



DAVID EVANS
AND ASSOCIATES INC.

July 15, 2024

MEMORANDUM

TO: Justin Prann
Chief Operating Officer
Pinnacle Transport Group

FROM: James M. Daisa, TE
David Evans and Associates, Inc.

RE: DRAFT FOCUSED TRAFFIC IMPACT ASSESSMENT FOR PROPOSED SHORT-TERM AUTOMOBILE AND TRACTOR-TRAILER PARKING FACILITY, ADELANTO, CALIFORNIA

A. Introduction

David Evans and Associates, Inc. (DEA) is pleased to submit this Draft Focused Traffic Impact Assessment for the above referenced project. This memorandum documents a Focused Traffic Impact Assessment for a proposed short-term automobile and tractor-trailer parking facility located in the southwest corner of Highway 395 and Coronado Avenue in Adelanto, California. This assessment conforms with the city's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (July 2020). This memorandum documents a screening process to determine if the project is required to prepare a vehicle-miles-traveled (VMT) analysis under CEQA, a level of service deficiency assessment of the project's access to Highway 395, and recommendations for access and frontage improvements.

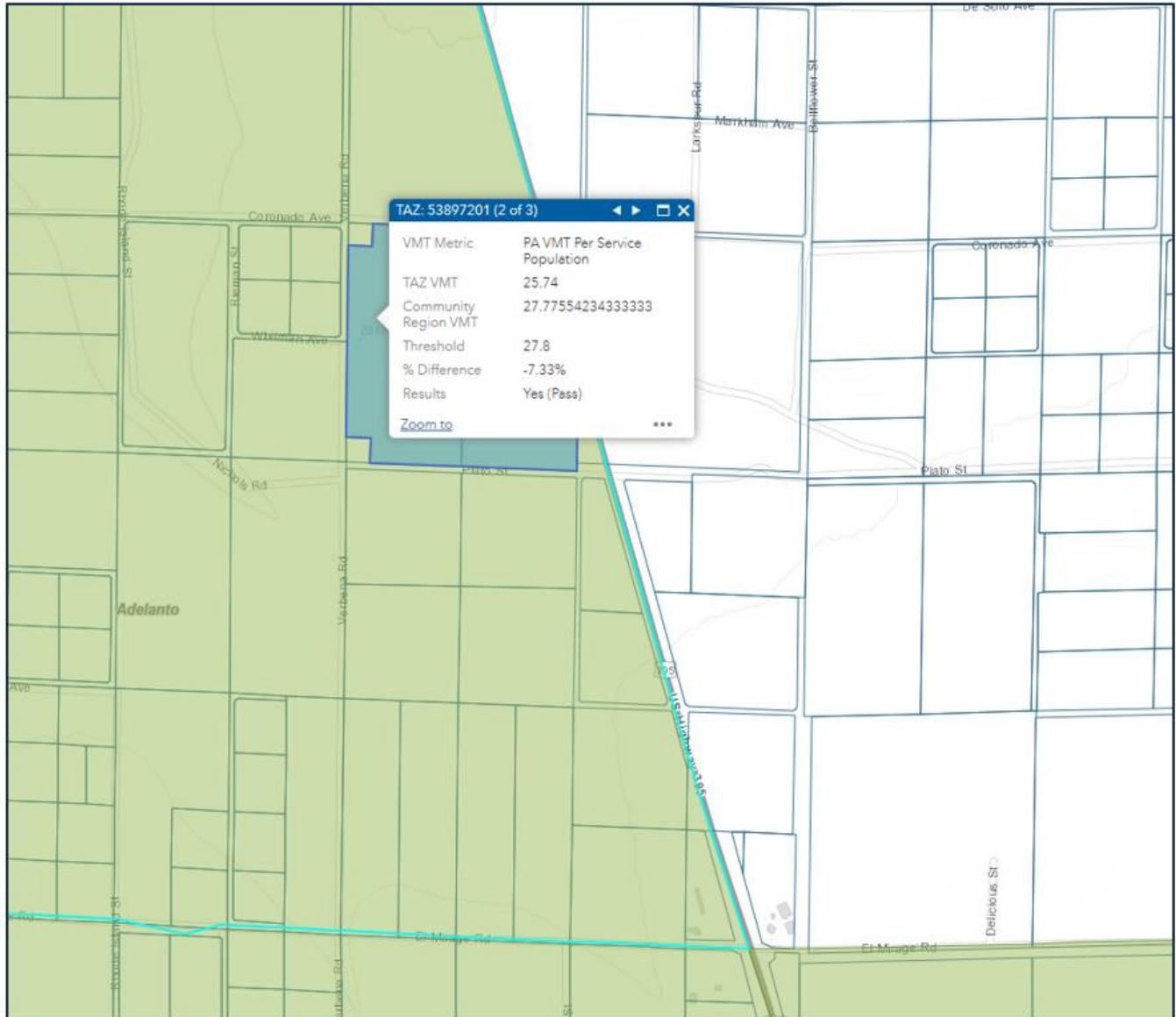
B. Project Description

The proposed project is a Short-Term Automobile and Tractor – Trailer Parking lot with a Modular Office Building on 40.18 Gross Acres. The project proposes to provide 335 vehicle/van parking spaces, 168 van/recreational vehicle (RV) parking spaces, 607 van/recreational vehicle (RV) with charger parking spaces, 63 (large) van/recreational vehicle (RV) parking spaces, 366 semi-truck trailer parking spaces, 26 (large) semi-truck trailer parking spaces, and 35 standard parking spaces. The site will employ 10 employees per shift, with two shifts, seven days per week. The project site will be primarily a commercial storage and transfer facility for box trucks and recreational vehicles. A portion of the proposed site is dedicated to public storage of tractor trailers. The typical user will store their vehicle at the site for a few hours, some may choose to store on site for many months. The site will be secured by gates with access codes provided to employees, company drivers, security guard company, and customers. See **Figure 1** for a vicinity map of the project and **Figure 2** for the project site plan.

C. CEQA Required Analyses for Environmental Review – Project Screening Assessment

Legislation (SB 743) enacted in 2020, changed the way transportation impacts are measured for development projects. Vehicle delay and Level of Service (LOS) has been eliminated as the basis of determining CEQA impacts and replaced with Vehicle Miles of Travel (VMT) as the most appropriate measure of project transportation impacts. A VMT analysis is applied to projects that have the potential to increase the average VMT per Service Population (e.g., residents plus employees) compared to the County of San Bernardino VMT average of 32.7 VMT per Service Population. DEA performed a screening assessment of the project based on the City of Adelanto's screening criteria to determine if the project is required to prepare a full VMT analysis. A review of the applicable screening criteria is presented below:

- a) Criterion #1: Project location within a "low-VMT generating traffic analysis zone". Based on the SBCTA VMT Screening Tool which estimates VMT from the San Bernardino Transportation Analysis Model's (SBTAM) production-attraction (PA) trip matrix for the existing year (2024), **the proposed project is in a low-VMT generating traffic analysis zone and does not require a VMT analysis based on this criterion**, as shown in the figure on the following page.



The project site (denoted in blue) is within an area of low-VMT generating TAZs. TAZs denoted in green are low-VMT generating areas. The land uses in the project's TAZ are projected to generate 25.74 VMT / Service Population which is below the county's average 32.7 VMT / Service Population threshold and therefore is in a low-VMT generating TAZ.

- b) Criterion #2: Type and size of project. Land uses generating less than 3,000 metric tons of CO₂ equivalent emissions annually from mobile sources (traffic) are not required to prepare a VMT analysis as identified in Adelanto's VMT screening criteria. Criterion #2 does not contain an automobile or tractor-trailer parking land use category; therefore, this criterion is not applicable to the proposed project.
- c) Criterion #3: A project located within a Transit Priority Area (TPA) defined as a half mile area around rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods, is not required to prepare a VMT analysis. The project is not located within a TPA and therefore does not satisfy this criterion.

Because the proposed project satisfies one of the applicable screening criteria, the proposed project is screened from requiring a VMT analysis under CEQA.

D. Findings of the Level of Service Assessment

City of Adelanto and Caltrans 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 County's Congestion Management Program (CMP) network and State highways. 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 but no greater than a 45 second average delay per vehicle in the peak hour (mid LOS D). Caltrans acknowledges that this may not always be feasible.

Project Condition Level of Service Assessment

Table D-1 provides the weekday peak hour project conditions LOS at the project driveway. The proposed project traffic¹ was added to the existing traffic volumes along Highway 395 to produce project conditions. The side street stop-controlled project driveway operates at a LOS D during the AM peak hour and the PM peak hour. The level of service for a side street stop-controlled intersection is reported for the worst movement from the driveway (eastbound left turn) during the peak hours with the project. **Figure 3** provides the project conditions volumes. **Figure 4** provides the project intersection geometrics.

Table D-1: Project Conditions Intersection Level of Service

Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Highway 395 at Project Driveway	SSSC / Driveway	26.0	D	33.2	D
Source: David Evans and Associates, Inc. Definitions and Abbreviations: SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service					

Table D-2 provides the weekday peak hour future year plus project conditions LOS at the project driveway. The proposed project traffic was added to the future year forecasted traffic volumes along Highway 395. The side street stop-controlled project driveway operates at a LOS C during the AM peak hour and LOS D during the PM peak hour. The level of service for a side street stop-controlled intersection is reported for the worst movement from the driveway (eastbound left turn) during the peak hours with the project. **Figure 5** provides the Future Year Plus Project Conditions Volumes.

Table D-2: Future Year Plus Project Intersection Level of Service

Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Highway 395 at Project Driveway	SSSC / Driveway	23.9	C	30.0	D
Source: David Evans and Associates, Inc. Definitions and Abbreviations: SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service					

Queuing Analysis

Table D-3 presents the 95th percentile AM peak hour and PM peak hour vehicle queue length (in feet) for the Project Conditions and the Future Year Plus Project Conditions. The vehicle queues were only observed for the proposed northbound left turn lane. As shown below, the proposed 300-foot northbound left turn lane is anticipated to provide sufficient storage for both the Project Conditions and the Future Year Plus Project Conditions. The anticipated longest queue is to be approximately 23 feet (one car).

¹ See **Appendix A** for estimated project trip generation.

Table D-3: Peak Hour Vehicle Queue Lengths for Project Conditions and Future Year Plus Project

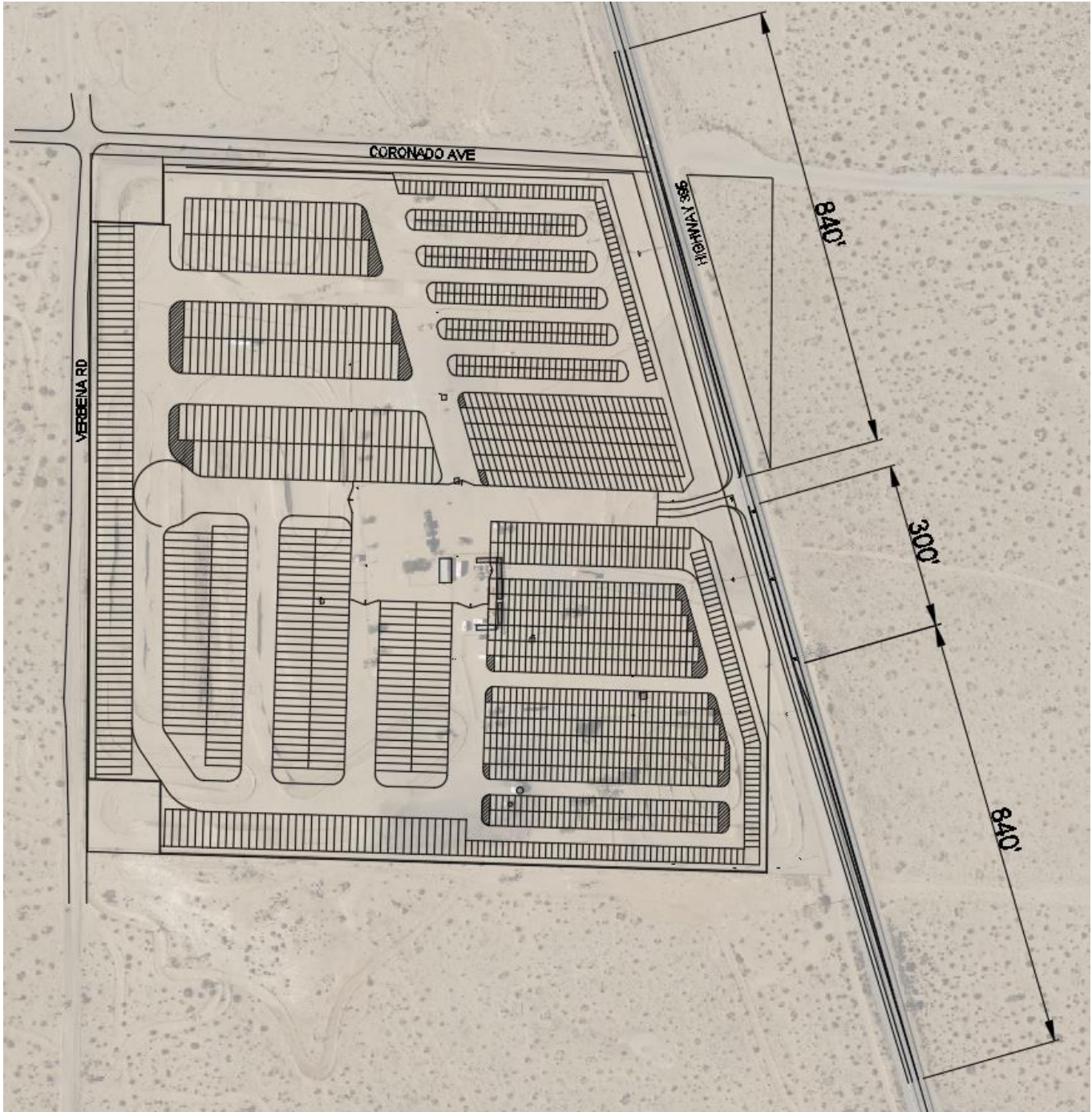
Intersection	Lane Group	Storage Length (Feet)	Project Conditions (Year 2025)		Future Year Plus Project Conditions	
			AM	PM	AM	PM
1. Highway 395 at Project Driveway	NBL	300	23	15	23	15
Source: David Evans and Associates, Inc.						
Definitions and Abbreviations: NBL = Northbound left turn						

E. Summary of Recommended Project Access and Frontage Improvements

The following recommendations are based on our experience working with Caltrans on Highway 395 access issues and knowledge of the minimum requirements of Caltrans, which will also require obtaining approvals and permits. The project driveway access improvements include widening Highway 395 to accommodate a northbound left turn deceleration / storage lane:

- Highway 395 (northbound)
 - 300-foot northbound left turn lane with a 120-foot transition
 - exclusive northbound through lane
- Highway 395 (southbound)
 - shared through-right lane
- Project driveway (eastbound)
 - shared left-right turn lane.

These improvements are depicted in the figure on the following page and shown in greater detail on the Conceptual Geometric Plan accompanying this document as a separate standalone submittal.



Recommended driveway access and frontage improvements on Highway 395. Also see accompanying Conceptual Geometric Plan.

F. APPENDICES

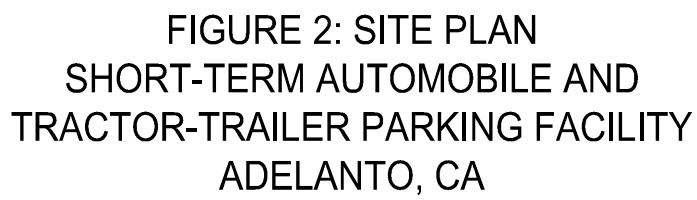
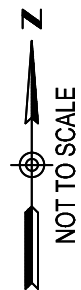
Appendix A: Trip Generation Exhibits

Appendix B: Traffic Counts

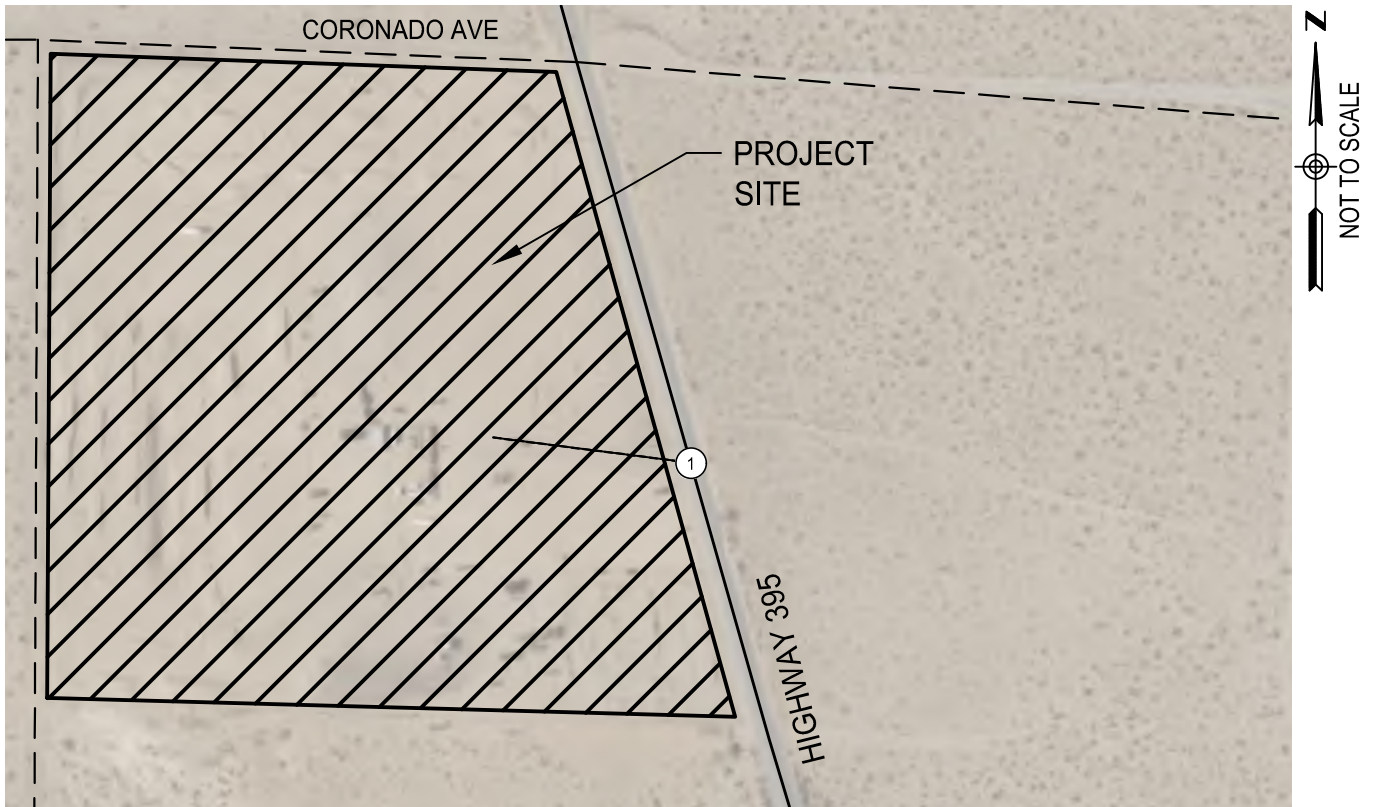
Appendix C: Forecast Model Volume Development

Appendix D: Intersection Capacity Analysis

Appendix E: Queuing Analysis

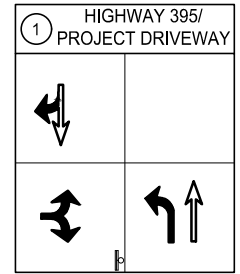


① HIGHWAY 395/ PROJECT DRIVEWAY	
2/1 662/1050	
1/1 2/2	8/4 736/772



LEGEND

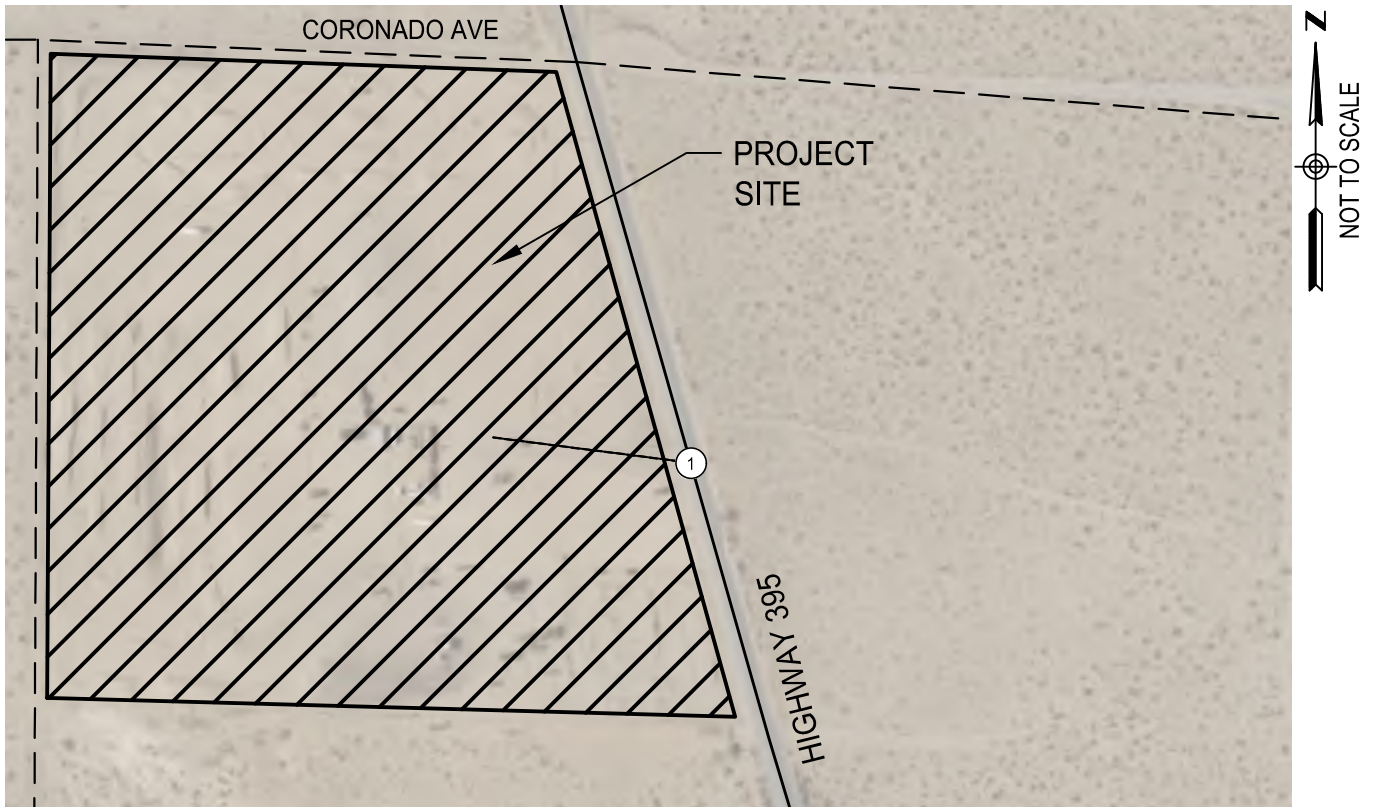
- XX/XX - AM/PM TRAFFIC VOLUMES
- ① - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION



LEGEND

- EXISTING GEOMETRICS
- PROJECT GEOMETRICS
- STUDY INTERSECTIONS
- STOP CONTROLLED APPROACH

① HIGHWAY 395/ PROJECT DRIVEWAY	
2/1 791/983	
1/1 2/2	8/4 822/834



LEGEND

- XX/XX - AM/PM TRAFFIC VOLUMES
- ① - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

FIGURE 5: FUTURE YEAR PLUS
PROJECT CONDITIONS VOLUMES
SHORT-TERM AUTOMOBILE AND
TRACTOR-TRAILER PARKING FACILITY
ADELANTO, CA

Appendix A: Trip Generation Exhibits

Trip Generation: Short-Term Automobile and Tractor – Trailer Parking Facility

Description	Quantity	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Workers	10	80	8	2	10	4	1	5
Delivery Trucks	15	29	2	1	3	1	2	3
Total		109	10	3	13	5	3	8

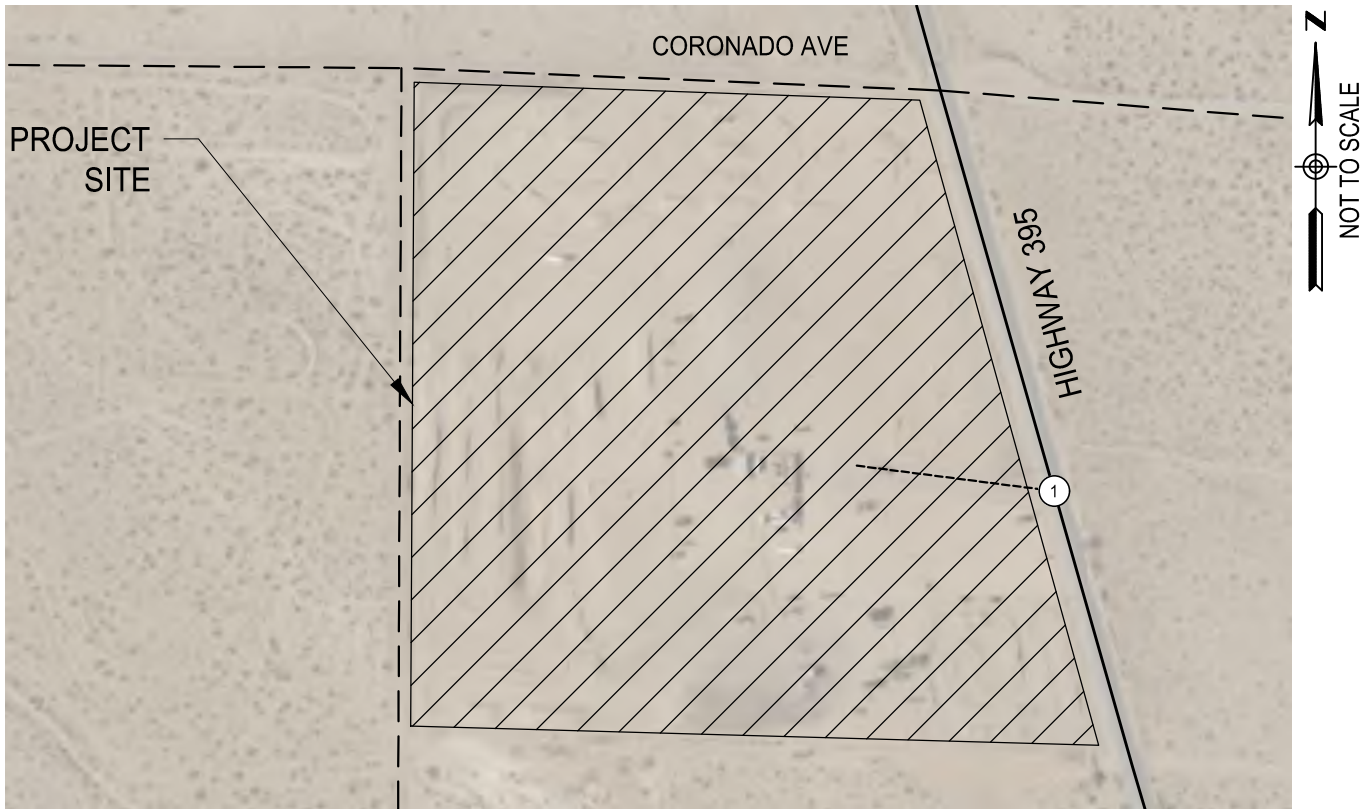
① HIGHWAY 395/ PROJECT DRIVEWAY	
20%	
20%	80%



LEGEND

- XX% - GENERAL PROJECT TRIP DISTRIBUTION
- XX% - SPECIFIC PROJECT TRIP PERCENTAGE
- ① - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

① HIGHWAY 395/ PROJECT DRIVEWAY	
2/1	
1/1 2/2	8/4



PROJECT TRIPS

AM PEAK PERIOD - 10 IN / 3 OUT
PM PEAK PERIOD - 5 IN / 3 OUT

LEGEND

- XX/XX ↗ - AM/PM PROJECT TRIPS
- ① - STUDY INTERSECTIONS
- ⓪ - STOP CONTROLLED INTERSECTION
- 🚦 - SIGNAL CONTROLLED INTERSECTION

Appendix B: Traffic Counts

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: HWY 395
EAST-WEST STREET: EL MIRAGE RD
JURISDICTION: ADELANTO

DATE: 05-24-23

PEAK HOUR: 07:30AM

NORTH LEG

TOTAL: 491

10	476	5	Total
0	158	4	1st
0	125	1	2nd
10	72	0	3rd
0	121	0	4th

Rt Thru Lt

EAST LEG TOTAL: 19

Rt	0	0	0	0	
Thru	12	7	0	0	19
Lt	0	0	0	0	

1st 2nd 3rd 4th Total

Total 1st 2nd 3rd 4th

	0	0	0	0	Lt
25	25	0	0	0	Thru
	0	0	0	0	Rt

WEST LEG TOTAL: 25

PEAK HOUR FACTORS

NORTH LEG = 0.76

SOUTH LEG = 0.85

EAST LEG = 0.40

WEST LEG = 0.25

ALL LEGS = 0.78

	Lt	Thru	Rt
1st	3	140	0
2nd	0	159	0
3rd	0	147	0
4th	0	88	1
Total	3	534	1

SOUTH LEG

TOTAL: 538

HOURLY TOTAL: 1,073

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY
NORTH-SOUTH STREET : HWY 395
EAST-WEST STREET : EL MIRAGE RD
BEGINNING TIME : 07:00AM

ADELANTO
05-24-23

AUTOS			LARGE 2 AXLE			3 AXLE			4 (+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
0	34	0	0	2	0	0	0	0	0	14	0	50
0	22	0	0	0	0	0	0	0	0	17	0	39
0	138	4	0	0	0	0	0	0	0	20	0	162
0	113	1	0	0	0	0	0	0	0	12	0	126
10	60	0	0	2	0	0	0	0	0	10	0	82
0	101	0	0	1	0	0	1	0	0	18	0	121
0	72	0	0	1	0	0	0	0	0	14	0	87
1	104	0	0	1	0	0	0	0	0	20	0	126
11	644	5	0	7	0	0	1	0	0	125	0	793
SOUTH LEG												
0	130	0	0	3	0	0	1	0	0	8	0	142
0	120	0	0	1	0	0	0	0	0	10	0	131
0	125	3	0	1	0	0	0	0	0	14	0	143
0	143	0	0	2	0	0	1	0	0	13	0	159
0	124	0	0	5	0	0	4	0	0	14	0	147
1	76	0	0	0	0	0	0	0	0	12	0	89
1	49	0	0	2	0	0	2	0	0	13	0	67
0	110	0	0	3	0	0	0	0	0	18	0	131
2	877	3	0	17	0	0	8	0	0	102	0	1009
EAST 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	12	0	0	0	0	0	0	0	0	0	0	12
0	7	0	0	0	0	0	0	0	0	0	0	7
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	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	1	0	0	0	0	0	0	0	0	0	0	2
1	20	0	0	0	0	0	0	0	0	0	0	21
WEST LEG												
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	1
0	25	0	0	0	0	0	0	0	0	0	0	25
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	26	0	0	0	0	0	0	0	0	0	0	26

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: HWY 395

EAST-WEST STREET: EL MIRAGE RD

TIME: 07:00AM-08:00AM

DATE: 05-24-23

NORTH LEG

0	372	5	Total
0	50	0	1st
0	39	0	2nd
0	158	4	3rd
0	125	1	4th
Rt	Thru	Lt	

Total 1st 2nd 3rd 4th

0	0	0	0	0	Lt
26	0	1	25	0	Thru
0	0	0	0	0	Rt

Rt	0	0	0	0	0
Thru	0	0	12	7	19
Lt	0	0	0	0	0
	1st	2nd	3rd	4th	Total

Lt Thru Rt

1st	0	142	0
2nd	0	131	0
3rd	3	140	0
4th	0	159	0
Total	3	572	0

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: HWY 395

EAST-WEST STREET: EL MIRAGE RD

TIME: 08:00AM-09:00AM

DATE: 05-24-23

NORTH LEG

11	405	0	Total
10	72	0	1st
0	121	0	2nd
0	87	0	3rd
1	125	0	4th
Rt	Thru	Lt	

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

Total 1st 2nd 3rd 4th

0	0	0	0	0	Lt
0	0	0	0	0	Thru
0	0	0	0	0	Rt

	Lt	Thru	Rt
1st	0	147	0
2nd	0	88	1
3rd	0	66	1
4th	0	131	0
Total	0	432	2

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: HWY 395
EAST-WEST STREET: EL MIRAGE RD
JURISDICTION: ADELANTO

DATE: 05-24-23

PEAK HOUR: 04:45PM

NORTH LEG

TOTAL: 790

1	789	
1	193	0
0	211	0
0	191	0
0	194	0

Total

1st

2nd

3rd

4th

Rt Thru Lt

EAST LEG TOTAL: 0

Rt	0	0	0	0	
Thru	0	0	0	0	
Lt	0	0	0	0	

1st 2nd 3rd 4th Total

Total 1st 2nd 3rd 4th

2	2	0	0	0
	0	0	0	0
	0	0	0	0

Lt

Thru

Rt

WEST LEG TOTAL: 2

PEAK HOUR FACTORS

NORTH LEG = 0.94

SOUTH LEG = 0.83

EAST LEG =

WEST LEG = 0.25

ALL LEGS = 0.92

	Lt	Thru	Rt
1st	0	137	0
2nd	1	171	0
3rd	0	183	0
4th	0	118	1
Total	1	609	1

TOTAL: 611

SOUTH LEG

HOOR TOTAL: 1,403

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY
NORTH-SOUTH STREET : HWY 395
EAST-WEST STREET : EL MIRAGE RD
BEGINNING TIME : 04:00PM

ADELANTO
05-24-23

AUTOS			LARGE 2 AXLE			3 AXLE			4 (+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
27	116	0	0	1	0	0	0	0	0	23	0	167
0	119	0	0	0	0	0	2	0	1	21	0	143
0	105	0	0	2	0	0	1	0	0	26	0	134
1	162	0	0	2	0	0	3	0	0	26	0	194
0	180	0	0	0	0	0	1	0	0	30	0	211
0	170	0	0	0	0	0	4	0	0	17	0	191
0	173	0	0	3	0	0	1	0	0	17	0	194
0	197	0	0	0	0	0	3	0	0	18	0	218
28	1222	0	0	8	0	0	15	0	1	178	0	1452
SOUTH LEG												
0	109	0	0	2	0	0	0	0	0	22	0	133
5	150	1	0	0	0	0	0	0	0	12	0	168
0	122	0	0	3	0	0	1	0	0	13	0	139
0	119	0	0	1	0	0	0	0	0	17	0	137
0	155	1	0	2	0	0	0	0	0	14	0	172
0	167	0	0	1	0	0	2	0	0	13	0	183
1	108	0	0	0	0	0	2	0	0	8	0	119
3	82	0	0	1	0	0	1	0	0	18	0	105
9	1012	2	0	10	0	0	6	0	0	117	0	1156
EAST LEG												
1	2	0	0	0	0	0	0	0	0	0	0	3
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
1	2	1	0	0	0	0	0	0	0	0	0	4
WEST 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	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
0	0	0	0	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	2

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: HWY 395

EAST-WEST STREET: EL MIRAGE RD

TIME: 04:00PM-05:00PM

DATE: 05-24-23

NORTH LEG

29	609	0	Total
27	140	0	1st
1	142	0	2nd
0	134	0	3rd
1	193	0	4th
Rt	Thru	Lt	

Total 1st 2nd 3rd 4th

2	0	0	0	2	Lt
0	0	0	0	0	Thru
0	0	0	0	0	Rt

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

	Lt	Thru	Rt
1st	0	133	0
2nd	1	162	5
3rd	0	139	0
4th	0	137	0
Total	1	571	5

INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: HWY 395

EAST-WEST STREET: EL MIRAGE RD

TIME: 05:00PM-06:00PM

DATE: 05-24-23

NORTH LEG

0	814	0	Total
0	211	0	1st
0	191	0	2nd
0	194	0	3rd
0	218	0	4th
Rt	Thru	Lt	

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

Total 1st 2nd 3rd 4th

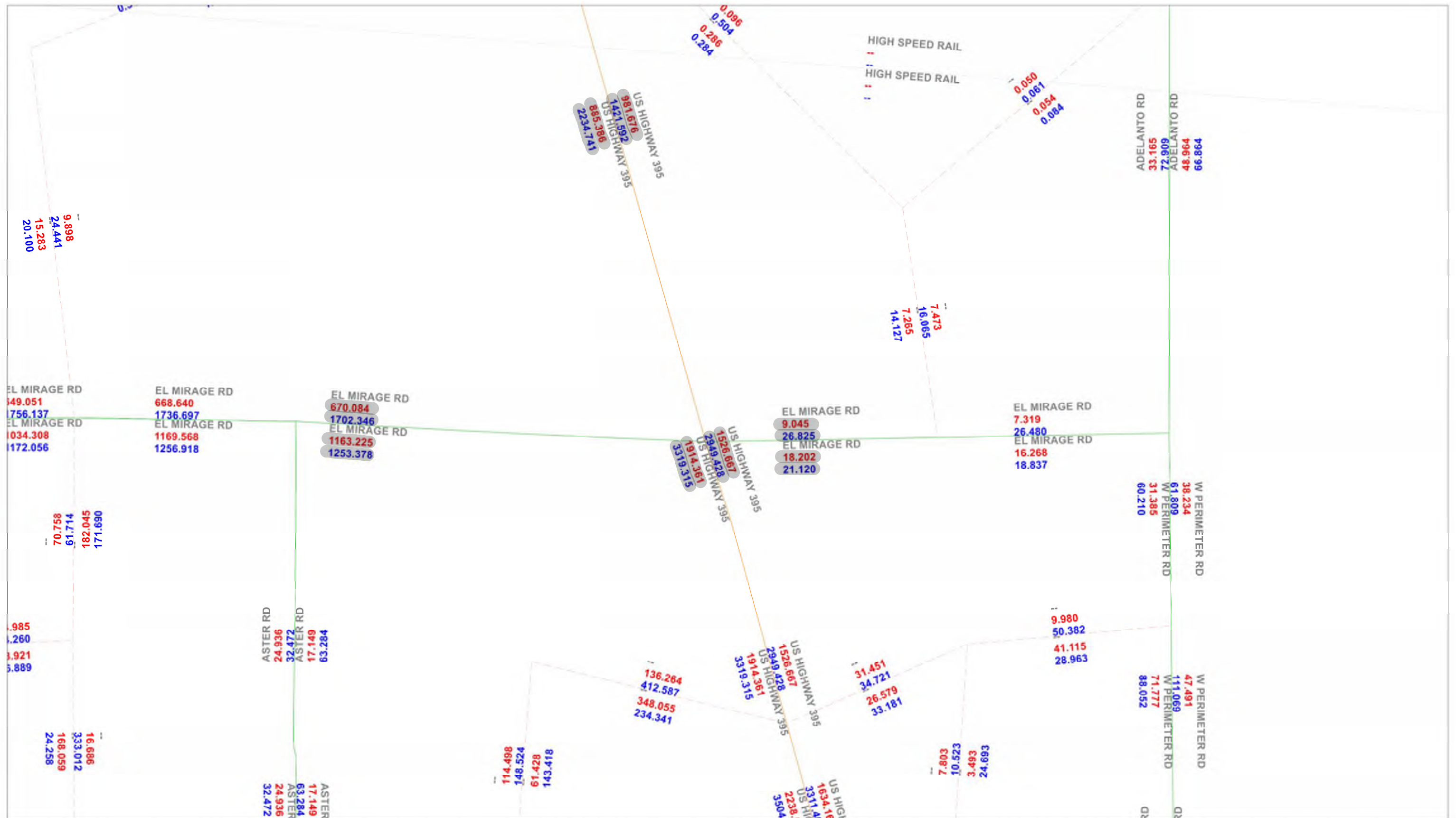
0	0	0	0	0	Lt
0	0	0	0	0	Thru
0	0	0	0	0	Rt

	Lt	Thru	Rt
1st	1	171	0
2nd	0	183	0
3rd	0	118	1
4th	0	102	3
Total	1	574	4

Appendix C: Forecast Model

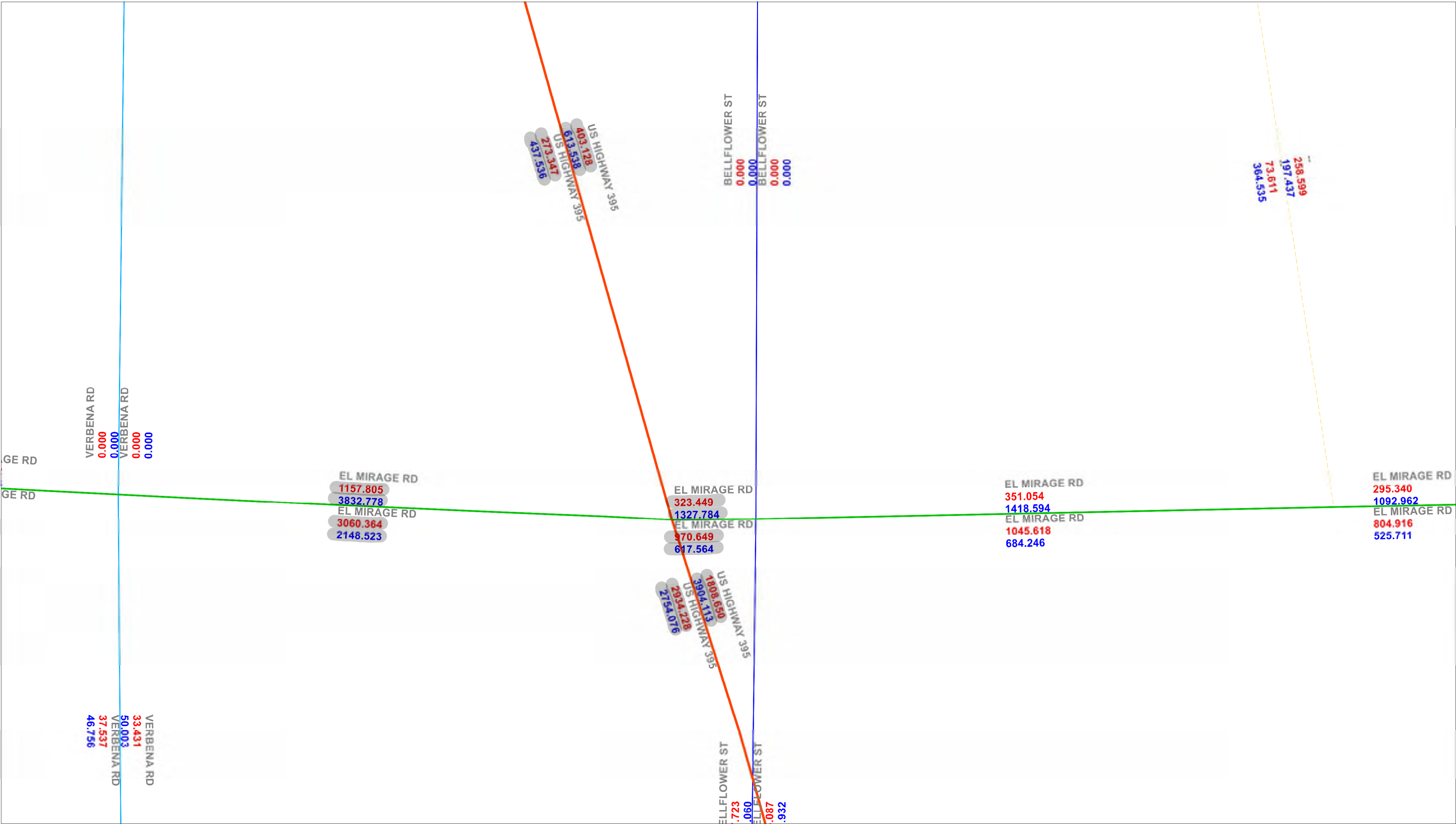
2016 Volumes

-PM Peak Period



2040 Volumes

-AM Peak Period
-PM Peak Period



Appendix D: Intersection Capacity Analysis



DAVID EVANS
AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET	OF
TURN MOVEMENTS	TMO	15-Jul-24	PTGP0000-0001	1	OF 2

E/W STREET : PROJECT DRIVEWAY

N/S STREET : HIGHWAY 395

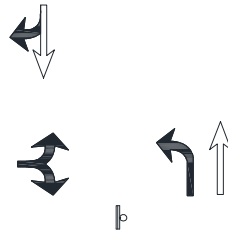
CONDITION : AM PEAK HOUR

INTERSECTION : 1

PROJECTED GROWTH : 3.5%

PER YEAR :

CONDITION DIAGRAMS



PROJECT 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

PROJECT DRIVEWAY

EB LEFT	0	0	0	1	1	0	1
EB THRU	0	0	0	0	0	0	0
EB RIGHT	0	0	0	2	2	0	2
WB LEFT	0	0	0	0	0	0	0
WB THRU	0	0	0	0	0	0	0
WB RIGHT	0	0	0	0	0	0	0

HIGHWAY 395

NB LEFT	0	0	0	8	8	0	8
NB THRU	688	48	736	0	736	822	822
NB RIGHT	0	0	0	0	0	0	0
SB LEFT	0	0	0	0	0	0	0
SB THRU	619	43	662	0	662	791	791
SB RIGHT	0	0	0	2	2	0	2
TOTALS	1307	91	1398	13	1411	1613	1626

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Santa Clarita Office: 661.284.7400 ~ Temecula Office: 951.294.9300 ~ Tustin Office: 714.665.4500

Victorville Office: 760.524.9100

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	8	736	662	2
Future Vol, veh/h	1	2	8	736	662	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	300	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	3	10	944	849	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1815	851	852	0	-	0
Stage 1	851	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	87	363	795	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	363	795	-	-	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	26	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	795	-	175	-	-
HCM Lane V/C Ratio	0.013	-	0.022	-	-
HCM Control Delay (s/veh)	9.6	-	26	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	8	822	791	2
Future Vol, veh/h	1	2	8	822	791	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	300	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	8	865	833	2

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1715	834	835	0	-	0
Stage 1	834	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	100	371	807	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	371	807	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	807	-	194	-	-
HCM Lane V/C Ratio	0.01	-	0.016	-	-
HCM Control Delay (s/veh)	9.5	-	23.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-



DAVID EVANS
AND ASSOCIATES INC.

SUBJECT	BY	DATE	JOB NO.	SHEET	OF
TURN MOVEMENTS	TMO	15-Jul-24	PTGP0000-0001	1	OF 2

E/W STREET : PROJECT DRIVEWAY

N/S STREET : HIGHWAY 395

CONDITION : PM PEAK HOUR

INTERSECTION : 1

PROJECTED GROWTH : 3.5%

PER YEAR :

TURN MOVEMENTS

Condition	Existing Condition	Ambient Growth	Background Condition	Project Trips	Project Condition	Future Condition	Future + Project Condition
Scenario #	2		4		6	8	10

PROJECT DRIVEWAY

EB LEFT	0	0	0	1	1	0	1
EB THRU	0	0	0	0	0	0	0
EB RIGHT	0	0	0	2	2	0	2
WB LEFT	0	0	0	0	0	0	0
WB THRU	0	0	0	0	0	0	0
WB RIGHT	0	0	0	0	0	0	0

HIGHWAY 395

NB LEFT	0	0	0	4	4	0	4
NB THRU	722	50	772	0	772	834	834
NB RIGHT	0	0	0	0	0	0	0
SB LEFT	0	0	0	0	0	0	0
SB THRU	981	69	1050	0	1050	983	983
SB RIGHT	0	0	0	1	1	0	1
TOTALS	1703	119	1822	8	1830	1817	1825

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Victorville Office: 760.524.9100

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	4	772	1050	1
Future Vol, veh/h	1	2	4	772	1050	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	4	839	1141	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1989	1142	1142	0	-	0
Stage 1	1142	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	68	246	619	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	68	246	619	-	-	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	33.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	619	-	131	-	-
HCM Lane V/C Ratio	0.007	-	0.025	-	-
HCM Control Delay (s/veh)	10.9	-	33.2	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	4	834	983	1
Future Vol, veh/h	1	2	4	834	983	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	300	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	4	878	1035	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1922	1036	1036	0	-	0
Stage 1	1036	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	75	284	679	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	284	679	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	30	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	679	-	147	-	-
HCM Lane V/C Ratio	0.006	-	0.021	-	-
HCM Control Delay (s/veh)	10.3	-	30	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Appendix E: Queuing Analysis

SimTraffic Report

Queuing and Blocking Report

06/24/2024

Intersection: 1: Highway 395 & Project Driveway

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	8	19
Average Queue (ft)	2	5
95th Queue (ft)	14	23
Link Distance (ft)	376	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

SimTraffic Report

Queuing and Blocking Report

06/24/2024

Intersection: 1: Highway 395 & Project Driveway

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	8	11
Average Queue (ft)	2	3
95th Queue (ft)	15	15
Link Distance (ft)	376	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

SimTraffic Report

Queuing and Blocking Report

06/24/2024

Intersection: 1: Highway 395 & Project Driveway

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	8	22
Average Queue (ft)	2	5
95th Queue (ft)	14	23
Link Distance (ft)	376	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

SimTraffic Report

Queuing and Blocking Report

06/24/2024

Intersection: 1: Highway 395 & Project Driveway

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	8	11
Average Queue (ft)	2	3
95th Queue (ft)	15	15
Link Distance (ft)	376	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0