh/h	5	319	1	2	526	7	3	1	2	1	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	5	336	1	2	554	7	3	1	2	1	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	561	0	0	337	0	0	630	912	337	910	909	281
Stage 1	-	-	-	-	-	-	347	347	-	562	562	-
Stage 2	-	-	-	-	-	-	283	565	-	348	347	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	1014	-	-	1227	-	-	382	274	707	244	276	719
Stage 1	-	-	-	-	-	-	671	636	-	482	511	-
Stage 2	-	-	-	-	-	-	703	509	-	670	636	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1014	-	-	1227	-	-	376	272	707	241	274	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	272	-	241	274	-
Stage 1	-	-	-	-	-	-	667	632	-	479	510	-
Stage 2	-	-	-	-	-	-	696	508	-	663	632	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.8	17.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	414	1014	-	-	1227	-	-	303
HCM Lane V/C Ratio	0.015	0.005	-	-	0.002	-	-	0.017
HCM Control Delay (s)	13.8	8.6	0	-	7.9	0	-	17.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	347	8	2	554	7	10	1	2	1	3	1
Future Vol, veh/h	5	347	8	2	554	7	10	1	2	1	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	3	1	1	5	1	1	1	1	1	1	1
Mvmt Flow	5	365	8	2	583	7	11	1	2	1	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	590	0	0	373	0	0	676	973	369	972	974	295
Stage 1	-	-	-	-	-	-	379	379	-	591	591	-
Stage 2	-	-	-	-	-	-	297	594	-	381	383	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.315	6.515	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	989	-	-	1190	-	-	355	253	678	220	252	705
Stage 1	-	-	-	-	-	-	645	616	-	463	496	-
Stage 2	-	-	-	-	-	-	690	494	-	643	613	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	989	-	-	1190	-	-	349	251	678	217	250	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	349	251	-	217	250	-
Stage 1	-	-	-	-	-	-	641	612	-	460	495	-
Stage 2	-	-	-	-	-	-	683	493	-	636	609	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15.2	18.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	989	-	-	1190	-	-	277
HCM Lane V/C Ratio	0.037	0.005	-	-	0.002	-	-	0.019
HCM Control Delay (s)	15.2	8.7	0	-	8	0	-	18.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	347	8	2	554	7	10	1	2	1	3	1
Future Volume (veh/h)	5	347	8	2	554	7	10	1	2	1	3	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1930	1885	1885	1870	1885	1885	1961	1885	1885	1961	1885
Adj Flow Rate, veh/h	5	365	8	2	583	7	11	1	2	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	1	1	2	1	1	1	1	1	1	1
Cap, veh/h	10	1139	25	6	1105	13	640	160	321	189	366	102
Arrive On Green	0.01	0.31	0.31	0.00	0.31	0.31	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1795	3668	80	1795	3596	43	1424	584	1167	146	1332	369
Grp Volume(v), veh/h	5	182	191	2	288	302	11	0	3	5	0	0
Grp Sat Flow(s),veh/h/ln	1795	1833	1915	1795	1777	1863	1424	0	1751	1847	0	0
Q Serve(g_s), s	0.1	2.2	2.2	0.0	3.9	3.9	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	2.2	2.2	0.0	3.9	3.9	0.1	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.02	1.00		0.67	0.20		0.20
Lane Grp Cap(c), veh/h	10	569	595	6	546	572	640	0	481	656	0	0
V/C Ratio(X)	0.51	0.32	0.32	0.32	0.53	0.53	0.02	0.00	0.01	0.01	0.00	0.00
Avail Cap(c_a), veh/h	370	1449	1514	370	1405	1472	1667	0	1745	1942	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.4	7.7	7.7	14.5	8.3	8.3	7.7	0.0	7.7	7.7	0.0	0.0
Incr Delay (d2), s/veh	35.8	0.3	0.3	27.7	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.6	0.1	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	8.0	8.0	42.2	9.1	9.1	7.7	0.0	7.7	7.7	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		378			592			14			5	
Approach Delay, s/veh		8.6			9.2			7.7			7.7	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.1	13.0		12.0	4.2	12.9		12.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	23.0		29.0	6.0	23.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	4.2		2.1	2.1	5.9		2.1
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	3.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

CALCULATION OF FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES (NCHRP 255)

Intersection No.: 2
North/South Street: MONTEZUMA ST
East/West Street: AIR EXPRESSWAY

Analysis Condition: YEAR 2045 FUTURE TRAFFIC

A.M. Peak Hour

			Forecast Future Year				
Approach Direction		**Base Year Count**		**Link Volume**		**Turn Volume**	**Balanced Volume**
South leg	Left	1	Approach	3	Left	2	2
NB	Through	1	Departure	3	Through	1	1
	Right	1			Right	2	2
North leg	Left	1	Approach	12	Left	6	6
SB	Through	1	Departure	7	Through	2	2
	Right	1			Right	5	5
West leg	Left	4	Approach	466	Left	5	5
EB	Through	272	Departure	401	Through	465	501
	Right	1			Right	1	1
East leg	Left	1	Approach	402	Left	1	1
WB	Through	399	Departure	471	Through	396	400
	Right	2			Right	2	2

P.M. Peak Hour

			Forecast Future Year				
Approach Direction		**Base Year Count**		**Link Volume**		**Turn Volume**	**Balanced Volume**
South leg	Left	1	Approach	3	Left	1	3
NB	Through	1	Departure	3	Through	3	1
	Right	1			Right	1	2
North leg	Left	2	Approach	4	Left	3	1
SB	Through	1	Departure	13	Through	1	3
	Right	1			Right	2	1
West leg	Left	1	Approach	326	Left	5	5
EB	Through	318	Departure	526	Through	319	319
	Right	1			Right	1	1
East leg	Left	1	Approach	534	Left	2	2
WB	Through	406	Departure	321	Through	525	526
	Right	1			Right	7	7

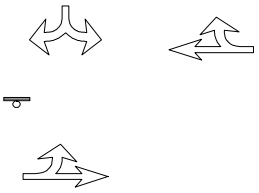
DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET OF
TURN MOVEMENTS	HEAY	25-Aug-23	OONT0007-0001	1 OF 2

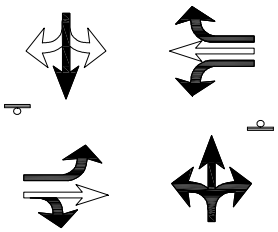
E/W STREET : AIR EXPRESSWAY / PROJECT DRIVEWAY
N/S STREET : CITY HALL DRIVEWAY
CONDITION : AM PEAK HOUR

INTERSECTION : 3
PROJECTED GROWTH PER YEAR : 3.5%

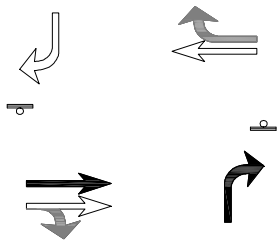
CONDITION DIAGRAMS



EXISTING GEOMETRICS



PROPOSED GEOMETRICS



ULTIMATE GEOMETRICS

TURN MOVEMENTS

Condition	Existing Condition	Ambient Growth	Background Condition	Project Trips	Project Condition	Future Condition	Future + Project Condition
Scenario #	1		3		5	7	9
AIR EXPRESSWAY / PROJEC							
EB LEFT	1	1	2	0	2	2	2
EB THRU	273	20	293	-31	262	507	476
EB RIGHT	0	0	0	63	63	0	63
WB LEFT	0	0	0	189	189	0	189
WB THRU	401	29	430	-31	399	402	371
WB RIGHT	4	1	5	0	5	4	4
CITY HALL DRIVEWAY							
NB LEFT	0	0	0	62	62	0	62
NB THRU	0	0	0	0	0	0	0
NB RIGHT	0	0	0	188	188	0	188
SB LEFT	1	1	2	0	2	2	2
SB THRU	0	0	0	0	0	0	0
SB RIGHT	1	1	2	0	2	1	1
TOTALS	**681**	**53**	**734**	**440**	**1174**	**918**	**1358**

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET	OF
TURN VOLUME SUMMARY	HEAY	25-Aug-23	OONT0007-0001	2	OF 2

E/W STREET : AIR EXPRESSWAY / PROJECT DI
N/S STREET : CITY HALL DRIVEWAY
CONDITION : AM PEAK HOUR
PHF : 0.78

NORTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0

SOUTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

EAST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
1	80	0	0	1	0	0	0	0	0	3	0
1	66	0	0	4	0	0	0	0	0	1	0
1	109	0	0	2	0	0	0	0	0	3	0
1	100	0	0	4	0	0	0	0	0	1	0

WEST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	66	0	0	0	0	0	0	0	0	0	0
0	71	0	0	0	0	0	1	0	0	1	0
0	91	1	0	1	0	0	0	0	0	2	0
0	36	0	0	1	0	0	0	0	0	3	0

	Truck Volumes	Auto Volumes	Totals	Truck Percentage	Balanced Totals
AIR EXPRESSWAY / PROJECT DRIVEWA					
EB LEFT	0	1	**1**	**1%**	**1**
EB THRU	9	264	**273**	**3%**	**273**
EB RIGHT	0	0	**0**	**0%**	**0**
WB LEFT	0	0	**0**	**0%**	**0**
WB THRU	19	355	**374**	**5%**	**401**
WB RIGHT	0	4	**4**	**1%**	**4**
CITY HALL DRIVEWAY					
NB LEFT	0	0	**0**	**0%**	**0**
NB THRU	0	0	**0**	**0%**	**0**
NB RIGHT	0	0	**0**	**0%**	**0**
SB LEFT	0	1	**1**	**1%**	**1**
SB THRU	0	0	**0**	**0%**	**0**
SB RIGHT	0	1	**1**	**1%**	**1**

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	273	401	4	1	1
Future Vol, veh/h	1	273	401	4	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	3	5	1	1	1
Mvmt Flow	1	350	514	5	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	519	0	-	0	869	517
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1052	-	-	-	324	560
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1052	-	-	-	324	560
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1052	-	-	-	410
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Control Delay (s)	8.4	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	2	293	430	5	2	2
Future Vol, veh/h	2	293	430	5	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	3	5	1	1	1
Mvmt Flow	3	376	551	6	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	557	0	-	0	936	554
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1019	-	-	-	295	534
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1019	-	-	-	294	534
Mov Cap-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1019	-	-	-	379
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s)	8.5	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	262	63	189	399	5	62	0	188	2	0	2
Future Vol, veh/h	2	262	63	189	399	5	62	0	188	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	92	92	78	78	92	92	92	78	92	78
Heavy Vehicles, %	1	3	2	2	5	1	2	2	2	1	2	1
Mvmt Flow	3	336	68	205	512	6	67	0	204	3	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	518	0	0	404	0	0	1303	1304	370	1403	1335	515
Stage 1	-	-	-	-	-	-	376	376	-	925	925	-
Stage 2	-	-	-	-	-	-	927	928	-	478	410	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.52	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.018	3.309
Pot Cap-1 Maneuver	1053	-	-	1155	-	-	138	160	676	118	154	562
Stage 1	-	-	-	-	-	-	645	616	-	324	348	-
Stage 2	-	-	-	-	-	-	322	347	-	570	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1053	-	-	1155	-	-	111	120	676	66	115	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	120	-	66	115	-
Stage 1	-	-	-	-	-	-	642	614	-	323	261	-
Stage 2	-	-	-	-	-	-	241	261	-	396	593	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.5	69.6	36.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	299	1053	-	-	1155	-	-	118
HCM Lane V/C Ratio	0.909	0.002	-	-	0.178	-	-	0.043
HCM Control Delay (s)	69.6	8.4	0	-	8.8	0	-	36.9
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	8.5	0	-	-	0.6	-	-	0.1

Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	262	63	189	399	5	62	0	188	2	0	2
Future Vol, veh/h	2	262	63	189	399	5	62	0	188	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	92	92	78	78	92	92	92	78	92	78
Heavy Vehicles, %	1	3	2	2	5	1	2	2	2	1	2	1
Mvmt Flow	3	336	68	205	512	6	67	0	204	3	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	518	0	0	404	0	0	1303	1304	370	1400	1332	512
Stage 1	-	-	-	-	-	-	376	376	-	922	922	-
Stage 2	-	-	-	-	-	-	927	928	-	478	410	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.52	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.018	3.309
Pot Cap-1 Maneuver	1053	-	-	1155	-	-	138	160	676	118	154	564
Stage 1	-	-	-	-	-	-	645	616	-	325	349	-
Stage 2	-	-	-	-	-	-	322	347	-	570	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1053	-	-	1155	-	-	111	120	676	66	115	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	120	-	66	115	-
Stage 1	-	-	-	-	-	-	642	614	-	324	262	-
Stage 2	-	-	-	-	-	-	241	261	-	396	593	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.5	69.6	36.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	299	1053	-	-	1155	-	-	118
HCM Lane V/C Ratio	0.909	0.002	-	-	0.178	-	-	0.043
HCM Control Delay (s)	69.6	8.4	-	-	8.8	-	-	36.9
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	8.5	0	-	-	0.6	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	2	507	402	4	2	1
Future Vol, veh/h	2	507	402	4	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	5	1	1	1
Mvmt Flow	2	534	423	4	2	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	427	0	-	0	963	425
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	538	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1138	-	-	-	285	631
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1138	-	-	-	284	631
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1138	-	-	-	348
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Control Delay (s)	8.2	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	18.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	476	63	189	371	4	62	0	188	2	0	1
Future Vol, veh/h	2	476	63	189	371	4	62	0	188	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	3	2	2	5	1	2	2	2	1	2	1
Mvmt Flow	2	501	66	199	391	4	65	0	198	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	567	0	0	1330	1331	534	1428	1362	393
Stage 1	-	-	-	-	-	-	538	538	-	791	791	-
Stage 2	-	-	-	-	-	-	792	793	-	637	571	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.52	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.018	3.309
Pot Cap-1 Maneuver	1169	-	-	1005	-	-	132	154	546	113	148	658
Stage 1	-	-	-	-	-	-	527	522	-	384	401	-
Stage 2	-	-	-	-	-	-	382	400	-	467	505	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1169	-	-	1005	-	-	106	115	546	58	110	658
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	115	-	58	110	-
Stage 1	-	-	-	-	-	-	525	520	-	383	299	-
Stage 2	-	-	-	-	-	-	285	298	-	297	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.2	90.4	50.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	1169	-	-	1005	-	-	83
HCM Lane V/C Ratio	0.978	0.002	-	-	0.198	-	-	0.038
HCM Control Delay (s)	90.4	8.1	0	-	9.5	0	-	50.1
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	9.6	0	-	-	0.7	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	476	63	0	371	4	0	0	188	0	0	1
Future Vol, veh/h	0	476	63	0	371	4	0	0	188	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	2	0	5	1	0	0	2	0	0	1
Mvmt Flow	0	501	66	0	391	4	0	0	198	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	284	-	-	198
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	713	0	0	813
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	713	-	-	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	713	-	-	-	-	813
HCM Lane V/C Ratio	0.278	-	-	-	-	0.001
HCM Control Delay (s)	12	-	-	-	-	9.4
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	1.1	-	-	-	-	0

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET OF
TURN MOVEMENTS	HEAY	25-Aug-23	OONT0007-0001	1 OF 2

E/W STREET : AIR EXPRESSWAY / PROJECT DRIVEWAY
N/S STREET : CITY HALL DRIVEWAY
CONDITION : PM PEAK HOUR

INTERSECTION : 3
PROJECTED GROWTH PER YEAR : 3.5%

TURN MOVEMENTS

Condition	Existing Condition	Ambient Growth	Background Condition	Project Trips	Project Condition	Future Condition	Future + Project Condition
Scenario #	2		4		6	8	10
AIR EXPRESSWAY / PROJEC							
EB LEFT	1	1	2	0	2	1	1
EB THRU	320	23	343	-21	322	322	301
EB RIGHT	0	0	0	49	49	0	49
WB LEFT	0	0	0	167	167	0	167
WB THRU	407	29	436	-31	405	533	502
WB RIGHT	4	1	5	0	5	5	5
CITY HALL DRIVEWAY							
NB LEFT	0	0	0	59	59	0	59
NB THRU	0	0	0	0	0	0	0
NB RIGHT	0	0	0	156	156	0	156
SB LEFT	2	1	3	0	3	2	2
SB THRU	0	0	0	0	0	0	0
SB RIGHT	1	1	2	0	2	2	2
TOTALS	**735**	**56**	**791**	**379**	**1170**	**865**	**1244**

DAVID EVANS AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET	OF
TURN VOLUME SUMMARY	HEAY	25-Aug-23	OONT0007-0001	2	OF 2

E/W STREET : AIR EXPRESSWAY / PROJECT DI
CONDITION : PM PEAK HOUR
N/S STREET : CITY HALL DRIVEWAY
PHF : 0.90

NORTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0

SOUTH LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

EAST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	124	0	0	1	0	0	0	0	0	1	0
1	91	0	0	0	0	0	0	0	0	3	0
1	89	0	0	0	0	0	0	0	0	1	0
2	93	0	0	1	0	0	0	0	0	0	0

WEST LEG											
AUTO			LARGE 2 AXLE			LARGE 3 AXLE			LARGE 4(+) AXLE		
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT
0	71	0	0	3	0	0	1	0	0	0	0
0	53	0	0	1	0	0	0	0	0	1	0
0	105	0	0	0	0	0	1	0	0	0	0
0	82	0	0	1	0	0	0	0	0	1	0

	Truck Volumes	Auto Volumes	Totals	Truck Percentage	Balanced Totals
AIR EXPRESSWAY / PROJECT DRIVEWA					
EB LEFT	0	0	**1**	**1%**	**1**
EB THRU	9	311	**320**	**3%**	**320**
EB RIGHT	0	0	**0**	**0%**	**0**
WB LEFT	0	0	**0**	**0%**	**0**
WB THRU	7	397	**404**	**2%**	**407**
WB RIGHT	0	4	**4**	**1%**	**4**
CITY HALL DRIVEWAY					
NB LEFT	0	0	**0**	**0%**	**0**
NB THRU	0	0	**0**	**0%**	**0**
NB RIGHT	0	0	**0**	**0%**	**0**
SB LEFT	0	2	**2**	**1%**	**2**
SB THRU	0	0	**0**	**0%**	**0**
SB RIGHT	0	0	**1**	**1%**	**1**

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	320	407	4	2	1
Future Vol, veh/h	1	320	407	4	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	3	2	1	1	1
Mvmt Flow	1	356	452	4	2	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	456	0	-	0	812	454
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1110	-	-	-	350	608
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1110	-	-	-	350	608
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1110	-	-	-	408
HCM Lane V/C Ratio	0.001	-	-	-	0.008
HCM Control Delay (s)	8.2	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	343	436	5	3	2
Future Vol, veh/h	2	343	436	5	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	3	2	1	1	1
Mvmt Flow	2	381	484	6	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	490	0	-	0	872	487
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1078	-	-	-	322	583
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1078	-	-	-	321	583
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1078	-	-	-	391
HCM Lane V/C Ratio	0.002	-	-	-	0.014
HCM Control Delay (s)	8.3	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	322	49	167	405	5	59	0	156	3	0	2
Future Vol, veh/h	2	322	49	167	405	5	59	0	156	3	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	3	2	2	5	1	2	2	2	1	2	1
Mvmt Flow	2	358	54	186	450	6	66	0	173	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	412	0	0	1215	1217	385	1301	1241	453
Stage 1	-	-	-	-	-	-	389	389	-	825	825	-
Stage 2	-	-	-	-	-	-	826	828	-	476	416	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.52	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.018	3.309
Pot Cap-1 Maneuver	1110	-	-	1147	-	-	158	181	663	139	175	609
Stage 1	-	-	-	-	-	-	635	608	-	368	387	-
Stage 2	-	-	-	-	-	-	366	386	-	572	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1110	-	-	1147	-	-	131	141	663	85	137	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	141	-	85	137	-
Stage 1	-	-	-	-	-	-	634	607	-	367	303	-
Stage 2	-	-	-	-	-	-	286	302	-	422	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	45.2	33.9
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	314	1110	-	-	1147	-	-	130
HCM Lane V/C Ratio	0.761	0.002	-	-	0.162	-	-	0.043
HCM Control Delay (s)	45.2	8.2	0	-	8.7	0	-	33.9
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	5.9	0	-	-	0.6	-	-	0.1

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	322	49	167	405	5	59	0	156	3	0	2
Future Vol, veh/h	2	322	49	167	405	5	59	0	156	3	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	3	2	2	2	1	2	2	2	1	2	1
Mvmt Flow	2	358	54	186	450	6	66	0	173	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	412	0	0	1215	1217	385	1298	1238	450
Stage 1	-	-	-	-	-	-	389	389	-	822	822	-
Stage 2	-	-	-	-	-	-	826	828	-	476	416	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.52	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.018	3.309
Pot Cap-1 Maneuver	1110	-	-	1147	-	-	158	181	663	139	176	611
Stage 1	-	-	-	-	-	-	635	608	-	370	388	-
Stage 2	-	-	-	-	-	-	366	386	-	572	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1110	-	-	1147	-	-	131	141	663	85	137	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	141	-	85	137	-
Stage 1	-	-	-	-	-	-	634	607	-	369	304	-
Stage 2	-	-	-	-	-	-	286	302	-	422	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	45.2	33.9
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	314	1110	-	-	1147	-	-	130
HCM Lane V/C Ratio	0.761	0.002	-	-	0.162	-	-	0.043
HCM Control Delay (s)	45.2	8.2	-	-	8.7	-	-	33.9
HCM Lane LOS	E	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	5.9	0	-	-	0.6	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	322	533	5	2	2
Future Vol, veh/h	1	322	533	5	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	5	1	1	1
Mvmt Flow	1	339	561	5	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	566	0	-	0	905	564
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1011	-	-	-	308	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1011	-	-	-	308	527
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1011	-	-	-	389
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s)	8.6	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	301	49	167	502	5	59	0	156	2	0	2
Future Vol, veh/h	1	301	49	167	502	5	59	0	156	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	3	2	2	5	1	2	2	2	1	2	1
Mvmt Flow	1	317	52	176	528	5	62	0	164	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	533	0	0	369	0	0	1229	1230	343	1310	1254	531
Stage 1	-	-	-	-	-	-	345	345	-	883	883	-
Stage 2	-	-	-	-	-	-	884	885	-	427	371	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.52	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.52	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.018	3.309
Pot Cap-1 Maneuver	1040	-	-	1190	-	-	155	178	700	137	172	550
Stage 1	-	-	-	-	-	-	671	636	-	342	364	-
Stage 2	-	-	-	-	-	-	340	363	-	608	620	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1040	-	-	1190	-	-	129	140	700	88	136	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	140	-	88	136	-
Stage 1	-	-	-	-	-	-	670	635	-	342	288	-
Stage 2	-	-	-	-	-	-	268	287	-	465	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.1	40.6	29.4
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	316	1040	-	-	1190	-	-	152
HCM Lane V/C Ratio	0.716	0.001	-	-	0.148	-	-	0.028
HCM Control Delay (s)	40.6	8.5	0	-	8.5	0	-	29.4
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	5.2	0	-	-	0.5	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	301	49	0	502	5	0	0	156	0	0	2
Future Vol, veh/h	0	301	49	0	502	5	0	0	156	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	2	0	2	1	0	0	2	0	0	1
Mvmt Flow	0	317	52	0	528	5	0	0	164	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	185	-	-	267
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	826	0	0	734
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	826	-	-	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.4	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	826	-	-	-	-	734
HCM Lane V/C Ratio	0.199	-	-	-	-	0.003
HCM Control Delay (s)	10.4	-	-	-	-	9.9
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.7	-	-	-	-	0

CALCULATION OF FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES (NCHRP 255)

Intersection No.: 3
North/South Street: CITY HALL DRIVEWAY
East/West Street: AIR EXPRESSWAY / PROJECT DRIVEWAY

Analysis Condition: YEAR 2045 FUTURE TRAFFIC

A.M. Peak Hour

			Forecast Future Year				
Approach Direction		**Base Year Count**		**Link Volume**		**Turn Volume**	**Balanced Volume**
South leg	Left	0	Approach	0	Left	0	0
NB	Through	0	Departure	0	Through	0	0
	Right	0			Right	0	0
North leg	Left	1	Approach	2	Left	2	2
SB	Through	0	Departure	5	Through	0	0
	Right	1			Right	1	1
West leg	Left	1	Approach	471	Left	2	2
EB	Through	273	Departure	402	Through	470	507
	Right	0			Right	0	0
East leg	Left	0	Approach	405	Left	0	0
WB	Through	401	Departure	471	Through	402	402
	Right	4			Right	4	4

P.M. Peak Hour

			Forecast Future Year				
Approach Direction		**Base Year Count**		**Link Volume**		**Turn Volume**	**Balanced Volume**
South leg	Left	0	Approach	0	Left	0	0
NB	Through	0	Departure	0	Through	0	0
	Right	0			Right	0	0
North leg	Left	2	Approach	3	Left	2	2
SB	Through	0	Departure	5	Through	0	0
	Right	1			Right	2	2
West leg	Left	1	Approach	321	Left	1	1
EB	Through	320	Departure	534	Through	321	322
	Right	0			Right	0	0
East leg	Left	0	Approach	537	Left	0	0
WB	Through	407	Departure	322	Through	533	533
	Right	4			Right	5	5

Appendix E: Collision Data

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

REPORT 8 - TOTAL COLLISIONS

10/11/2021 thru 10/11/2022 | *Total Count: 102* | Jurisdiction(s): San Bernardino County

Include State Highways cases | *Report Run On: 10/25/2022*

Primary Rd **ADELANTE RD** *Distance (ft)* **500.** *Direction* **N** *Secondary Rd* **YUCCA RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD02** *Type* **0** *CalTrans* *Badge* **I1591** *Collision Date* **20211219** *Time* **0051** *Day* **SUN**
Primary Collision Factor **UNKNOWN** *Violation* *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20220214**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	23	M	W	HNBD		RAN OFF RD	N	A	0100	-	2020	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **ADELANTO RD** *Distance (ft)* **560.** *Direction* **N** *Secondary Rd* **HIBISCUS RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **I3314** *Collision Date* **20220116** *Time* **0947** *Day* **SUN**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20220203**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **MV ON OTHER RD** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	24	M	W	HNBD		LFT TURN	S	D	2200	-	2009	-	3	N		- M G
2	DRVR	60	M	H	HNBD		PROC ST	N	D	2200	-	1990	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **ADELANTO RD** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **HIBISCUS RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **B5934** *Collision Date* **20220208** *Time* **1235** *Day* **TUE**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **3** *Tow Away?* **Y** *Process Date* **20220809**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	F	W	HNBD		LFT TURN	S	A	0100	FORD	2012	-	3	N		- L G
2	DRVR	28	M	W	HNBD		PROC ST	N	A	0700	-	2011	-	3	N		- L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	23	F	1	0	L	G
PASS	POSSIBL	2	F	5	0	L	Q
PASS	POSSIBL	2	M	6	0	L	Q

Primary Rd **ADELANTO RD** *Distance (ft)* **528.** *Direction* **N** *Secondary Rd* **LAWSON AV** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **A106** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **I5435** *Collision Date* **20220513** *Time* **1738** *Day* **FRI**
Primary Collision Factor **R-O-W AUTO** *Violation* **21804** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **4** *Tow Away?* **Y** *Process Date* **20220708**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	37	F	B	HNBD		ENT TRAF	W	A	0100	-	2005	-	-	N		- L G
2	DRVR	19	M	H	HNBD		PROC ST	N	A	0100	FORD	2018	-	-	N		- L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	POSSIBL	37	F	1	0	L	G
PASS	MINOR	3	F	4	0	L	U
PASS		3	M	6	0	L	U
DRVR	POSSIBL	19	M	1	0	L	G
PASS	MINOR	21	M	3	0	L	G

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Primary Rd **AIR EXPRESS WY** *Distance (ft)* **45.0** *Direction* **W** *Secondary Rd* **BELLFLOWER** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD303** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **I3971** *Collision Date* **20211025** *Time* **1334** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20220207**
Weather1 **WIND** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F		24	F	B	HNBD		PROC ST	E	A	0100	-	2006	-	-	F		-	M	G
2		23	F	W	HNBD		STOPPED	E	A	0100	-	2006	-	-	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPRESSWAY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **RT 395** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD303** *Beat* **AD2** *Type* **0** *CalTrans* **8** *Badge* **I4817** *Collision Date* **20220418** *Time* **2354** *Day* **MON**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20220801**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	OTHER	-	-	9900	-		-	-	N		-	-	-
2	DRVR	23	M	H	HBD-NUI		RAN OFF RD	-	A	0100	-	2003	-	3	N		-	L	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPWY** *Distance (ft)* **110.** *Direction* **W** *Secondary Rd* **DAISY RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD210** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **C8720** *Collision Date* **20220826** *Time* **2021** *Day* **FRI**
Primary Collision Factor **UNKNOWN** *Violation* **21760B** *Collision Type* **SIDESWIPE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20221014**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **FELONY** *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-				PROC ST	W	-	9900	-		-	-	N		-	-	-
2	BICY	58	M	W	HNBD		PROC ST	W	L	0400	-		-	3	N		-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	MINOR	58	M	1	1	P	V

Primary Rd **AIR EXPWY** *Distance (ft)* **14.0** *Direction* **W** *Secondary Rd* **JONATHAN** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **C5162** *Collision Date* **20220810** *Time* **1551** *Day* **WED**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20220915**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	29	F	B	HBD-UNK		LFT TURN	N	-	0000	-	2014	-	3	A	16430	-	-	-
2	DRVR	27	M	W	HBD-UNK		PROC ST	W	-	0000	-	2003	-	3	-		-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		27	M	3	0	M	G
PASS		11	F	5	0	M	G

Primary Rd **AIR EXPWY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **PEARMAIN ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **I5435** *Collision Date* **20220125** *Time* **0520** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20220725**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	A	0100	-		-	-	-		-	-	-
2	DRVR	38	M	W	HNBD		SLOWING	W	A	0100	-	2011	-	3	N		-	M	B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

REPORT 8 - TOTAL COLLISIONS

10/11/2020 thru 10/11/2021 | *Total Count: 146* | Jurisdiction(s): San Bernardino County

Include State Highways cases | *Report Run On: 10/25/2022*

Primary Rd **11610** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **MONTEZUMA ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **CHAMBERLAINE WY San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **I5435** *Collision Date* **20210907** *Time* **1945** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **OVERTURNED** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20211014**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **HOLES** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info																		Victim Info						
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	42	M		IMP UNK	IMP UNK	PROC ST	E	A	0100	-	2011	-	-	N	-	M G	PASS		30	M	2	0	L	-

Primary Rd **ADELANTO RD** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **EDISON POLE** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD109** *Beat* **AD02** *Type* **0** *CalTrans* *Badge* **H6891** *Collision Date* **20201222** *Time* **2023** *Day* **TUE**
Primary Collision Factor **PED VIOL** *Violation* **21954A** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20210224**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DARK - NO** *Ped Action* **NOT IN X-** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																		Victim Info						
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	PED	57	M	W	HBD-UI			E	N	6000	-		-	3	N	-	- -	PED	COMP PN	57	M	0	-	-	-
2	DRVR	28	M		HNBD		PROC ST	N	A	0100	-	2004	-	3	N	-	M G								

Primary Rd **ADELANTO RD** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **EL DORADO ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **I2335** *Collision Date* **20210423** *Time* **2340** *Day* **FRI**
Primary Collision Factor **DRVR ALC\|DRG** *Violation* **23152F** *Collision Type* **OVERTURNED** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20211015**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **NON-CLSN** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info																		Victim Info						
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	51	F	W	HBD-UI		RAN OFF RD	S	-	0000	JEEP	1997	-	-	N	-	- -								

Primary Rd **ADELANTO RD** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **RANCHO RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **15450** *Collision Date* **20210710** *Time* **2058** *Day* **SAT**
Primary Collision Factor **DRVR ALC\|DRG** *Violation* **23152B** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20211027**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info																		Victim Info						
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	56	M	B	HBD-UI		RAN OFF RD	E	A	0100	FORD	2003	-	-	A	22450	- L B								

Primary Rd **ADELANTO RD** *Distance (ft)* **83.0** *Direction* **S** *Secondary Rd* **SAND AV** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD104** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **I2289** *Collision Date* **20201215** *Time* **2026** *Day* **TUE**
Primary Collision Factor **NOT STATED** *Violation* *Collision Type* **OVERTURNED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20210224**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **LOOSE MATRL** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **NON-CLSN** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																		Victim Info						
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	25	M	W	IMP UNK	IMP UNK	RGT TURN	S	C	0200	-	2005	-	-	N	-	P W	DRVR	SEVERE	25	M	1	1	W	-

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Primary Rd **AIR EXPRESS WY** *Distance (ft)* **290.** *Direction* **E** *Secondary Rd* **RT 395** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **G3868** *Collision Date* **20201127** *Time* **2007** *Day* **FRI**
Primary Collision Factor **R-O-W AUTO** *Violation* **21804A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20210423**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	M	H	IMP UNK	IMP UNK	LFT TURN	N	D	2200	-	2001	-	-	-	-	-	-
2	DRVR	19	M	W	HNBD		PROC ST	E	D	2200	FORD	1988	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPRESS WY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **RT 395** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD314** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **I3335** *Collision Date* **20210410** *Time* **1945** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **HEAD-ON** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20211020**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	23	M	H	HNBD			E	A	0100	-	2018	-	-	N	-	M	G
2	DRVR	35	M	H	HNBD		STOPPED	W	-	0000	-	2018	-	-	-	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	23	M	-	0	-	-

Primary Rd **AIR EXPRESS WY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **RT 395** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **I5450** *Collision Date* **20210627** *Time* **0055** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20211018**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	20	F	W	HNBD		RGT TURN	W	A	0100	-	2008	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPRESSWAY** *Distance (ft)* **1000** *Direction* **E** *Secondary Rd* **RT 395** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD106** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **H8986** *Collision Date* **20210503** *Time* **1743** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20211020**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DUSK/DAWN** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	28	F	B	HNBD		PROC ST	E	A	0100	-	2014	-	3	N	-	L	G
2	DRVR	17	M	W	HNBD		STOPPED	E	A	0100	-	2003	-	3	N	-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	POSSIBL	28	F	-	0	L	B

Primary Rd **AIR EXPRESSWAY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **STEVENS ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD210** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **B5934** *Collision Date* **20210121** *Time* **1650** *Day* **THU**
Primary Collision Factor **R-O-W AUTO** *Violation* **21804A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20210423**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	26	F	W			LFT TURN	S	A	0100	-	2020	-	-	M	-	L	G
2	DRVR	21	F	W			PROC ST	W	A	0100	-	2006	-	-	-	-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	POSSIBL	27	F	1	-	L	G
DRVR	POSSIBL	22	F	1	0	L	G
PASS		26	M	6	0	M	G

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Primary Rd **AIR EXPWY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **ADELANTO RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **H7590** *Collision Date* **20210914** *Time* **1521** *Day* **TUE**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20220222**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1	DRVR	52	M	B	HNBD		PROC ST	N	A	0100	-	2014	-	3	N		-	M	G
2F	DRVR	24	M	B	IMP UNK	IMP UNK	LFT TURN	E	A	0100	-	2015	-	3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		38	F	-	-	-	-

Primary Rd **AIR EXPWY** *Distance (ft)* **5.00** *Direction* **W** *Secondary Rd* **JONATHAN ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **H7590** *Collision Date* **20210909** *Time* **1454** *Day* **THU**
Primary Collision Factor **STOP SGN|SIG** *Violation* **22450** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20220222**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1	DRVR	20	F	B	HNBD		RGT TURN	W	-	0000	JEEP	2019	-	-	N		-	M	G
2F	DRVR	998	-			PHYS	PROC ST	-	-	0000	-		-	-	N		-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPWY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **RT 395** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* **8** *Badge* **B5934** *Collision Date* **20210218** *Time* **0706** *Day* **THU**
Primary Collision Factor **STOP SGN|SIG** *Violation* **22450A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20210506**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **FELONY** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	31	M	H			PROC ST	W	D	2200	-	2002	-	-	N		-	M	B
2	DRVR	35	M	H			PROC ST	S	A	0100	-	2003	-	-	N		-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	35	M	1	0	-	-

Primary Rd **AIR EXPWY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **RT 395** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD303** *Beat* **AD1** *Type* **0** *CalTrans* **8** *Badge* **I2280** *Collision Date* **20210905** *Time* **1031** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20211013**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	26	M	H	HNBD		PROC ST	E	A	0700	-	2004	-	3	N		-	M	G
2	DRVR	50	F	H	HNBD		PROC ST	E	A	0100	-	2007	-	3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **ALEXANDRIA ST** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **BELLFLOWER ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD314** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **3987** *Collision Date* **20201031** *Time* **2300** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20210317**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **FELONY** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	27	M	H	IMP UNK	IMP UNK	PROC ST	E	A	0100	-	2017	-	-	N		-	L	B
2	PRKD	998	-		IMP UNK	IMP UNK	PARKED	E	A	0100	-	2000	-	-	N		-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	MINOR	998	-	-	0	M	P

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STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

REPORT 8 - TOTAL COLLISIONS

10/12/2019 thru 10/11/2020 | *Total Count: 144* | Jurisdiction(s): San Bernardino County

Include State Highways cases | *Report Run On: 10/25/2022*

Primary Rd **11724 AIR EXPY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **JONATHAN ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD106** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **WHITNE** *Collision Date* **20200711** *Time* **0123** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20201007**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	28	M	H	HNBD	FATG	RGT TURN	E	A	0100	-	2006	A - A		12500	I	M G								
2	DRVR	58	M	O	HNBD		RGT TURN	S	A	0100	-	2002	- - -			-	M G								

Primary Rd **ADDISON ST** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **BELLFLOWER ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD315** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **I3987** *Collision Date* **20201008** *Time* **1926** *Day* **THU**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20210105**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DUSK/DAWN** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	40	M	H	HNBD		LFT TURN	W	C	0600	-		-	3	N		- P -								
2	DRVR	58	F	B	HNBD		PROC ST	E	A	0100	FORD	2011	-	3	N		- M G								

Primary Rd **ADELANTO RD** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **17499 ADELANTO** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **H8376** *Collision Date* **20191205** *Time* **2015** *Day* **THU**
Primary Collision Factor **UNKNOWN** *Violation* **20002A** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20200424**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **PKD MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1	DRVR	54	M	B	IMP UNK	IMP UNK	PROC ST	E	D	2200	-		-	-	N		- - -								
2	DRVR	52	M	W			PARKED	-	A	0100	CHEVR	2006	-	-	N		- - -								

Primary Rd **ADELANTO RD** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **RANCHO RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD109** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **I1591** *Collision Date* **20200409** *Time* **0021** *Day* **THU**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **OVERTURNED** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20200806**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **NON-CLSN** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	47	M	H	HNBD		RGT TURN	S	-	0031	-	2008	-	3	N		- M G								

Primary Rd **ADELANTO RD** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **RANCHO RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD108** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **H7587** *Collision Date* **20200924** *Time* **0311** *Day* **THU**
Primary Collision Factor **STOP SGN\|SIG** *Violation* **22450A** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20201212**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	C	0600	-	2004	-	3	F		- - -								

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Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
4	DRVR	48	F	H	HNBD		STOPPED	W	A	0100	-	2016	-	-	I	-	M	G
5	DRVR	52	F	H	HNBD		STOPPED	E	A	0100	-	2003	-	-	I	-	M	G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		35	M	3	0	G	-
PASS		6	M	4	0	Y	-
PASS		1	F	6	0	Y	-
PASS		1	F	7	0	Y	-

Primary Rd AIR EXPWY *Distance (ft)* 96.0 *Direction* E *Secondary Rd* RT 395 *NCIC* 3600 *State Hwy?* Y *Route* 395 *Postmile Prefix* - *Postmile* 15.707 *Side of Hwy* N
City Adelanto *County* San Bernardino *Population* 3 *Rpt Dist* AD107 *Beat* AD2 *Type* 0 *CalTrans* 8 *Badge* H6891 *Collision Date* 20200612 *Time* 1110 *Day* FRI
Primary Collision Factor IMPROP TURN *Violation* 22107 *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20201211
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* I *Ramp/Int* 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	30	F	B	HNBD		CHANG LN	E	A	0100	FORD	2007	-	3	N	-	M	C
2	DRVR	33	M	W	HNBD		PROC ST	E	D	2200	-	2008	-	3	N	-	M	C

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		31	M	6	0	M	C
PASS		25	F	3	0	M	C

Primary Rd AIR EXPWY *Distance (ft)* 60.0 *Direction* W *Secondary Rd* RT 395 *NCIC* 3600 *State Hwy?* Y *Route* 395 *Postmile Prefix* - *Postmile* 15.707 *Side of Hwy* S
City Adelanto *County* San Bernardino *Population* 3 *Rpt Dist* AD107 *Beat* 0AD *Type* 0 *CalTrans* 8 *Badge* H9008 *Collision Date* 20200701 *Time* 1730 *Day* WED
Primary Collision Factor STRTNG|BCKNG *Violation* 22106 *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20200917
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* I *Ramp/Int* 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	44	F	H	HNBD		BACKING	E	A	0700	FORD	2006	-	3	A	N	G	-
2	DRVR	42	M	W	HNBD		STOPPED	E	A	0100	-	2006	-	3	N	-	G	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd ALEXANDRIA ST *Distance (ft)* 0.00 *Direction* S *Secondary Rd* MOJAVE *NCIC* 3600 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Adelanto *County* San Bernardino *Population* 3 *Rpt Dist* AD314 *Beat* AD2 *Type* 0 *CalTrans* *Badge* CALFRE *Collision Date* 20200629 *Time* 0300 *Day* MON
Primary Collision Factor UNSAFE SPEED *Violation* 22350 *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* Y *Process Date* 20201006
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* OTHER MV *Lighting* DARK - ST *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	34	M	H	HBD-UNK		STOPPED	S	A	0100	FORD	2018	-	3	N	-	M	F
2	PRKD	998	-					-	A	0100	-	2012	-	-	-	-	-	-
3	PRKD	998	-					-	A	0100	-	2014	-	-	-	-	-	-
4	PRKD	998	-					-	A	0100	-	2007	-	-	-	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd ARBOR CT *Distance (ft)* 0.00 *Direction* *Secondary Rd* ARBOR *NCIC* 3600 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Adelanto *County* San Bernardino *Population* 3 *Rpt Dist* AD310 *Beat* 001 *Type* 0 *CalTrans* *Badge* G9800 *Collision Date* 20191103 *Time* 0044 *Day* SUN
Primary Collision Factor UNSAFE SPEED *Violation* 22350 *Collision Type* HIT OBJECT *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* Y *Process Date* 20200516
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* *Lighting* *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	44	M	H	IMP UNK	IMP UNK	PROC ST	N	A	0100	DODGE	2014	A	3	N	-	Y	M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESS WY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* **8** *Badge* **F7807** *Collision Date* **20191025** *Time* **1458** *Day* **FRI**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20200303**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **OBSTR ON RD** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	28	F	H	HNBD		LFT TURN	E	A	0100	HONDA	2006	-	3	N	-	M G	PASS		6	F	3	3	M	-
																		PASS		13	F	6	3	M	-
2	DRVR	24	M	W	HNBD		PROC ST	W	D	2200	FORD	1997	-	3	N	-	M G	PASS		998	M	3	3	M	-

Primary Rd **RT 395** *Distance (ft)* **25.0** *Direction* **N** *Secondary Rd* **AIR EXPRESS WY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.720** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* **8** *Badge* **F7807** *Collision Date* **20191121** *Time* **0640** *Day* **THU**
Primary Collision Factor **STRTNG|BCKNG** *Violation* **22106** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20200713**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **CONS ZONE** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DUSK/DAWN** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	44	F	H	HNBD		STOPPED	S	A	0700	JEEP	2019	-	3	N	-	M G								
2	DRVR	47	M	H	HNBD		STOPPED	S	A	0100	CHEVR	2013	-	3	N	-	M G								

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESS WY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD** *Beat* **001** *Type* **0** *CalTrans* **8** *Badge* **I3334** *Collision Date* **20200806** *Time* **1236** *Day* **THU**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20201228**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	16	F	W			PROC ST	N	A	0100	-	1991	-	3	A	20002	N M G								
2	DRVR	59	M	W			LFT TURN	E	A	0100	-	2014	-	3	N	-	M G								

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESSWAY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **002** *Type* **0** *CalTrans* **8** *Badge* **E3919** *Collision Date* **20200910** *Time* **0123** *Day* **THU**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20210219**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1	DRVR	26	M	B	HNBD		PROC ST	N	A	0100	-	2013	-	3	N	-	L B	DRVR	OTH VIS	26	M	1	0	L	B
2	DRVR	27	M	W	HNBD		PROC ST	W	A	0100	-	2006	-	3	N	-	L C	DRVR	OTH VIS	27	M	1	0	L	C

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESSWAY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **ADELA** *Beat* *Type* **0** *CalTrans* **8** *Badge* **F8372** *Collision Date* **20201005** *Time* **1612** *Day* **MON**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20210209**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	26	M	H	HNBD		PROC ST	N	-	0000	-	2018	-	-	A	22350	- M G	DRVR	COMP PN	29	F	1	0	L	-
2	DRVR	26	M	H	HNBD		PROC ST	N	-	0000	-	2010	-	3	N		- L G								
3	DRVR	55	F	H	HNBD		LFT TURN	W	-	0000	JEEP	2013	-	3	N		- M G								

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Primary Rd **RT 395** *Distance (ft)* **497.** *Direction* **S** *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.620** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* **8** *Badge* **C8720** *Collision Date* **20200131** *Time* **1944** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20201114**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **CONS ZONE** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	-		-	3	A	21801	- - -
2	DRVR	20	F	W	HNBD		PROC ST	N	A	0100	SCION	2011	-	3	N		- M G
3	DRVR	24	M	B	HNBD		PROC ST	N	J	4800	FORD	2016	-	3	I		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **0D2** *Type* **0** *CalTrans* **8** *Badge* **13987** *Collision Date* **20200805** *Time* **0920** *Day* **WED**
Primary Collision Factor **UNKNOWN** *Violation* **24153** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20201125**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	57	M	B	IMP UNK	IMP UNK	RAN OFF RD	E	A	0100	-	1962	-	-	-	-	B -
2	DRVR	72	M	H	HNBD		STOPPED	-	A	0100	-	2004	-	3	-	-	B G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RT 395** *Distance (ft)* **350.** *Direction* **N** *Secondary Rd* **AUBURN AV** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **17.330** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD322** *Beat* **001** *Type* **0** *CalTrans* **8** *Badge* **H7587** *Collision Date* **20200207** *Time* **1758** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350A** *Collision Type* **HIT OBJECT** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20201020**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	49	F	H	HNBD		PROC ST	S	J	4100	-	2008	-	3	N		- Y N

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	15	M	2	0	Y	-

Primary Rd **RT 395** *Distance (ft)* **754.** *Direction* **S** *Secondary Rd* **BARTLETT AV** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **F5489** *Collision Date* **20200316** *Time* **2220** *Day* **MON**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152A** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20200721**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	54	M	B	HBD-UI		PROC ST	S	A	0100	-	2001	-	3	A	22350	- L G
2	DRVR	54	M	H	HNBD		PROC ST	S	A	0100	FORD	2002	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	54	M	1	0	L	-
DRVR	OTH VIS	54	M	1	0	M	-

Primary Rd **RT 395** *Distance (ft)* **15.0** *Direction* **S** *Secondary Rd* **BARTLETT AV** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **16.210** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **ADELA** *Beat* **AD1** *Type* **0** *CalTrans* **8** *Badge* **G3248** *Collision Date* **20200412** *Time* **1349** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20200924**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **CONS ZONE** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	53	F	B		PHYS	PROC ST	N	A	0800	-	2002	-	-	N		- M G
2	DRVR	51	M	H	HNBD		STOPPED	N	A	0100	-	2017	-	-	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		14	F	3	0	G	-
PASS	COMP PN	44	F	3	0	G	-

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STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

REPORT 8 - TOTAL COLLISIONS

10/12/2017 thru 10/11/2018 | *Total Count: 164* | Jurisdiction(s): San Bernardino County

Include State Highways cases | *Report Run On: 10/25/2022*

Primary Rd **ADELANTO RD** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESSWAY** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD106** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **F8552** *Collision Date* **20180718** *Time* **1929** *Day* **WED**
Primary Collision Factor **LANE CHANGE** *Violation* **21658A** *Collision Type* **SIDESWIPE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20180907**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	M	B	HNBD		CHANG LN	N	A	0100	JAGUA	2000	-	3	N	-	M	E	PASS		33	-	3	0	E	-
																			PASS		32	-	9	0	E	-
																			PASS		0	-	5	0	E	-
																			PASS		7	-	6	0	E	-
2	DRVR	38	F	H	HNBD		PROC ST	N	A	0100	NISSA	2010	-	3	N	-	M	E	DRVR	COMP PN	38	-	1	0	E	-
																			PASS		41	-	3	0	E	-
																			PASS		3	-	5	0	E	-

Primary Rd **ADELANTO RD** *Distance (ft)* **27.0** *Direction* **S** *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD106** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **F7812** *Collision Date* **20180828** *Time* **0849** *Day* **TUE**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **HEAD-ON** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20181031**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	B	IMP UNK	IMP UNK	PROC ST	E	A	0100	NISSA	2016	-	-	F	N	L	H	DRVR	OTH VIS	57	M	1	0	-	-

Primary Rd **AIR EXPRESS WY** *Distance (ft)* **400.** *Direction* **E** *Secondary Rd* **ADELANTO RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **24R12** *Type* **0** *CalTrans* *Badge* **C5162** *Collision Date* **20180313** *Time* **2141** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180504**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	52	M	B	HNBD		PROC ST	W	A	0100	CHEVR	2014	-	-	F	-	M	G								
2	DRVR	998	-				PROC ST	W	-	0000	VOLKS		-	-	-	-	-	-								

Primary Rd **AIR EXPRESS WY** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **BELLFLOWER ST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD303** *Beat* *Type* **0** *CalTrans* *Badge* **F7812** *Collision Date* **20180928** *Time* **1318** *Day* **FRI**
Primary Collision Factor **STOP SGN|SIG** *Violation* **22450** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* *Process Date* **20190117**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	F	H	HNBD		PROC ST	S	-	0000	FORD	2005	-	-	N	-	M	G								
2	DRVR	20	M	H	HNBD		STOPPED	W	-	0000	HONDA		-	-	N	-	M	G								

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Primary Rd **AIR EXPRESS WY** *Distance (ft)* **0.00** *Direction* **W** *Secondary Rd* **PEARMAIN** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD106** *Beat* **001** *Type* **0** *CalTrans* *Badge* **F4485** *Collision Date* **20180330** *Time* **1829** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **OVERTURNED** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180525**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **NON-CLSN** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	62	M	H	HNBD		PROC ST	W	-	0031	FREIG	2003	-	3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPRESS WY** *Distance (ft)* **25.0** *Direction* **E** *Secondary Rd* **PHANTOM WEST** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD108** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **G5374** *Collision Date* **20180413** *Time* **1502** *Day* **FRI**
Primary Collision Factor **IMPROP PASS** *Violation* **21755A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180627**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	51	M	W	HNBD		PASSING	W	D	8200	TOYOT		-	3	A	22350	-	M	G
2	DRVR	16	F	W	HNBD		PROC ST	W	-	0000	TOYOT		-	-	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPRESS WY** *Distance (ft)* **255.** *Direction* **W** *Secondary Rd* **RT 395** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD208** *Beat* **002** *Type* **0** *CalTrans* *Badge* **C8720** *Collision Date* **20171211** *Time* **1021** *Day* **MON**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180126**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	87	F	W	HNBD		LFT TURN	E	A	0700	KIA	2005	-	3	E		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPRESS WY** *Distance (ft)* **432.** *Direction* **E** *Secondary Rd* **STEVENS RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD210** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **F7807** *Collision Date* **20180306** *Time* **1013** *Day* **TUE**
Primary Collision Factor **WRONG SIDE** *Violation* **21460A** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180530**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	18	F	H	HNBD		PASSING	W	A	0100	FORD	1999	-	3	A	22350	-	L	F
2	OTHR	998	-		IMP UNK	IMP UNK	PROC ST	W	-	0000	HONDA		-	-	-		-	-	-
3	DRVR	44	F	H	HNBD		PROC ST	W	A	0700	NISSA	2000	-	3	-		-	M	E

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **AIR EXPRESSWAY** *Distance (ft)* **716.** *Direction* **W** *Secondary Rd* **EMERALD RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD108** *Beat* **002** *Type* **0** *CalTrans* *Badge* **C8720** *Collision Date* **20180205** *Time* **1539** *Day* **MON**
Primary Collision Factor **WRONG SIDE** *Violation* **21460A** *Collision Type* **HEAD-ON** *Severity* **INJURY** *#Killed* **0** *#Injured* **4** *Tow Away?* **Y** *Process Date* **20180601**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	27	F	H	HNBD		OPPOS LN	W	A	0100	LEXUS	1999	-	3	N		-	L	G
2	DRVR	56	M	H	HNBD		PROC ST	E	D	2200	TOYOT	2010	-	3	N		-	M	G
3	DRVR	26	F	B	HNBD		PROC ST	E	A	0700	CADIL	2014	-	3	N		-	L	G
4	DRVR	47	M	H	HNBD		PROC ST	E	A	0100	HONDA	2001	-	3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	27	F	1	0	G	-
DRVR	COMP PN	56	M	1	0	G	-
DRVR	COMP PN	26	F	1	0	G	-
DRVR	COMP PN	47	M	1	0	G	-

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Primary Rd **ROSEDALE DR** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **BELLFLOWER RD** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD314** *Beat* **AD2** *Type* **0** *CalTrans* *Badge* **G9800** *Collision Date* **20180805** *Time* **1939** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20181107**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	16	F	B	IMP UNK	IMP UNK	LFT TURN	N	-	0000	CHEVR	2013	-	3	J		N	M	B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		16	F	3	0	B	-

Primary Rd **RT 395** *Distance (ft)* **250.** *Direction* **S** *Secondary Rd* **AIR EXPRESS WY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.650** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD1** *Type* **0** *CalTrans* **8** *Badge* **G8586** *Collision Date* **20171209** *Time* **1716** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180712**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	38	M	H			PROC ST	N	-	0000	MAZDA	2000	-	-	A	22350	N	M	W
2	DRVR	50	M	W			STOPPED	N	-	0000	TOYOT	2006	-	-	N		-	M	W
3	DRVR	23	F	B			STOPPED	N	-	0000	CHEVR	2015	-	-	N		-	M	W

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESS WY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **002** *Type* **0** *CalTrans* **8** *Badge* **G8547** *Collision Date* **20180126** *Time* **1433** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180808**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	51	M	H	HNBD		PROC ST	E	A	0100	TOYOT	1998	-	3	F		-	M	G
2	DRVR	20	M	H	HNBD		STOPPED	E	A	0100	MITSU	2017	-	3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESS WY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.690** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD1** *Type* **0** *CalTrans* **8** *Badge* **F8940** *Collision Date* **20180518** *Time* **1245** *Day* **FRI**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180913**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	SLOWING	N	F	2500	OTHER		-	-	-		-	-	-
2	DRVR	34	F	B	HNBD		STOPPED	N	A	0100	INFIN	2008	-	3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		39	F	2	0	G	-

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESS WY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* **8** *Badge* **F8552** *Collision Date* **20180607** *Time* **2209** *Day* **THU**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180813**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	18	M	H	HNBD		PROC ST	W	D	2200	FORD	2003	-	3	N		-	L	G
2	DRVR	32	M	B	HNBD		RGT TURN	W	-	0000	NISSA	2016	-	3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPRESS WY** *NCIC* **3600** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD1** *Type* **0** *CalTrans* *Badge* **G9800** *Collision Date* **20180714** *Time* **1810** *Day* **SAT**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20181113**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	42	F	B	HNBD		LFT TURN	E	A	7100	HONDA	2011	-	3	N	-	L	B								
2	DRVR	21	M	H	HNBD		PROC ST	W	-	0000	DODGE	2000	-	3	N	-	M	B								

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.720** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD1** *Type* **0** *CalTrans* **8** *Badge* **G3874** *Collision Date* **20171108** *Time* **1630** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180615**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1	DRVR	44	F	H			STOPPED	S	A	0100	HYUND	2005	-	-	G	-	M	B								
2F	DRVR	998	-				PROC ST	-	-	0000	ACURA	2007	-	-	-	-	-	-								

Primary Rd **RT 395** *Distance (ft)* **226.** *Direction* **S** *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.960** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD2** *Type* **0** *CalTrans* **8** *Badge* **F2744** *Collision Date* **20171127** *Time* **1910** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180706**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	25	M	W	HNBD		PROC ST	S	A	0800	DODGE	1995	-	-	F	-	M	C								
2	DRVR	45	F	H	HNBD		STOPPED	S	-	0000	TOYOT	2014	-	-	N	-	M	C								
3	DRVR	31	F	H	HNBD		STOPPED	S	A	0700	GMC	2001	-	-	N	-	M	C	PASS		32	M	3	0	C	-

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.010** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **001** *Type* **0** *CalTrans* **8** *Badge* **G8547** *Collision Date* **20180216** *Time* **1058** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20180807**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	35	M	H	HNBD		PROC ST	N	D	2200	CHEVR	2016	-	2	A	22350	F	L	G							
2	DRVR	28	F	W	HNBD		SLOWING	N	A	0100	OLDSM	1998	-	3	-	-	L	C	PASS	OTH VIS	66	F	3	0	G	-
																			PASS	OTH VIS	30	M	9	0	R	-

Primary Rd **RT 395** *Distance (ft)* **152.** *Direction* **N** *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.730** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* *Beat* **AD2** *Type* **0** *CalTrans* **8** *Badge* **E6899** *Collision Date* **20180419** *Time* **2215** *Day* **THU**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20180817**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	37	F	B	IMP UNK	IMP UNK	PROC ST	S	A	0100	HONDA	2001	-	3	F	-	L	G	DRVR	COMP PN	37	F	1	0	-	-
																			PASS	SEVERE	48	F	3	0	G	-
2	DRVR	36	M	H			STOPPED	S	F	2500	FREIG	2009	-	3	N	-	M	G								

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Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **AD1** *Type* **0** *CalTrans* **8** *Badge* **G8586** *Collision Date* **20180703** *Time* **1535** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20190108**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	31	M	W	HNBD		PROC ST	S	D	7200	FORD	2014	-	3	M	-	M	W								
2	DRVR	66	M	W	HNBD		STOPPED	S	A	0700	FORD	2013	-	3	N	-	M	W	PASS		51	F	2	0	-	Y

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **AIR EXPWY** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **15.707** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD107** *Beat* **002** *Type* **0** *CalTrans* **8** *Badge* **C8720** *Collision Date* **20180804** *Time* **1905** *Day* **SAT**
Primary Collision Factor **STOP SGN\|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20181024**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	31	M	O	HNBD		PROC ST	N	F	2500	FREIG	2015	-	3	N	-	M	G								
2	DRVR	65	M	W	HNBD		PROC ST	W	A	0100	SATUR	2007	-	3	N	-	M	G	DRVR	SEVERE	65	M	1	0	G	-

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* **N** *Secondary Rd* **AUBURN AV** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **17.280** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD106** *Beat* **AD1** *Type* **0** *CalTrans* **8** *Badge* **G4513** *Collision Date* **20171122** *Time* **0336** *Day* **WED**
Primary Collision Factor **LANE CHANGE** *Violation* **21658A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180706**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	998	M	W			PASSING	-	-	0000	DODGE		-	-	-	-	-	-								
2	DRVR	39	F	W	HNBD		PROC ST	S	A	0100	DODGE	2017	-	3	-	-	M	G	PASS		21	M	2	0	G	-

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **BARTLETT AV** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **16.250** *Side of Hwy* **S**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD106** *Beat* **AD1** *Type* **0** *CalTrans* **8** *Badge* **B4570** *Collision Date* **20171108** *Time* **0900** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180626**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	36	M	W	HNBD		PROC ST	S	A	0100	HONDA	2016	-	3	N	-	M	G								
2	DRVR	38	F	H	HNBD		STOPPED	S	A	0100	TOYOT	2009	-	3	F	-	M	G								

Primary Rd **RT 395** *Distance (ft)* **0.00** *Direction* *Secondary Rd* **BARTLETT AV** *NCIC* **3600** *State Hwy?* **Y** *Route* **395** *Postmile Prefix* **-** *Postmile* **16.210** *Side of Hwy* **N**
City **Adelanto** *County* **San Bernardino** *Population* **3** *Rpt Dist* **AD106** *Beat* **24R11** *Type* **0** *CalTrans* **8** *Badge* **C5162** *Collision Date* **20171211** *Time* **2338** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180628**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	57	M	O	HNBD		PROC ST	N	-	0031	FREIG	2010	-	3	F	K	M	G								
2	DRVR	19	M	H	HNBD		STOPPED	N	A	0700	FORD	2000	-	3	A	12500	-	M	G							

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Appendix F: Queuing Analysis

Intersection: 1: Highway 395 & Air Expressway

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	69	210	87	148	47	146	141	111	152	104	102
Average Queue (ft)	43	152	58	121	23	100	95	70	106	66	52
95th Queue (ft)	86	239	113	174	54	181	164	130	172	123	106
Link Distance (ft)	239	239	131	131	131		823	823		680	680
Upstream Blk Time (%)		0	1	10							
Queuing Penalty (veh)		1	0	0							
Storage Bay Dist (ft)						400			350		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 1: Highway 395 & Air Expressway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	65	71	68	42	84	140	45	141	136	115	149	101
Average Queue (ft)	41	36	38	19	55	116	24	93	86	68	98	63
95th Queue (ft)	76	77	83	55	101	165	52	159	152	127	159	114
Link Distance (ft)		235	235	235	131	131	131		824	824		668
Upstream Blk Time (%)					0	6						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)	120							400			350	
Storage Blk Time (%)		0										
Queuing Penalty (veh)		0										

Intersection: 1: Highway 395 & Air Expressway

Movement	SB
Directions Served	TR
Maximum Queue (ft)	95
Average Queue (ft)	55
95th Queue (ft)	111
Link Distance (ft)	668
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Highway 395 & Air Expressway

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	69	219	122	158	65	174	150	121	296	222	165
Average Queue (ft)	43	177	79	102	32	122	103	80	208	126	105
95th Queue (ft)	83	259	138	176	73	219	166	144	350	245	196
Link Distance (ft)	239	239	131	131	131		823	823		680	680
Upstream Blk Time (%)		3	4	6							
Queuing Penalty (veh)		6	0	0							
Storage Bay Dist (ft)						400			350		
Storage Blk Time (%)									1	0	
Queuing Penalty (veh)									3	0	

Intersection: 1: Highway 395 & Air Expressway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	70	106	91	29	109	144	52	169	158	122	223	167
Average Queue (ft)	46	64	48	13	68	117	29	112	104	76	151	108
95th Queue (ft)	79	116	104	33	122	172	61	191	168	132	252	200
Link Distance (ft)		235	235	235	131	131	131		824	824		668
Upstream Blk Time (%)					1	10						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)	120							400			350	
Storage Blk Time (%)		1									0	
Queuing Penalty (veh)		1									1	

Intersection: 1: Highway 395 & Air Expressway

Movement	SB
Directions Served	TR
Maximum Queue (ft)	161
Average Queue (ft)	110
95th Queue (ft)	178
Link Distance (ft)	668
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Highway 395 & Air Expressway

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	77	254	170	22	3	446	538	506	362	684	665
Average Queue (ft)	42	247	153	6	1	337	355	296	220	584	544
95th Queue (ft)	88	257	173	41	7	574	777	677	544	836	798
Link Distance (ft)	239	239	131	131	131		823	823		680	680
Upstream Blk Time (%)		35	84	0			4	0		20	16
Queuing Penalty (veh)		118	0	0			0	0		0	0
Storage Bay Dist (ft)						400			350		
Storage Blk Time (%)						30	0			47	
Queuing Penalty (veh)						88	1			45	

Intersection: 1: Highway 395 & Air Expressway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	97	138	109	206	164	131	91	342	265	236	307	599
Average Queue (ft)	62	96	69	142	151	80	33	260	174	161	148	468
95th Queue (ft)	120	150	124	233	171	156	110	409	305	262	389	738
Link Distance (ft)		237	237	237	131	131	131		824	824		668
Upstream Blk Time (%)				1	55	4	2					8
Queuing Penalty (veh)				2	0	0	0					0
Storage Bay Dist (ft)	120							400			350	
Storage Blk Time (%)	3	3						3				26
Queuing Penalty (veh)	4	3						8				24

Intersection: 1: Highway 395 & Air Expressway

Movement	SB
Directions Served	TR
Maximum Queue (ft)	553
Average Queue (ft)	421
95th Queue (ft)	687
Link Distance (ft)	668
Upstream Blk Time (%)	5
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Highway 395 & Air Expressway

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	76	230	166	50	18	520	869	859	215	308	293
Average Queue (ft)	46	179	153	17	6	514	807	782	129	239	221
95th Queue (ft)	90	263	178	73	27	555	1011	1009	244	377	365
Link Distance (ft)	239	239	131	131	131		823	823		680	680
Upstream Blk Time (%)		4	75	0			56	25			
Queuing Penalty (veh)		10	0	0			0	0			
Storage Bay Dist (ft)						400			350		
Storage Blk Time (%)						78	36			2	
Queuing Penalty (veh)						462	152			4	

Intersection: 1: Highway 395 & Air Expressway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	88	124	109	97	159	120	96	448	586	601	245	402
Average Queue (ft)	52	89	73	42	145	72	41	369	460	460	174	315
95th Queue (ft)	105	140	127	102	171	146	121	544	710	720	329	453
Link Distance (ft)		235	235	235	131	131	131		824	824		668
Upstream Blk Time (%)					48	4	3		1	0		
Queuing Penalty (veh)					0	0	0		0	0		
Storage Bay Dist (ft)	120							400			350	
Storage Blk Time (%)	2	2						8	9		2	4
Queuing Penalty (veh)	2	2						47	36		7	7

Intersection: 1: Highway 395 & Air Expressway

Movement	SB
Directions Served	TR
Maximum Queue (ft)	358
Average Queue (ft)	270
95th Queue (ft)	392
Link Distance (ft)	668
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Appendix G: Vehicle Miles Travel Analysis