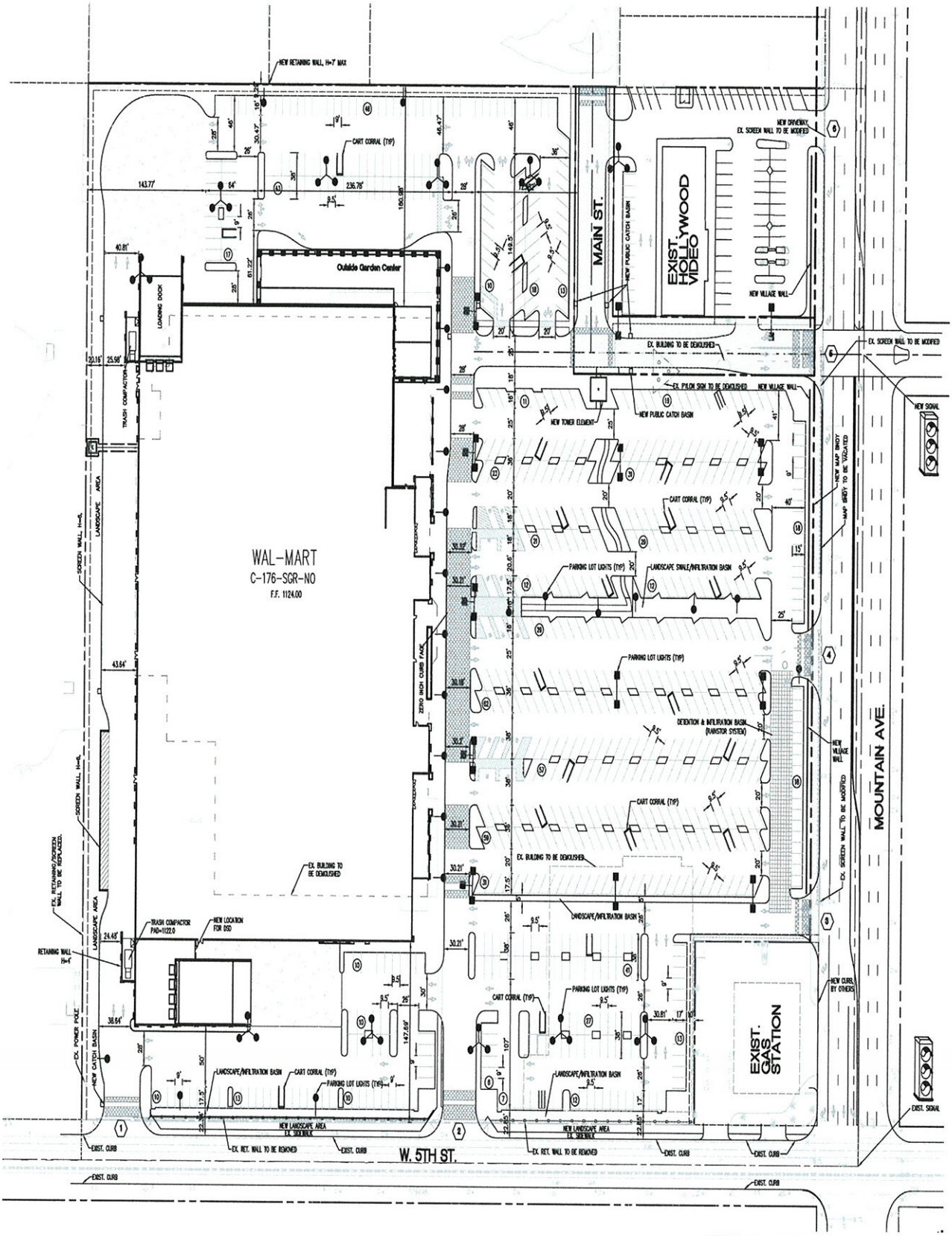
ONTARIO WALMART
TRAFFIC IMPACT STUDY (1/2/07)
Ontario, California



RK engineering group, inc.

RK engineering group, inc.

May 10, 2006
(Revised 01/02/07)

transportation planning • traffic engineering
acoustical engineering • parking studies

Mr. David Agnew
DAVID EVANS AND ASSOCIATES, INC.
23382 Mill Creek Drive, Suite 225
Laguna Hills, CA 92653

Subject: Ontario Walmart Super Store Traffic Impact Study (Updated)

Dear Mr. Agnew:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit the updated Ontario Walmart Traffic Impact Study. The project is located at the northwest corner of the intersection of Mountain Avenue at 5th Street in the City of Ontario. The project site is proposed to be developed with a 190,803 square foot Walmart Super Store. The site currently has a gas station and video rental store in operation (which will both remain in place) and two vacant buildings.

This report provides a summary of the findings, analysis procedures and evaluation of the project area with respect to on-site and off-site traffic impacts pursuant to the City of Ontario, County of San Bernardino, and the San Bernardino Association of Governments (SANBAG) Congestion Management Program requirements.

The purpose of this traffic impact study is to review existing and Project Buildout (Year 2008) without project, with 1997 Specific Plan project, with the existing vacant project and with the proposed project.

RK is pleased to provide this updated traffic study to David Evans & Associates for the proposed project in the City of Ontario. If you have any questions regarding this study, please do not hesitate to contact us.

Sincerely,

RK ENGINEERING GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER
ROBERT KAHN
No. 0555
EXP. 12/31/07
TRAFFIC
STATE OF CALIFORNIA

Robert Kahn, P.E.
Principal

Allison Goedecke, M.B.A.
Senior Transportation Planner

Attachments

RK:AG:rd/rk4603.doc
JN:0141-05-01

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ONTARIO WALMART SUPER STORE (UPDATED)
TRAFFIC IMPACT STUDY
City of Ontario, California

Prepared for:

DAVID EVANS AND ASSOCIATES, INC.
23382 Mill Creek Drive, Suite 225
Laguna Hills, CA 92653

Prepared by:

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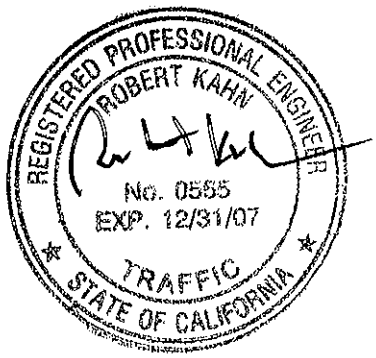

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1.0 Introduction

This report summarizes the traffic impact study conducted to assess the impacts of the potential land uses at the project site. The project is located at the northwest corner of Mountain Avenue at 5th Street in the City of Ontario. The location of the project site is presented on Exhibit A.

1.1 Project Overview

The proposed Ontario Walmart Super Store is located at the northwest corner of Mountain Avenue at 5th Street in the City of Ontario (see Exhibit A).

The project site is proposed to be developed with a 190.803 square foot Walmart Super Store. The site currently has a gas station and a video store in operation (which will both remain in place) and two vacant buildings. Exhibit B illustrates the project site plan.

The project site previously contained a free standing discount store, supermarket, and toy store. The 1997 Specific Plan for the site assumed a retail commercial shopping center at the project site.

Additional detailed discussion of the roadway network features of the project and its traffic generation characteristics will be provided in subsequent sections of this report.

1.2 Study Area

The study area intersections which have been designated by the City staff for evaluation include the following intersections:

North-South Street	East-West Street
Benson Avenue	6th Street
	5th Street
Jasmine Avenue	5th Street
Helen Avenue	5th Street
Elderberry Court	5th Street
Mountain Avenue	8th Street
	7th Street
	I-10 Westbound Ramps
	1-10 Eastbound Ramps
	6th Street
	5th Street
	4th Street
	Holt Boulevard
San Antonio Avenue	6th Street
	5th Street

Exhibit C shows the existing number of through lanes and Intersection Controls at study intersections.

1.3 Overall Analysis Methodology

As described previously, traffic conditions are evaluated in this report for Existing conditions, Project Buildout (Year 2008) Without Project, Project Buildout (Year 2008) With 1997 Specific Plan Project, Project Buildout (Year 2008) With Existing Vacant Project and Project Buildout (Year 2008) With Proposed Project.

Traffic count data was collected by RK ENGINEERING GROUP, INC. in January 2006 specifically for this study. Appendix A provides the turning movements at study area intersections. Exhibit D shows the existing traffic volumes.

Project Buildout Year is planned for Year 2008. In order to account for ambient area-wide growth, an annual growth rate of 2% has been utilized. Therefore, a total growth rate of 4% has been used with the existing traffic counts to determine Project Buildout (Year 2008) Without Project volumes.

Project traffic volumes (per scenario) were then added to the future year background volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

1.4 Traffic Operations Analysis

The current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

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

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

- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

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

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

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

Uninterrupted flow is generally found only on limited access (freeway) facilities in urban areas.

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

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are calculated using the HCM methodology.

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

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

Because some intersections are all-way stop controlled, the ability of vehicles to enter the intersection is not controlled by the occurrence of gaps in the flow of the main street. All-way stop controlled (AWSC) intersections have been evaluated using the HCM Methodology for this type of multi-way stop controlled intersection configuration. The level of service criteria for this type of intersection analysis is also based on average control delay per vehicle for the overall intersection.

The level of services are defined in terms of average delay for the intersection analysis methodology as follows:

Level of Service	Average Total Delay per Vehicle (Seconds)	
	Signalized	Unsignalized
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

Per CMP, signalized intersections are considered deficient (LOS F) if the overall intersection critical V/C ratio equals or exceeds 1.0, even if the level of service defined by the delay value is below the defined LOS standard. Per the City of Ontario, the level of service threshold is LOS D.

The LOS analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase in accordance with 2003 San Bernardino CMP recommended default values. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings have also been considered in the signalized intersection analysis.

For analysis, saturation flow rates of 1,800 vehicles per hour of green (vphg) for through and right turn lanes and 1,700 vehicles for single left turn lane, 1,600 vehicles per lane for dual left turn lanes have been assumed for capacity analysis. These are the default values recommended by the CMP guidelines.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. For Existing conditions the existing peak hour factors have been used and for future conditions a peak hour factor of 0.95 has been used.

1.5 Definition of Deficiency

The following definitions of deficiencies have been developed in accordance with the City of Ontario General Plan CMP requirements.

The definition of an intersection deficiency has been obtained from the City of Ontario. The peak hour intersection operations of LOS D or better are generally acceptable. Therefore, any intersection operating at LOS E to F will be considered deficient.

1.6 Definition of Significant Impact

The following definition of significant impacts have been developed in accordance with the City of Ontario General Plan CMP requirements.

The identification of significant impacts is a requirement of CEQA, and is not directly addressed in the CMP document. The City of Ontario General Plan and Circulation Element have been adopted in accordance with CEQA requirements, and any roadway improvements within the City of Ontario, which are consistent with these documents, are not considered a significant impact, as long as the project contributes its "Fair Share" funding for improvements.

A traffic impact is considered significant if the project: 1) contributes measurable traffic; and 2) substantially and adversely changes the level of service at any location projected to experience deficient operations under foreseeable cumulative

conditions, where feasible improvements consistent with the City of Ontario General Plan cannot be constructed.

2.0 Project Description

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

2.1 Project Description

The project site plan was previously presented on Exhibit B. The project site is proposed to be developed with a 190,803 square foot Walmart Super Store. The site currently has a gas station and video rental store in operation (which will both remain in place) and two vacant buildings.

This study will also analyze future conditions with the planned uses from the 1997 Specific Plan and the uses that are currently at the site (although currently vacant).

2.2 Project Traffic

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

- Trip Generation
- Trip Distribution
- Traffic Assignment

These steps are described in detail below.

2.3 Project Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual (7th Edition) has been used to calculate the overall quantity of traffic which the project site is estimated to generate. Table 1 presents the rates which have been obtained from the ITE Trip Generation Manual.

Table 2 summarizes the projected trip generation for the proposed project development. The proposed development is projected to generate a net total of approximately 7,981 trip-ends per day with 301 vehicles per hour during the AM peak hour and 629 vehicles per hour during the PM peak hour. Based upon the ITE Trip Generation Handbook (March 2001) approximately 15% of the Walmart project's traffic will be "pass-by" trips.

Table 3 also shows the trip generation for the 1997 Specific Plan land uses and Table 4 shows the trip generation for the existing vacant land uses. Table 5 shows a comparison of the proposed project and the other land use scenarios. As shown on Table 5, the proposed project is projected to generate less PM peak hour traffic and ADT (Average Daily Traffic) than the other two land use scenarios. The PM peak hour traffic is the critical time period in this area.

2.4 Project Trip Distribution and Assignment

The trip distribution and assignment process represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of commercial, employment and residential opportunities and the proximity to the regional freeway system.

The project traffic distribution is shown on Exhibit E.

2.5 Project Traffic Volumes

The project traffic volume forecasts have been developed by applying the trip generation, distribution, and traffic assignment calculations. The ADT volumes attributable to the project and the peak hour project traffic forecasts are depicted on Exhibit F.

2.6 Project Access

The proposed project will have access to Mountain Avenue and 5th Street. The access to the project is shown in the project site plan (Exhibit B).

3.0 Existing Conditions

This section of the report summarizes existing roadway and traffic conditions in the study area. The existing conditions at the study intersections and roadway are presented on Exhibit C. The number of through travel lanes for existing roadways and intersection controls are presented, along with existing traffic count data collected for this study. This data was used to analyze existing traffic operations in the study area.

3.1 Existing Roadway System

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

3.2 Existing Peak Hour Traffic and Average Daily Traffic Volumes

Existing intersection volumes are based upon manual AM and PM peak hour turning movement counts conducted specifically for RK and are shown on Exhibit D. In addition, mid-day traffic volumes were collected at the intersections of Jasmine Avenue at 5th Street and Helen Avenue at 5th Street during the two-hour period of 1:30 PM and 3:30 PM in order to coincide with school dismissal at El Camino Elementary School at 2:05 PM. Peak hour traffic count worksheets are included in Appendix A.

Exhibit D also depicts the average daily traffic (ADT) volumes in the study area. ADT volumes have been collected by RK specifically for this study.

3.3 Existing Traffic Operations

Existing peak hour traffic operations have been evaluated for the peak hour of traffic at the study area intersections. The results of this analysis are summarized in Table 6, along with the existing intersection geometric and traffic control devices at each study area location.

All of the study area intersections analyzed currently operates at Level of Service D or better during the peak hours, except for the following intersections that currently operate at an unacceptable Level of Service during the peak hours:

North-South Street	East-West Street
Mountain Avenue	8th Street 6th Street Holt Avenue

Level of service worksheets for Existing conditions are included in Appendix B.

4.0 Project Buildout (Year 2008) Traffic Conditions and Operations Analysis

This chapter of the report describes the traffic conditions for the future year traffic volume forecasts and presents the resulting traffic volumes, which will be used for future traffic operations analysis. Future traffic conditions without the project are presented first followed by future traffic conditions with the project.

4.1 Project Buildout (Year 2008) Without Project

Project Buildout (Year 2008) Without Project traffic has been determined by utilizing a 2% annual growth rate to account for ambient growth in the study area for a total growth rate of 4%. The growth rate was obtained by the City Traffic Department. The City did not have any other significant cumulative projects in the study area. The Project Buildout (Year 2008) Without Project PM peak hour intersection volumes and average daily traffic are shown on Exhibit G

The intersection operations analysis for Project Buildout (Year 2008) Without Project traffic conditions with existing geometrics is summarized in Table 7. As presented in Table 7, all study area intersections are projected to operate at Level of Service D or better during the peak hours, except the following intersections that are projected to operate at unacceptable Levels of Service:

North-South Street	East-West Street
Mountain Avenue	8th Street 6th Street Holt Avenue

HCM calculation worksheets for Project Buildout (Year 2008) Without Project conditions are included in Appendix C.

4.2 Project Buildout (Year 2008) With 1997 Specific Plan Uses

Project Buildout (Year 2008) With 1997 Specific Plan Uses traffic has been determined by adding trip generation from the 1997 Specific Plan land uses to Project Buildout (Year 2008) Without Project traffic volumes. Project Buildout (Year 2008) With 1997 Specific Plan Uses peak hour intersection volumes and average daily traffic are shown on Exhibit H.

The intersection operations analysis for Project Buildout (Year 2008) With 1997 Specific Plan Uses traffic conditions is summarized in Table 5. As presented in Table 8, all study area intersections are projected to operate at Level of Service D or better during the peak hours, except the following intersections that are projected to operate at unacceptable Levels of Service:

North-South Street	East-West Street
Mountain Avenue	8th Street 6th Street Holt Avenue

HCM calculation worksheets for Project Buildout (Year 2008) With 1997 Specific Plan Uses conditions are included in Appendix D.

4.3 Project Buildout (Year 2008) With Existing Uses

Project Buildout (Year 2008) With Existing Uses traffic has been determined by adding trip generation from the Existing land uses (which are currently vacant) to Project Buildout (Year 2008) Without Project traffic volumes. Project Buildout (Year 2008) With Existing Uses peak hour intersection volumes and average daily traffic are shown on Exhibit I.

The intersection operations analysis for Project Buildout (Year 2008) With Existing Uses traffic conditions is summarized in Table 9. As presented in Table 9, all study area intersections are projected to operate at Level of Service D or better during the peak hours, except the following intersections that are projected to operate at unacceptable Levels of Service:

North-South Street	East-West Street
Mountain Avenue	8th Street 6th Street Holt Avenue

HCM calculation worksheets for Project Buildout (Year 2008) With Existing Uses conditions are included in Appendix E.

4.4 Project Buildout (Year 2008) With Proposed Project

Project Buildout (Year 2008) With Proposed Project traffic has been determined by adding trip generation from the proposed project (Walmart Super Store) land uses to Project Buildout (Year 2008) Without Project traffic volumes. Project Buildout (Year 2008) With Proposed Project peak hour intersection volumes and average daily traffic are shown on Exhibit J.

The intersection operations analysis for Project Buildout (Year 2008) With Proposed Project traffic conditions is summarized in Table 10. As presented in Table 10, all study area intersections are projected to operate at Level of Service D or better during the peak hours, except the following intersections that are projected to operate at unacceptable Levels of Service:

North-South Street	East-West Street
Mountain Avenue	8th Street 6th Street Holt Avenue

HCM calculation worksheets for Project Buildout (Year 2008) With Proposed Project conditions are included in Appendix F.

Traffic signals are not projected to be warranted at any of the unsignalized study area intersections through Project Buildout Plus Project conditions (see Appendix G for traffic signal warrant worksheets)

5.0 Project Transportation Fee Participation

The project is required to participate in the City of Ontario's DIF (Development Impact Fee) program. The reason for this is that the original site development did not participate in this fee program.

The DIF fee will be used to improve intersection and roadway improvements in the City of Ontario. This would include those mitigation measures identified in this report.

6.0 Special Issues

6.1 School Crossing

There are two public elementary schools in the vicinity of the site. One school is located west of the project on 5th Street and the other school is located on Hawthorne Street east of the project. However, the project is anticipated to only contribute a minor amount of traffic (5% of the project traffic) to 5th Street adjacent to the school and a nominal amount of traffic to Hawthorne Street east of the project. The vast majority of the project traffic will be oriented to Mountain Avenue primarily towards the I-10 Freeway based upon the traffic analysis. Currently there are school markings and traffic signage meeting MUTCD standards by the schools. In addition, there are adult crossing guards. With these measures in place, it is not projected that the Walmart project will have a significant impact to the schools.

6.2 Truck Trips

Trucks which will utilize the site will be using Mountain Avenue, a primary arterial roadway, and 5th Street between Mountain and the site's west side for access to the proposed project. This truck route does not impact sensitive land uses such as residential, schools or parks. Designated through truck routes for the project will not be along 5th or 4th Streets in order to minimize impacts to the surrounding park and land uses. The designated truck route will be along Mountain Avenue towards the I-10 Freeway. These truck routes are not projected to have a significant impact to local residents or the schools and parks in this area.

6.3 Site Access

Site access has been reviewed and the recommended access to the site is shown in Exhibit L. Both right in/out and full access driveways are shown on Exhibit L. This

should include the installation of a traffic signal at the project's full access at Mountain Avenue and Hawthorne Avenue. This will include the installation of a traffic actuated traffic signal and traffic signal interconnect at the project full access at Mountain Avenue and Hawthorne Avenue. The interconnect would allow for the operation of coordinated traffic flow, along Mountain Avenue. The spacing of signalized intersections with the Hawthorne Avenue traffic signal would be at one eighth mile, which is adequate to ensure coordinated traffic flow along Mountain Avenue. This spacing is greater than what currently occurs near the I-10 Freeway. Also, to minimize the opportunity for cut through traffic on Hawthorne Avenue the east leg of the intersection will be limited to right turns in and right turns out only.

6.4 City of Chino Intersections and Roadway Segments

The City of Chino has requested an analysis of the intersections of Mountain Avenue at Walnut Avenue, Mountain Avenue at the SR-60 Freeway East and West Bound Freeway Ramps and a segment analysis for Mountain Avenue from Walnut Avenue to the SR-60 Freeway. These intersections and roadway segments have not been included in the traffic study, because the project will have minimal traffic contribution and impacts to those locations. Those intersections and segments are located approximately 3.75 miles south of the project site. Based upon the project trip generation and trip distribution, it is anticipated that there will be minimal traffic associated from the project at these intersections and roadway segments. It is anticipated that the PM peak hour traffic volume from the project will be less than 30 vehicles per hour. Therefore, no further traffic analysis is necessary.

6.5 Anthony Munoz Park

Anthony Munoz Park is located to the west of the project, south of 5th Street and north of 4th Street. The traffic study analyzed the traffic impacts at the intersection of Elderberry Court and 5th Street as part of the traffic study. This intersection is adjacent to the park. This intersection would operate at Level of Service B during

the AM/PM peak hour periods both without and with the project. There would be less than one-half second delay increase at this intersection as a result of the project; therefore, there would be no adverse traffic impact created as a result of the project. Again, as previously noted, only about five percent of the project traffic is anticipated to occur along 5th Street and three percent along 4th Street. Project traffic conflicts with pedestrians will be minimal in comparison to existing traffic flows along these east/west roadways.

6.6 Traffic Impact to San Antonio Avenue

Traffic impacts to San Antonio Avenue at 5th and 6th Streets were included in the traffic analysis. The intersection of San Antonio Avenue at 6th Street is projected to operate at Level of Service B during the AM and PM peak hour With the Project. The intersection of San Antonio Avenue at 5th Street is anticipated to operate at Level of Service C during the AM peak hour and B during the PM peak hour. These are acceptable levels of service based upon City standards. The incremental increase in delay caused by the project is insignificant and would represent less than a half second increase in delay during the AM/PM peak hours at these intersections with the project. No adverse traffic impacts to San Antonio Avenue are anticipated as a result of the project.

6.7 Traffic Impact at Palmetto and 6th Street

The intersection of Palmetto at 6th Street is located north east of the proposed project. However, no project traffic is anticipated to travel through this intersection. The primary route to the north will be on Mountain Avenue towards the I-10 Freeway. No change in traffic impacts are anticipated at this intersection as a result of the project.

6.8 Mountain Avenue at Hawthorne Street Improvements

As previously noted, this intersection of Mountain Avenue at Hawthorne Street will be signalized with the proposed project. The traffic signal will be interconnected to the traffic signals at Mountain Avenue at 6th Street and Mountain Avenue at 5th Street to ensure coordinated traffic flow occurs along Mountain Avenue. The installation of the traffic signal will greatly improve existing operations and level of service at this intersection. It will allow for controlled left turn movements at the intersection, which will be a major safety improvement. Furthermore, it will provide for a controlled pedestrian crossing at Mountain Avenue that will benefit the existing residential community in the area. Also, to minimize the opportunity for cut through traffic on Hawthorne Avenue the east leg of the intersection will be limited to right turns in and right turns out only. The installation of the traffic signal will have a positive impact to traffic flow and safety at this location.

6.9 Other Unsignalized Intersections

Intersections where additional traffic controls (i.e. traffic signals) are not warranted as part of the traffic study, will operate at acceptable levels of service with the project. As shown in Table 10, the level of service at these intersections which are not controlled by traffic signals are projected to operate at acceptable levels of service during the AM and PM peak hours with the proposed project. Therefore, no level of service problems are anticipated at any of these unsignalized intersections. Unsignalized intersections should be monitored to determine future warrants for a traffic signal.

6.10 Impacts to Public Transit

It is not anticipated that the proposed project would cause any adverse impacts to public transit in the area. The proposed shopping center will be an attraction and therefore would likely increase ridership for existing public transit routes in the area.

As a result of additional ridership by employees and customers. This is a positive project impact as it offers the opportunity to increase transit utilization as a result of this project. Existing transit routes along Mountain Avenue could adequately serve the proposed project site from a public transit standpoint.

6.11 Alternative Routes to Mountain Avenue

Mountain Avenue will serve as the primary access route to and from the project because of its location and its existing interchange to the I-10 Freeway and to the SR-60 Freeway further to the south. Other parallel routes such as Benson Avenue and San Antonio Avenue will carry some project traffic as indicated in the project trip distribution shown in Exhibit E. These will primarily serve as feeder routes to the residential neighborhoods which will utilize the proposed project. No major amount of traffic is anticipated on the parallel routes to Mountain Avenue as a result of the project.

6.12 Traffic Analysis Time Frames

The traffic study was based upon conventional weekday morning (7:00-9:00 AM) and afternoon (4:00-6:00 PM) peak hours. These are the typical peak hours when thru traffic is the greatest and a project potentially could impact the operation of nearby intersections and roadway segments the most. Other times of day generally have less thru traffic and also the traffic generated by the project is less at these times. Therefore, night time traffic is not anticipated to be an issue, since thru traffic movements are significantly less than both the AM and PM peak hours, which were studied in the traffic study. However, at the intersection of Jasmine at 5th Street and Helen at 5th Street afternoon peak hours of 1:30 PM to 3:30 PM have been analyzed in order to coincide with the nearby school dismissal as a worst case scenario. Both of these intersections are projected to operate at acceptable levels of service with the project.

6.13 Traffic Signal Timing

Traffic signal timing at Mountain Avenue and I-10 Freeway ramps will occur in the future by Caltrans and SANBAG. The adjusted timing at these ramps will improve traffic signal coordination along Mountain Avenue. These timing improvements will help to minimize delay and better accommodate traffic flows both, without or with the proposed project. As previously mentioned, the traffic signal interconnect associated with the intersection of the traffic signal at Mountain Avenue at Hawthorne Street will help to achieve traffic signal coordination in this area for the segment of Mountain Avenue.

7.0 Summary and Recommendations

7.1 Summary

A summary of the level of service analysis for each condition is included in Table 11.

The proposed Walmart Super Store project is projected to generate a net total of 7,981 trips per day, with 301 net trips in the AM peak hour and 629 net trips in the PM peak hour.

The proposed project will generate fewer PM peak hour trips and ADT than the existing uses and those planned in the 1997 Specific Plan. This is especially important, since all of the future intersection deficiencies occur during the PM peak hour.

7.2 Recommendations

The recommendations in this section address on-site improvements, off-site improvements, and the phasing of all necessary study area transportation improvements.

Exhibit K depicts the recommended improvements. Site access recommendations are included in Exhibit L.

Complete all internal circulation per City standards.

Install a traffic signal at the project's full access at Mountain Avenue and Hawthorne Street.

At the intersection of Mountain Avenue at 8th Street, pay fair-share to implement protected traffic signal phasing in all directions through the payment of DIF fees.

At the intersection of Mountain Avenue at 6th Street, pay fair-share to construct northbound thru lane through the payment of DIF fees.

At the intersection of Mountain Avenue at Holt Boulevard, pay fair-share to install additional left turn lanes in all directions and additional northbound and southbound thru lanes through the payment of DIF fees.

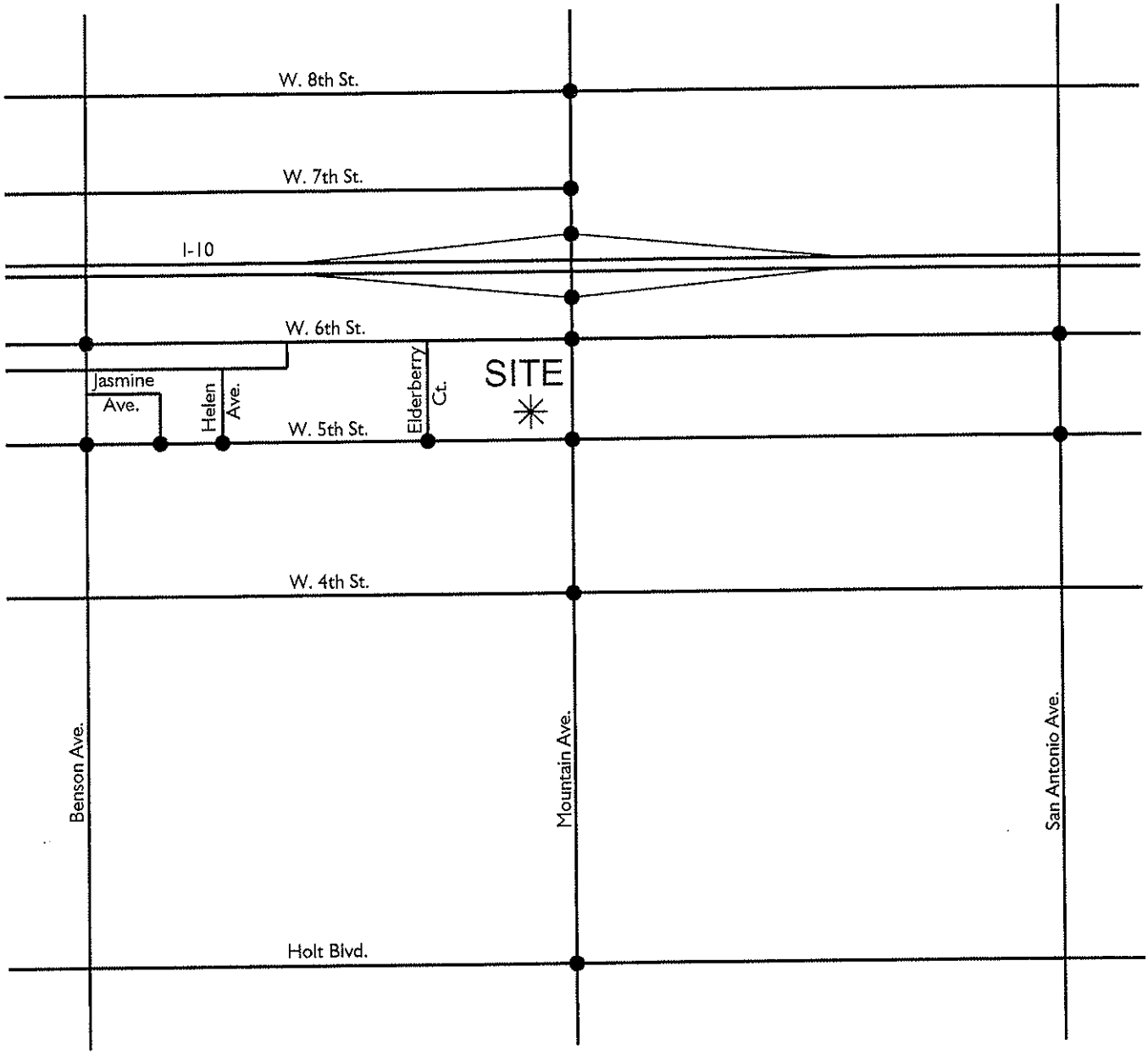
Sight distance at the project accesses should be reviewed with respect to standard Caltrans/County of San Bernardino/City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

7.3 Transportation System Management Actions

The project should comply with any adopted Transportation Demand Management requirements of the City of Ontario. This could include provisions for bike racks, employee carpool parking, and other transportation demand management techniques which can encourage the use of alternative modes of transportation.

Exhibit A

Location Map



Legend:

● = Study Area Intersection

N

RK engineering group, inc.

Exhibit B
Site Plan

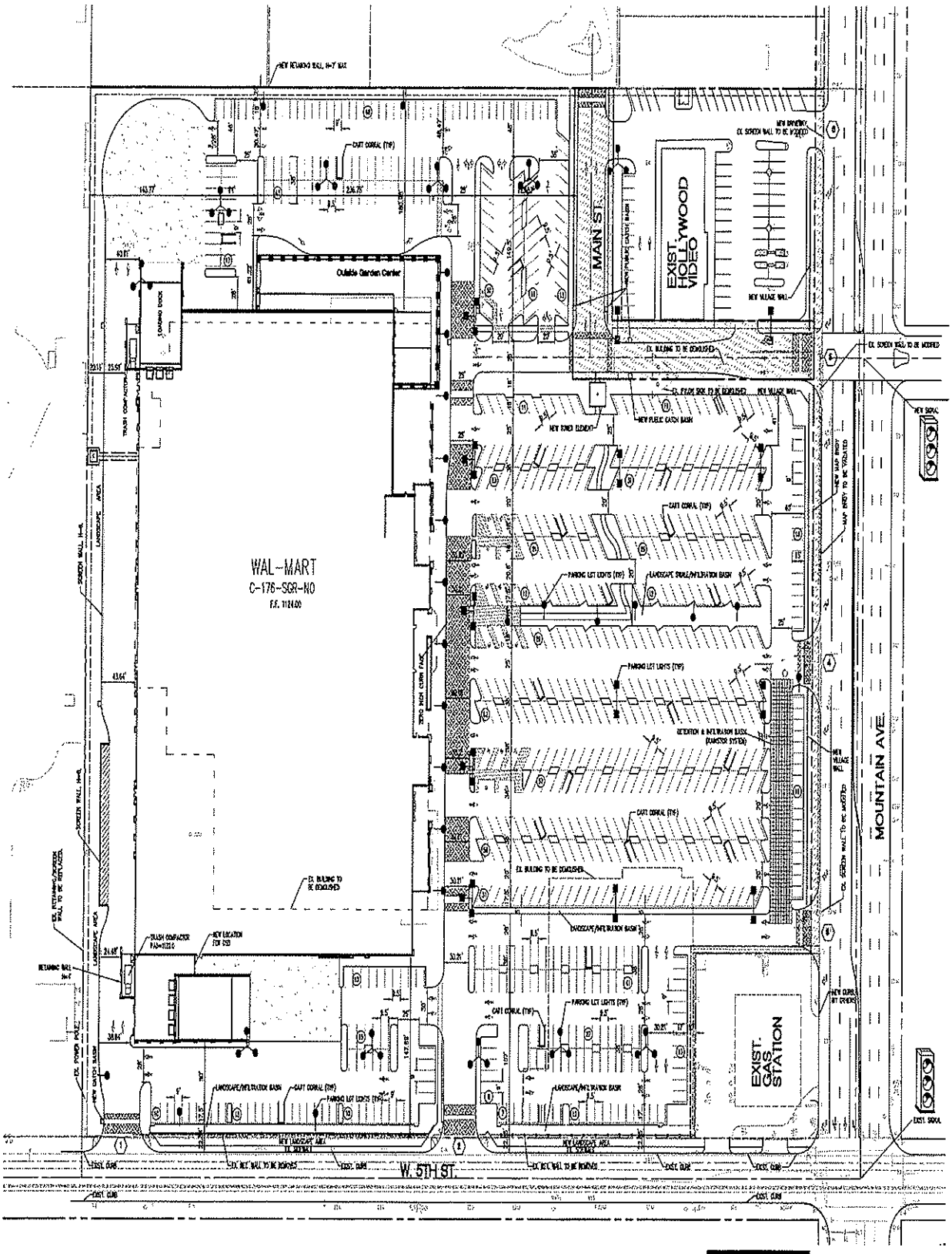
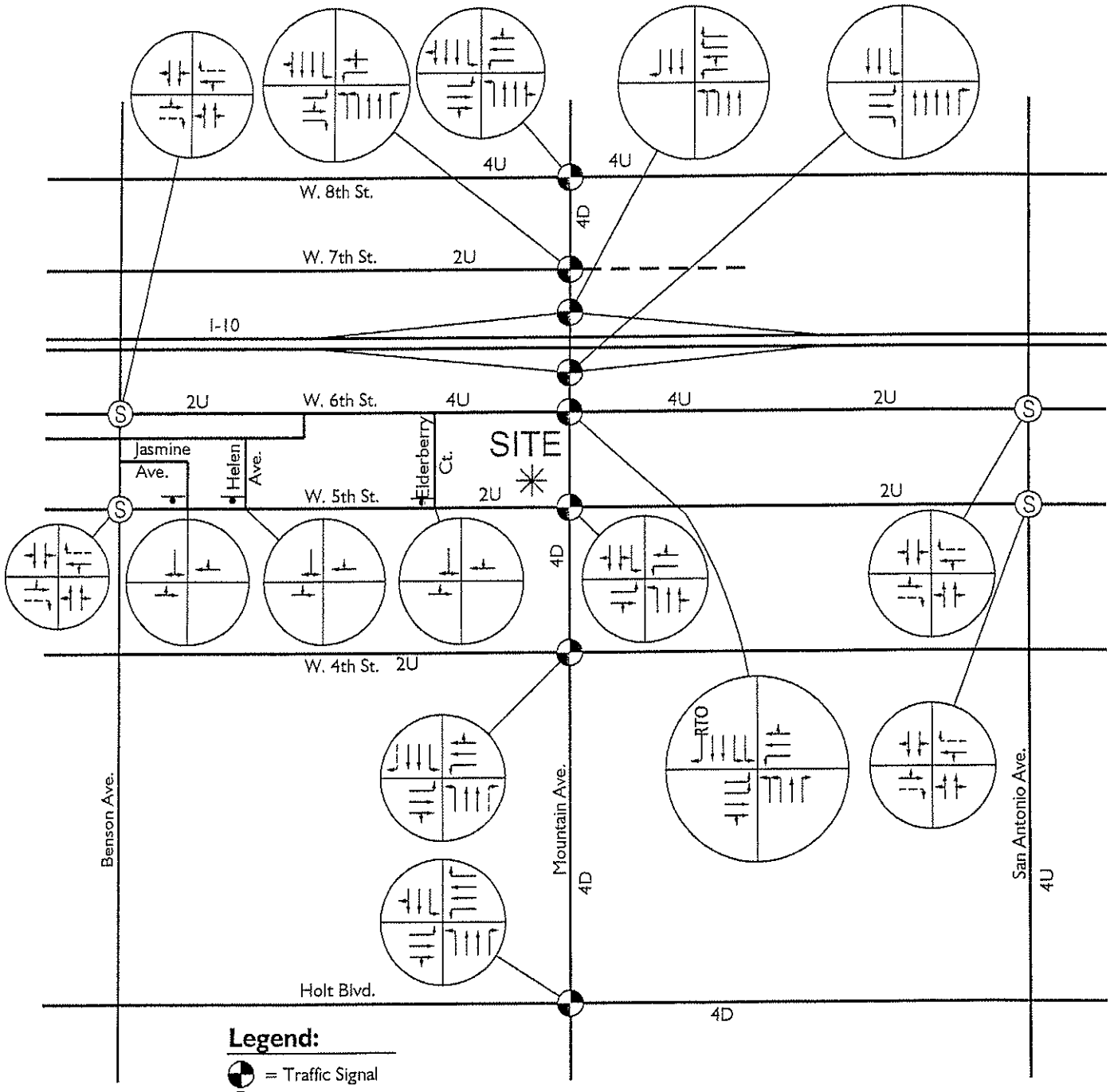


Exhibit C

Existing Number of Thru Lanes and Intersection Controls



Legend:

- = Traffic Signal
- (S) = All Way Stop
- = Stop Sign
- 4 = Number of Lanes
- D = Divided
- U = Undivided
- RTO = Right Turn Overlap

N

Exhibit D

Existing Traffic Volumes

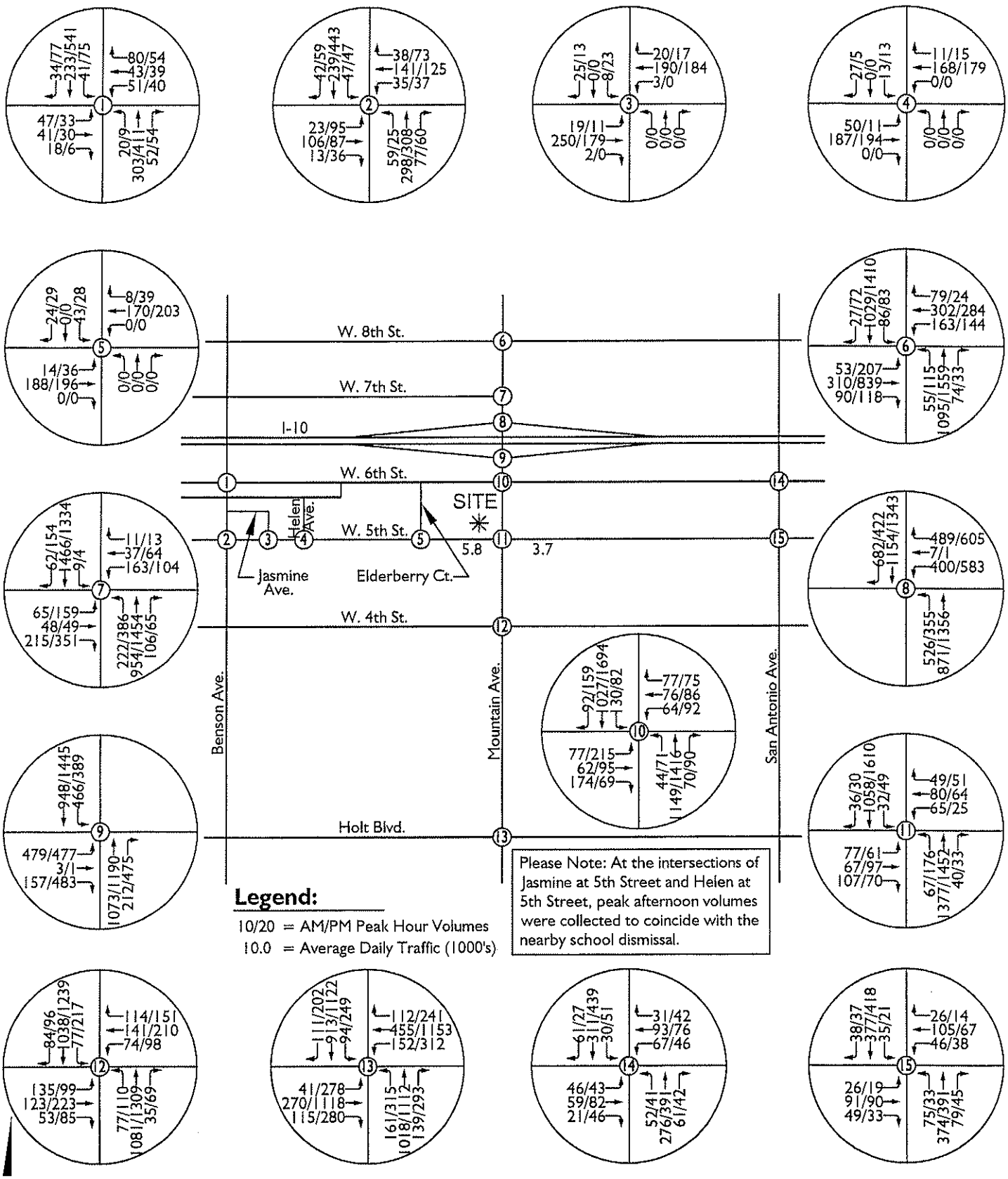
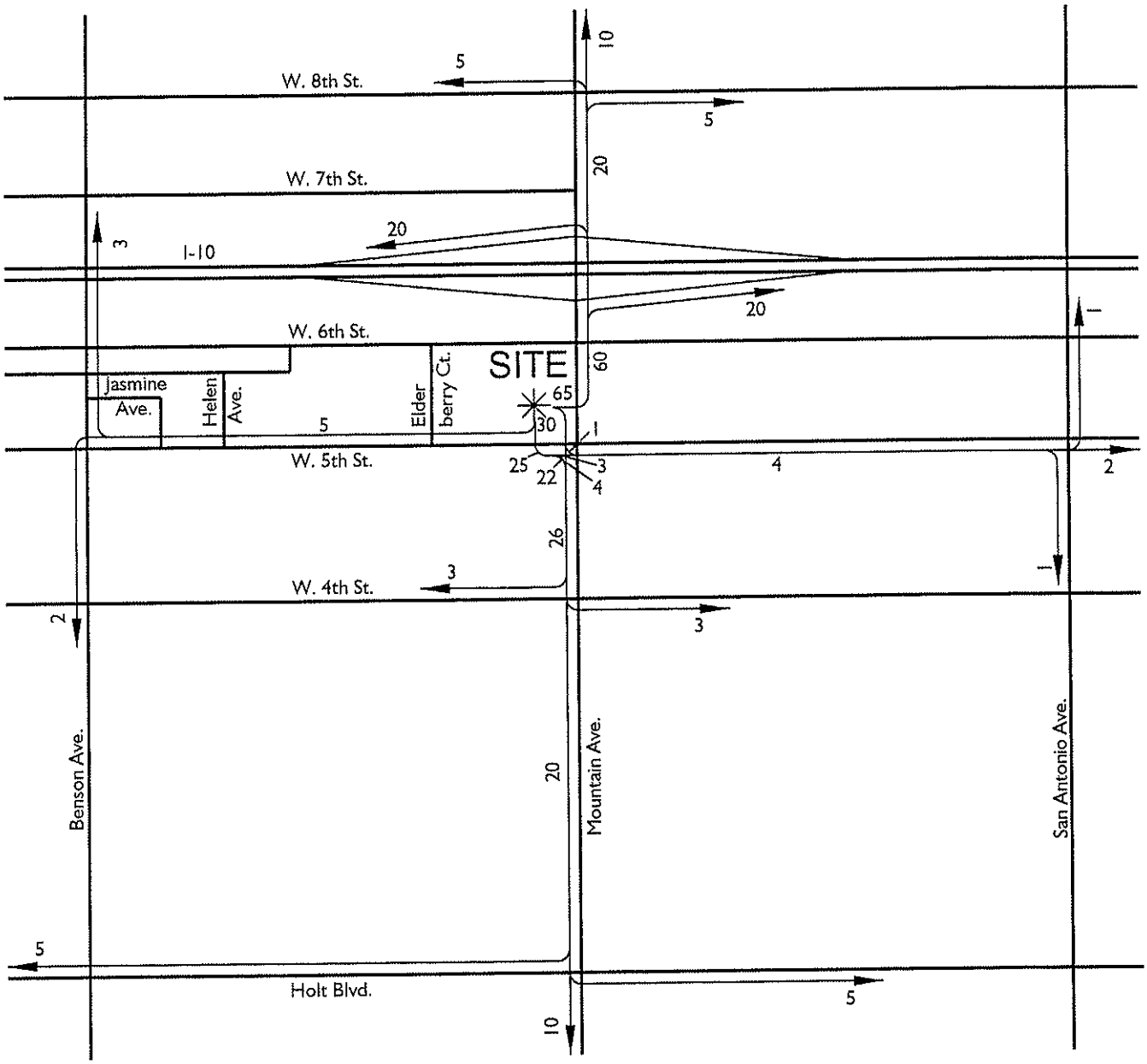


Exhibit E

Project Trip Distribution



Legend:

10 = Percent to/from Project

N

Exhibit F

Project Traffic Volumes

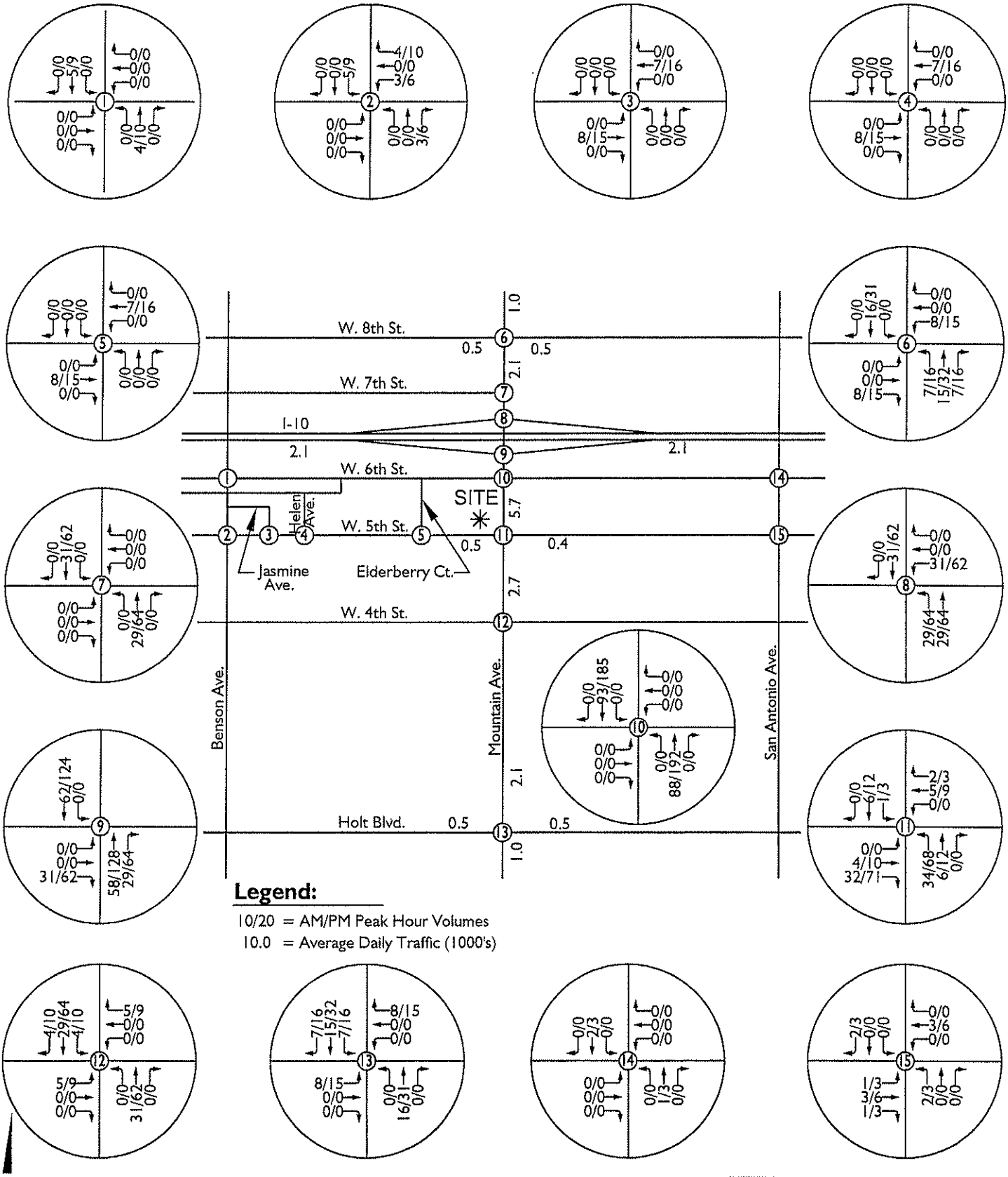
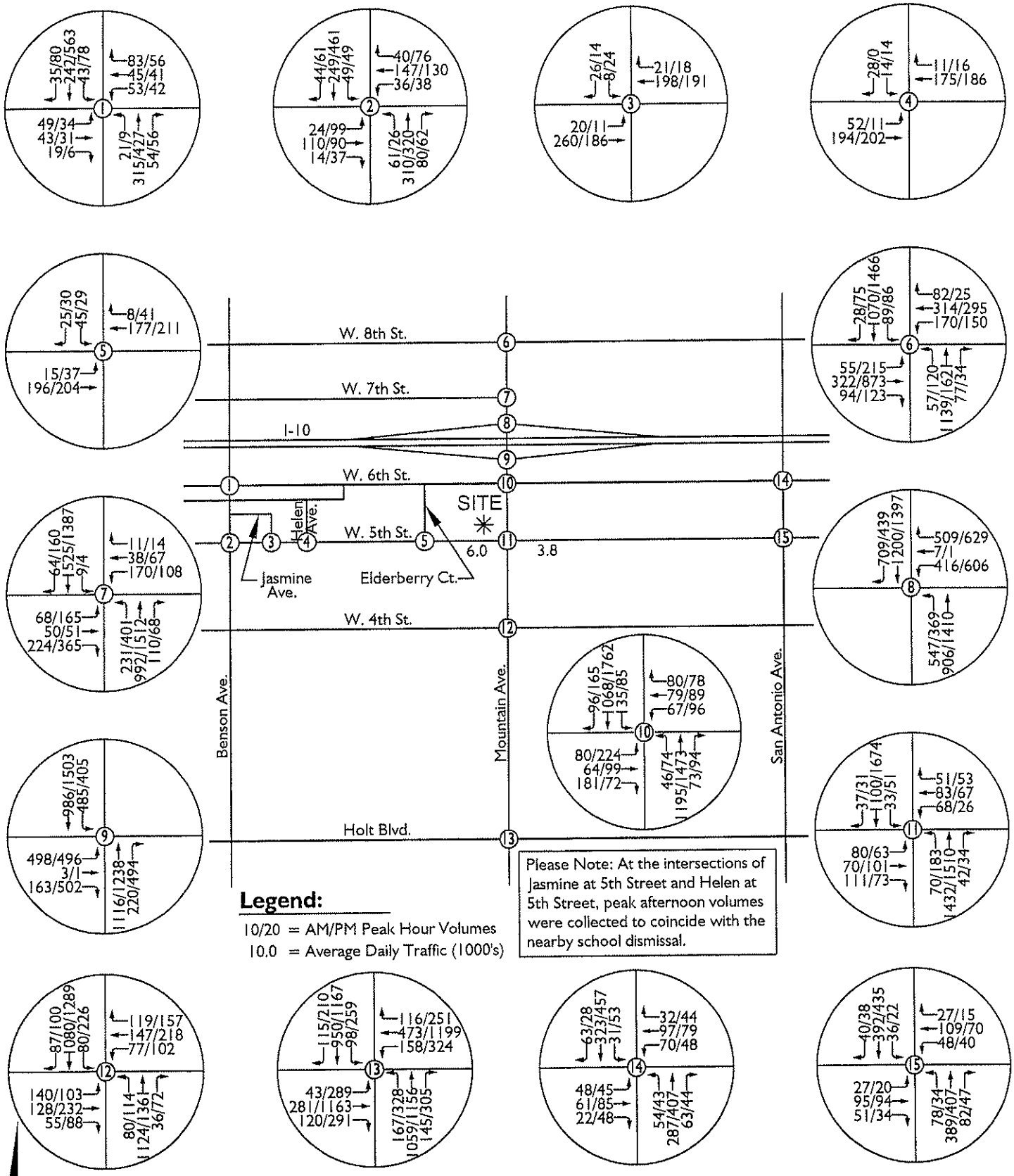


Exhibit G

Project Buildout (Year 2008) Without Project Traffic Volumes



Legend:

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

Please Note: At the intersections of Jasmine at 5th Street and Helen at 5th Street, peak afternoon volumes were collected to coincide with the nearby school dismissal.

N

Exhibit H

Project Buildout (Year 2008) with 1997 Specific Plan Land Use

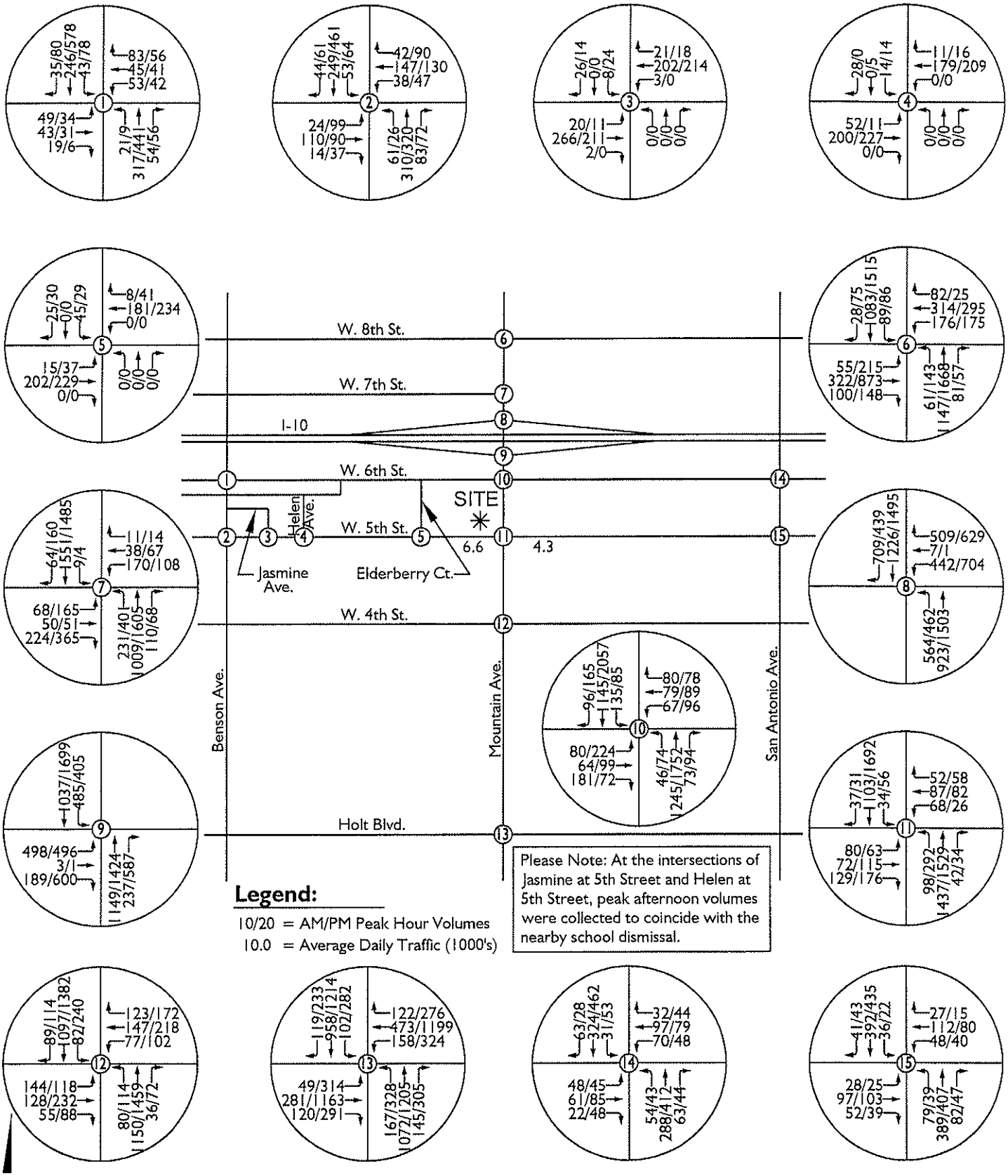


Exhibit I

Project Buildout (Year 2008) with Existing Plan Land Use

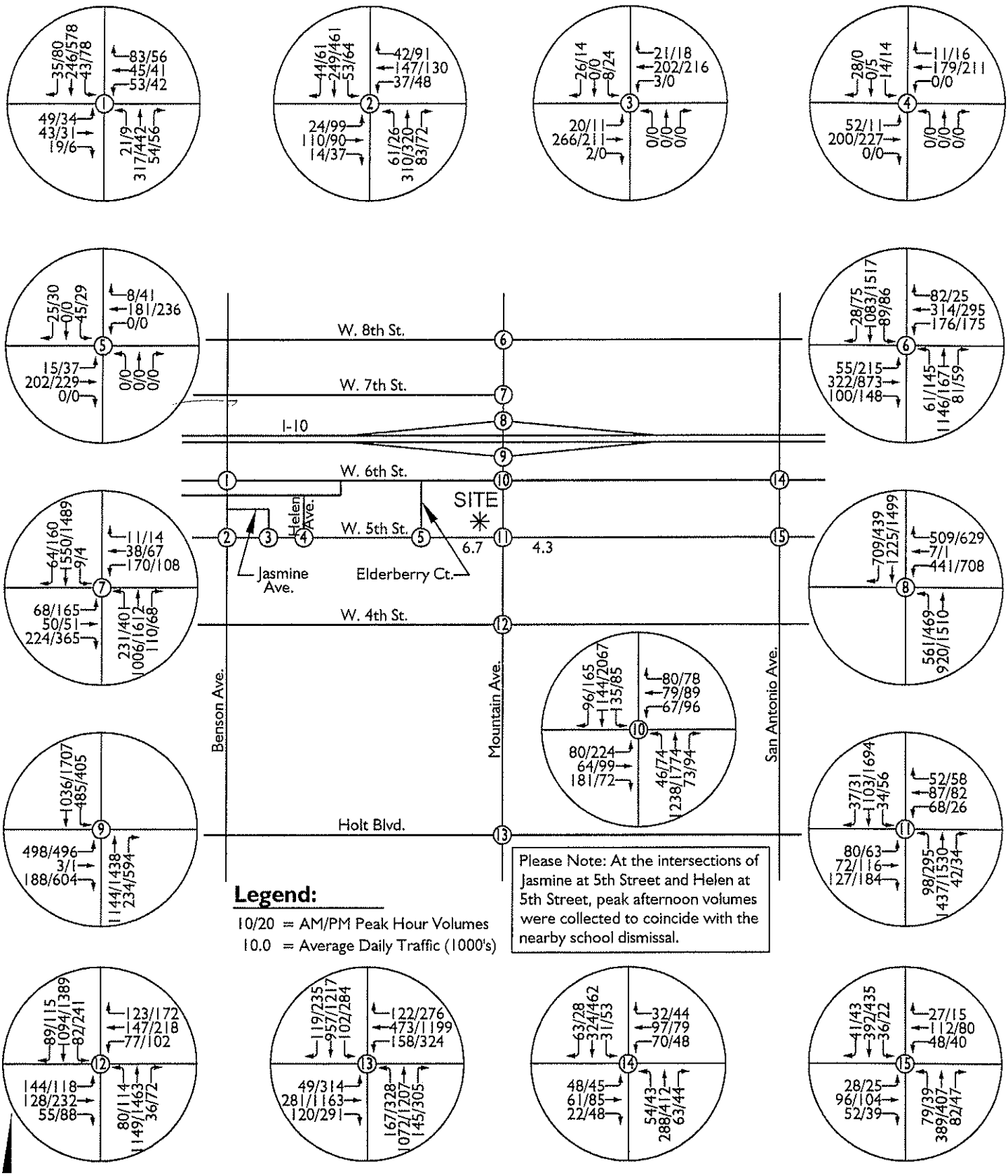
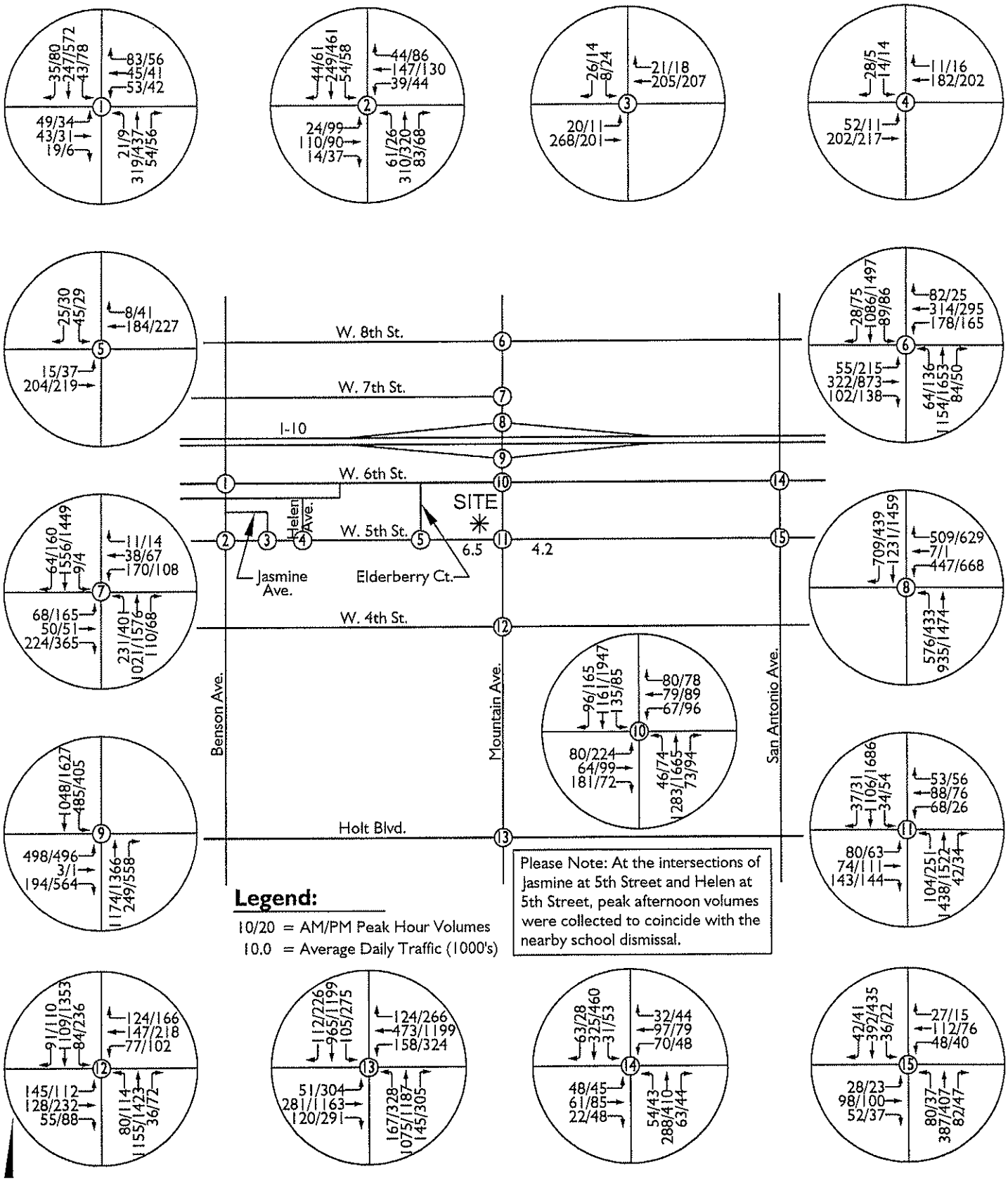


Exhibit J

Project Buildout (Year 2008) With Proposed Project Traffic Volumes



RK engineering group, inc.

Exhibit K

Recommendations

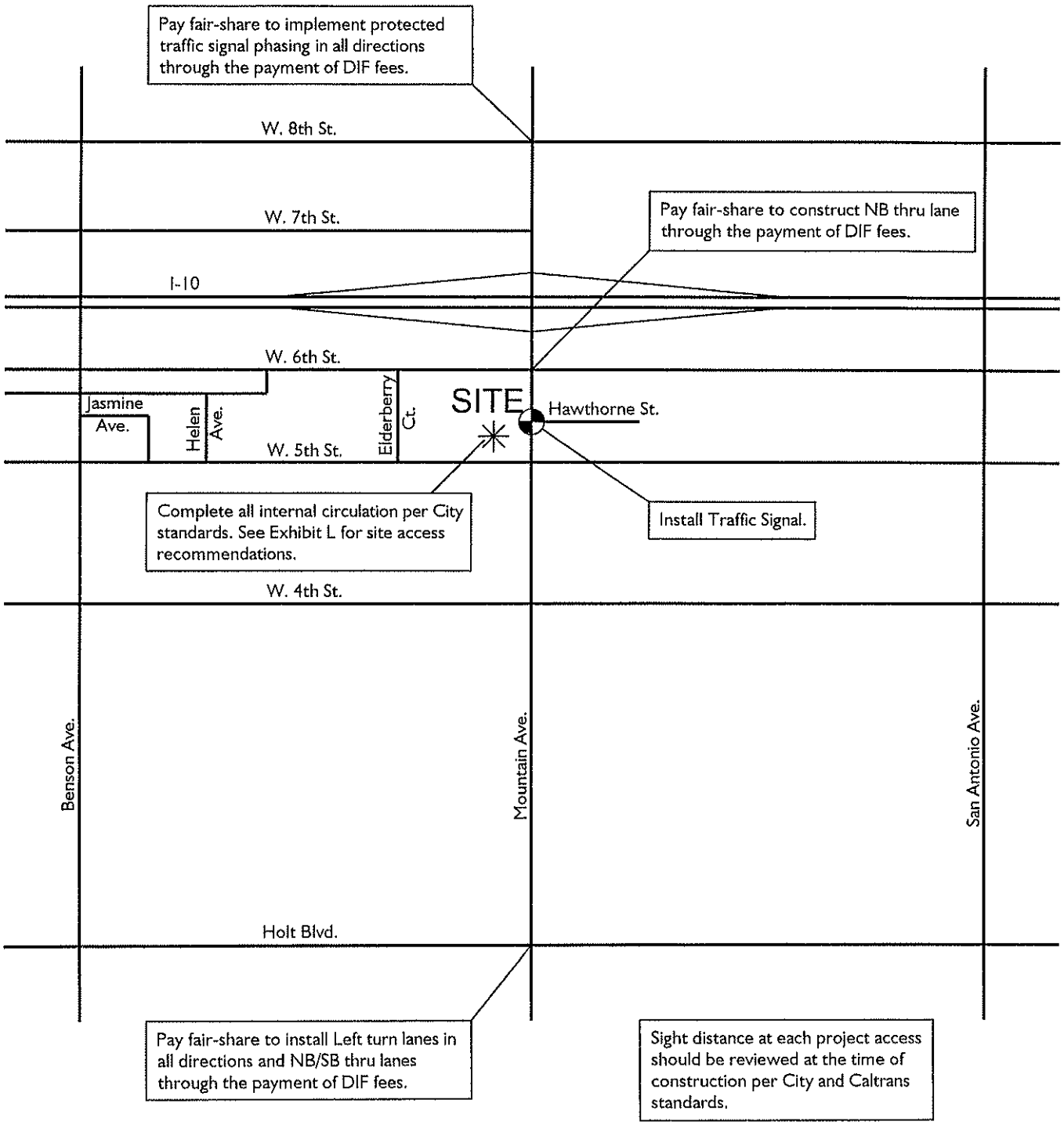
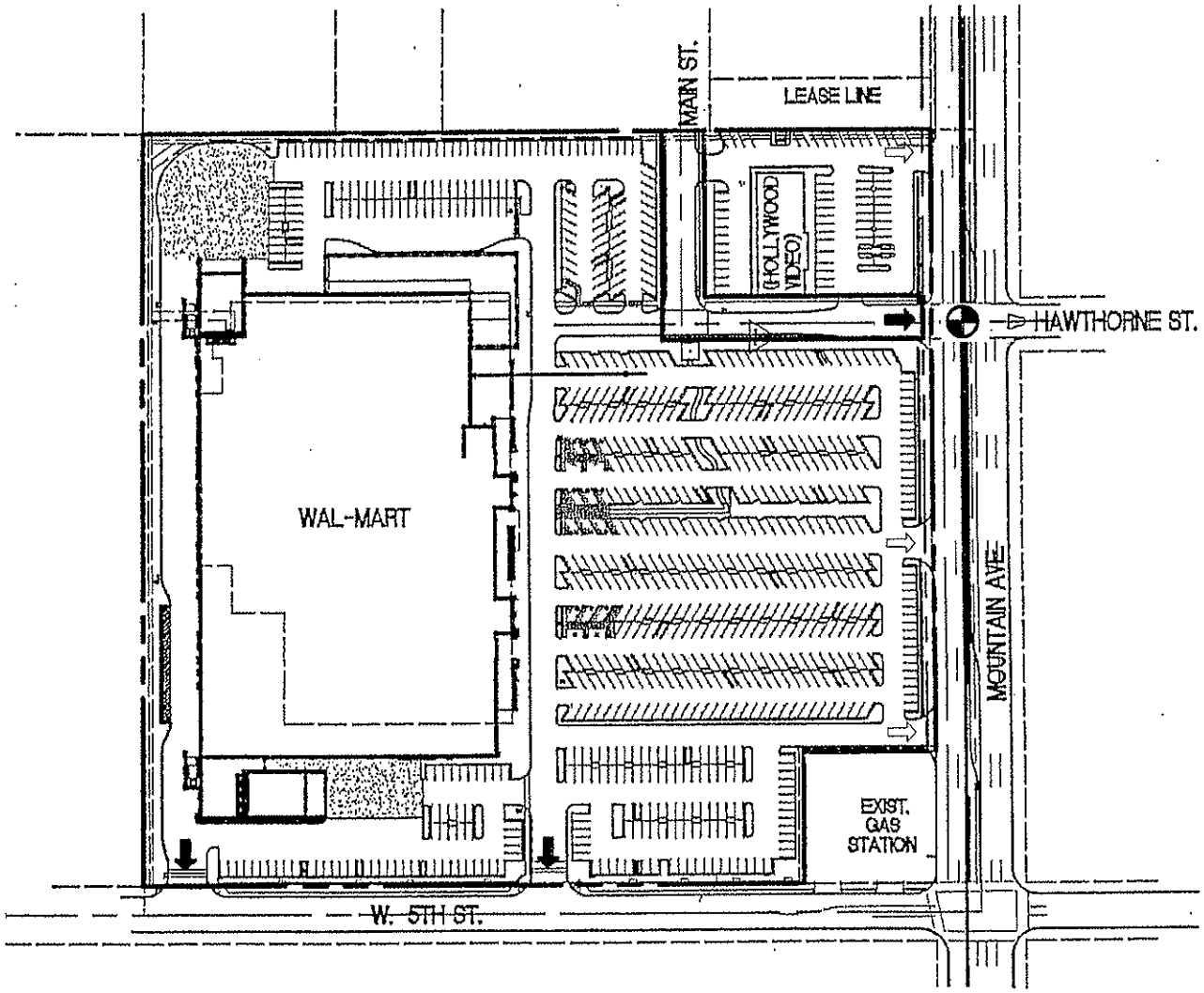


Exhibit L

Recommended Access



Legend:

= Traffic Signal

= Full Access

= Right in/Out Access

N

RK engineering group, inc.

TABLE 1

Trip Generation Rates[1]

Land Use	Units[2]	Peak Hour				Daily
		AM		PM		
		In	Out	In	Out	
Free Standing Discount Super Store	TSF	0.94	0.90	1.90	1.97	49.21
Shopping Center (265.368 TSF)	TSF	0.65	0.41	2.16	2.34	48.26
Free Standing Discount Store	TSF	0.57	0.27	2.53	2.53	56.02
Supermarket	TSF	1.98	1.27	5.33	5.12	102.24
Toy Superstore	TSF	0.00	0.00	2.50	2.50	49.9[3]

[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 7th Edition*, 2003.

[2] TSF = Thousand Square Feet

TABLE 2

Project Trip Generation

Land Use	Quantity	Units[1]	Peak Hour				Daily
			AM		PM		
			In	Out	In	Out	
Free Standing Discount Super Store	190.803	TSF	179	172	363	376	9,389
Less Pass by Trips (15%)			-24	-26	-54	-56	-1,408
Proposed With Pass-by Project Total			**155**	**146**	**309**	**320**	**7,981**

[1] TSF = Thousand Square Feet

TABLE 3

1997 Specific Plan Trip Generation

Land Use	Quantity	Units[1]	Peak Hour				Daily
			AM		PM		
			In	Out	In	Out	
Shopping Center	265.368	TSF	171	110	572	620	12,807
Less Pass by Trips	(25%)		-43	-27	-81	-155	-3202
1997 Specific Plan Project Total (With Pass-by)			**128**	**83**	**491**	**465**	**9,605**

TABLE 4
Existing Trip Generation

Land Use	Quantity	Units[1]	Peak Hour				Daily
			AM		PM		
			In	Out	In	Out	
Free Standing Discount Store (Target)	107.320	TSF	61	29	272	272	6,012
Supermarket (Food 4 Less)	43,700	TSF	87	55	233	224	4,468
Toy Superstore (Toys R Us)	37,765	TSF	0	0	94	94	1,800
Subtotal w/o Pass by			148	84	599	590	12,360
Less Pass by Trips (15%)			-22	-13	-90	-89	1,854
Existing Project Total (With Pass-by)			**126**	**71**	**509**	**501**	**10,506**

1 TSF = Thousand Square Feet

J:/rktables/RK4603TB.xls
JN:0141-05-01

TABLE 5

Project Trip Comparison

	Peak Hour				
	In	Out	In	Out	Daily
Proposed Project Net Total	155	146	309	320	7,981
1997 Specific Plan Net Total	128	83	491	465	9,605
Difference	**+27**	**+63**	**-182**	**-145**	**-1,624**
Proposed Project Net Total	155	146	309	320	7,981
Existing Uses Net Total	126	71	509	501	10,506
Difference	**+29**	**+75**	**-200**	**-181**	**-2,525**

TABLE 6

Intersection Analysis For Existing Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Benson Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.7	15.6	B	C
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	13.8	17.3	B	C
Jasmine Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	11.5	12.2	B	B
Helen Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	12.0	11.4	B	B
Elderberry Court (NS) at:																	
• 5th Street (EW)	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	13.0	11.6	B	B
Mountain Avenue (NS) at:																	
• 8th Street (EW)	TS	1	2.5	0.5	1	2.5	0.5	1	1.5	0.5	1	1.5	0.5	40.2	101.7	D	F
• 7th Street (EW)	TS	2	2	1	1	2.5	0.5	1.5	0.5	1	1	0.5	0.5	20.2	23.8	C	C
• I-10 Westbound Ramps (EW)	TS	2	2	0	0	2	1	0	0	0	1.5	0.5	2	42.8	34.2	D	C
• I-10 Eastbound Ramps (EW)	TS	0	4	1	1	2	0	1	1	1	0	0	0	40.7	36.2	D	D
• 6th Street (EW)	TS	2	1	1	2	2	1>	2	1.5	0.5	1	1.5	0.5	77.4	109.6	E	F
• 5th Street (EW)	TS	1	1.5	0.5	1.5	1	0.5	1	0.5	0.5	1	0.5	0.5	18.3	22.6	B	C
• 4th Street (EW)	TS	1	2	1	1	2	1	1	1.5	0.5	1	1.5	0.5	17.8	21.7	B	C
• Holt Boulevard (EW)	TS	1	2	1	1	1.5	0.5	1	1.5	0.5	1	2	1	33.2	127.0	C	F
San Antonio Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	13.6	15.0	B	B
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	16.9	14.4	C	B

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

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

[2] Analysis Software: Traffix, Version 7.7 R2. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

[4] The intersections of Jasmine at 5th Street and Helen at 5th Street have been analyzed in the afternoon, rather than the PM peak hour in order to coincide with the nearby school dismissal schedule.

TABLE 7

Intersection Analysis For Project Buildout (Year 2008) Without Project Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Benson Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	11.0	15.6	B	C
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.8	16.4	B	C
Jasmine Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	10.3	10.9	B	B
Helen Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	10.4	11.7	B	B
Elderberry Court (NS) at:																	
• 5th Street (EW)	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	11.2	11.5	B	B
Mountain Avenue (NS) at:																	
• 8th Street (EW)	TS	1	2.5	0.5	1	2.5	0.5	1	1.5	0.5	1	1.5	0.5	41.6	117.6	D	F
• 7th Street (EW)	TS	2	2	1	1	2.5	0.5	1.5	0.5	1	1	0.5	0.5	20.9	26.4	C	C
• I-10 Westbound Ramps (EW)	TS	2	2	0	0	2	1	0	0	0	1.5	0.5	2	39.8	41.1	D	D
• I-10 Eastbound Ramps (EW)	TS	0	4	1	1	2	0	1	1	1	0	0	0	33.0	35.5	C	D
• 6th Street (EW)	TS	2	1	1	2	2	1>	2	1.5	0.5	1	1.5	0.5	74.8	122.3	E	F
• 5th Street (EW)	TS	1	1.5	0.5	1.5	1	0.5	1	0.5	0.5	1	0.5	0.5	18.0	23.1	B	C
• 4th Street (EW)	TS	1	2	1	1	2	1	1	1.5	0.5	1	1.5	0.5	18.0	23.4	B	C
• Holt Boulevard (EW)	TS	1	2	1	1	1.5	0.5	1	1.5	0.5	1	2	1	31.9	167.8	C	F
San Antonio Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.5	14.8	B	B
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	15.1	13.3	C	B

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

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

[2] Analysis Software: Traffix, Version 7.7 R2. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

[4] The intersections of Jasmine at 5th Street and Helen at 5th Street have been analyzed in the afternoon, rather than the PM peak hour in order to coincide with the nearby school dismissal schedule.

TABLE 8

Intersection Analysis For Project Buildout (Year 2008) With 1997 Specific Plan Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Benson Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	11.0	16.1	B	C
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.9	17.2	B	C
Jasmine Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	10.4	11.2	B	B
Helen Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	10.5	12.2	B	B
Elderberry Court (NS) at:																	
• 5th Street (EW)	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	11.2	11.9	B	B
Mountain Avenue (NS) at:																	
• 8th Street (EW) w/o improvements	TS	1	2.5	0.5	1	2.5	0.5	1	1.5	0.5	1	1.5	0.5	42.7	135.2	D	F
- With improvements	TS[5]	1	2.5	0.5	1	2.5	0.5	1	1.5	0.5	1	1.5	0.5	27.3	46.0	C	D
• 7th Street (EW)	TS	2	2	1	1	2.5	0.5	1.5	0.5	1	1	0.5	0.5	20.8	26.4	C	C
• I-10 Westbound Ramps (EW)	TS	2	2	0	0	2	1	0	0	0	1.5	0.5	2	40.6	49.9	D	D
• I-10 Eastbound Ramps (EW)	TS	0	4	1	1	2	0	1	1	1	0	0	0	33.1	43.8	C	D
• 6th Street (EW) w/o improvements	TS	2	1	1	2	2	1>	2	1.5	0.5	1	1.5	0.5	83.3	195.2	F	F
- With improvements[6]	TS	2	**2**	1	2	2	1>	2	1.5	0.5	1	1.5	0.5	26.4	63.9	C	E
• 5th Street (EW)	TS	1	1.5	0.5	1.5	1	0.5	1	0.5	0.5	1	0.5	0.5	18.5	32.3	B	C
• 4th Street (EW)	TS	1	2	1	1	2	1	1	1.5	0.5	1	1.5	0.5	18.0	24.2	B	C
• Holt Boulevard (EW) w/o improvements	TS	1	2	1	1	1.5	0.5	1	1.5	0.5	1	2	1	31.5	175.4	C	F
- With improvements	TS	**2**	**3**	1	**2**	**3**	1	**2**	1.5	0.5	**2**	2	1	24.0	52.8	C	D
San Antonio Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.5	15.0	B	B
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	15.3	13.8	C	B

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

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

[2] Analysis Software: Traffix, Version 7.7 R2. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

[4] The intersections of Jasmine at 5th Street and Helen at 5th Street have been analyzed in the afternoon, rather than the PM peak hour in order to coincide with the nearby school dismissal schedule.

[5] Intersection controlled by stop-sign. Delay shown is for most constrained movement.

[6] Improvements shown are those needed to mitigate with the proposed project. With the 1997 Specific Plan land use, additional mitigation would be required to meet LOS standards.

TABLE 9

Intersection Analysis For Project Buildout (Year 2008) With Existing Project Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Benson Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	11.0	16.1	B	C
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.9	17.2	B	C
Jasmine Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	10.4	11.3	B	B
Helen Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	10.5	12.2	B	B
Elderberry Court (NS) at:																	
• 5th Street (EW)	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	11.2	11.9	B	B
Mountain Avenue (NS) at:																	
• 8th Street (EW) w/o improvements	TS	1	2.5	0.5	1	2.5	0.5	1	1.5	0.5	1	1.5	0.5	42.6	135.7	D	F
- With improvements	TS[5]	1	2.5	0.5	1	2.5	0.5	1	1.5	0.5	1	1.5	0.5	27.3	46.2	C	D
• 7th Street (EW)	TS	2	2	1	1	2.5	0.5	1.5	0.5	1	1	0.5	0.5	20.8	26.5	C	C
• I-10 Westbound Ramps (EW)	TS	2	2	0	0	2	1	0	0	0	1.5	0.5	2	40.6	50.3	D	D
• I-10 Eastbound Ramps (EW)	TS	0	4	1	1	2	0	1	1	1	0	0	0	33.0	44.5	C	D
• 6th Street (EW) w/o improvements	TS	2	1	1	2	2	1>	2	1.5	0.5	1	1.5	0.5	82.0	200.6	F	F
- With improvements[6]	TS	2	**2**	1	2	2	1>	2	1.5	0.5	1	1.5	0.5	26.3	65.7	C	E
• 5th Street (EW)	TS	1	1.5	0.5	1.5	1	0.5	1	0.5	0.5	1	0.5	0.5	18.4	33.0	B	C
• 4th Street (EW)	TS	1	2	1	1	2	1	1	1.5	0.5	1	1.5	0.5	18.0	24.3	B	C
• Holt Boulevard (EW) w/o improvements	TS	1	2	1	1	1.5	0.5	1	1.5	0.5	1	2	1	31.5	176.1	C	F
- With improvements	TS	**2**	**3**	1	**2**	**3**	1	**2**	1.5	0.5	**2**	2	1	24.0	52.9	C	D
San Antonio Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.5	15.0	B	B
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	15.3	13.8	C	B

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

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

[2] Analysis Software: Traffix, Version 7.7 R2. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

[4] The intersections of Jasmine at 5th Street and Helen at 5th Street have been analyzed in the afternoon, rather than the PM peak hour in order to coincide with the nearby school dismissal schedule.

[5] The mitigation at the intersection of Mountain Avenue at 8th Street only required changing the traffic signal to protected phasing in all directions. No additional lanes are projected to be required

[6] Improvements shown are those needed to mitigate with the proposed project. With the existing project land uses, additional mitigation would be required to meet LOS standards.

TABLE 10

Intersection Analysis For Project Buildout (Year 2008) With Proposed Project Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Benson Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	11.0	15.9	B	C
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.9	16.9	B	C
Jasmine Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	10.4	11.1	B	B
Helen Avenue (NS) at:																	
• 5th Street (EW)[4]	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	10.5	12.0	B	B
Elderberry Court (NS) at:																	
• 5th Street (EW)	CSS	0	0	0	0	1	0	0.5	0.5	0	0	0.5	0.5	11.3	11.8	B	B
Mountain Avenue (NS) at:																	
• 8th Street (EW) w/o improvements	TS	1	2.5	0.5	1	2.5	0.5	1	1.5	0.5	1	1.5	0.5	43.1	128.3	D	F
- With improvements	TS[5]	1	2.5	0.5	1	2.5	0.5	1	1.5	0.5	1	1.5	0.5	27.5	43.8	C	D
• 7th Street (EW)	TS	2	2	1	1	2.5	0.5	1.5	0.5	1	1	0.5	0.5	21.1	26.1	C	C
• I-10 Westbound Ramps (EW)	TS	2	2	0	0	2	1	0	0	0	1.5	0.5	2	40.9	46.5	D	D
• I-10 Eastbound Ramps (EW)	TS	0	4	1	1	2	0	1	1	1	0	0	0	33.3	40.2	C	D
• 6th Street (EW) w/o improvements	TS	2	1	1	2	2	1>	2	1.5	0.5	1	1.5	0.5	90.7	169.3	F	F
- With improvements	TS	2	**2**	1	2	2	1>	2	1.5	0.5	1	1.5	0.5	26.5	51.4	C	D
• 5th Street (EW)	TS	1	1.5	0.5	1.5	1	0.5	1	0.5	0.5	1	0.5	0.5	18.8	27.9	B	C
• 4th Street (EW)	TS	1	2	1	1	2	1	1	1.5	0.5	1	1.5	0.5	18.2	23.7	B	C
• Holt Boulevard (EW) w/o improvements	TS	1	2	1	1	1.5	0.5	1	1.5	0.5	1	2	1	32.4	171.0	C	F
- With improvements	TS	**2**	**3**	1	**2**	**3**	1	**2**	1.5	0.5	**2**	2	1	24.0	51.9	C	D
San Antonio Avenue (NS) at:																	
• 6th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	12.5	14.9	B	B
• 5th Street (EW)	AWS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	15.3	13.6	C	B

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

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

[2] Analysis Software: Traffix, Version 7.7 R2. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

[4] The intersections of Jasmine at 5th Street and Helen at 5th Street have been analyzed in the afternoon, rather than the PM peak hour in order to coincide with the nearby school dismissal schedule.

[5] The mitigation at the intersection of Mountain Avenue at 8th Street only required changing the traffic signal to protected phasing in all directions. No additional lanes are projected to be required

TABLE 11

Summary Intersection Analysis

Intersection	Existing Conditions				Project Buildout (Year 2008) Without Project				Project Buildout (Year 2008) With 1997 Specific Plan				Project Buildout (Year 2008) With Existing Project				Project Buildout (Year 2008) With Proposed Project				Project Buildout (Year 2008) With Proposed Project With Improvements			
	Delay[1] (Seconds)		LOS[2]		Delay[1] (Seconds)		LOS[2]		Delay[1] (Seconds)		LOS[2]		Delay[1] (Seconds)		LOS[2]		Delay[1] (Seconds)		LOS[2]		Delay[1] (Seconds)		LOS[2]	
Benson Avenue (NS) at:																								
• 6th Street (EW)	12.7	15.6	B	C	11.0	15.6	B	C	11.0	16.1	B	C	11.0	16.1	B	C	11.0	15.9	B	C				
• 5th Street (EW)	13.8	17.3	B	C	12.8	16.4	B	C	12.9	17.2	B	C	12.9	17.2	B	C	12.9	16.9	B	C				
Jasmine Avenue (NS) at:																								
• 5th Street (EW)	11.5	12.2	B	B	10.3	10.9	B	B	10.4	11.2	B	B	10.4	11.3	B	B	10.4	11.1	B	B				
Helen Avenue (NS) at:																								
• 5th Street (EW)	12.0	11.4	B	B	10.4	11.7	B	B	10.5	12.2	B	B	10.5	12.2	B	B	10.5	12.0	B	B				
Elderberry Court (NS) at:																								
• 5th Street (EW)	13.0	11.6	B	B	11.2	11.5	B	B	11.2	11.9	B	B	11.2	11.9	B	B	11.3	11.8	B	B				
Mountain Avenue (NS) at:																								
• 8th Street (EW)	40.2	101.7	D	F	41.6	117.6	D	F	42.7	135.2	D	F	42.6	135.7	D	F	43.1	128.3	D	F				
• 7th Street (EW)	20.2	23.8	C	C	20.9	26.4	C	C	20.8	26.4	C	C	20.8	26.5	C	C	21.1	26.1	C	C	27.5	43.8	C	D
• I-10 Westbound Ramps (EW)	42.8	34.2	D	C	39.8	41.1	D	D	40.6	49.9	D	D	40.6	50.3	D	D	40.9	46.5	D	D				
• I-10 Eastbound Ramps (EW)	40.7	36.2	D	D	33.0	35.5	C	D	33.1	43.8	C	D	33.0	44.5	C	D	33.3	40.2	C	D	26.5	51.4	C	D
• 6th Street (EW)	77.4	109.6	E	F	74.8	122.3	E	F	83.3	195.2	F	F	82.0	200.6	F	F	90.7	169.3	F	F				
• 5th Street (EW)	18.3	22.6	B	C	18.0	23.1	B	C	18.5	32.3	B	C	18.4	33.0	B	C	18.8	27.9	B	C				
• 4th Street (EW)	17.8	21.7	B	C	18.0	23.4	B	C	18.0	24.2	B	C	18.0	24.3	B	C	18.2	23.7	B	C				
• Holt Boulevard (EW)	33.2	127.0	C	F	31.9	167.8	C	F	31.5	175.4	C	F	31.5	176.1	C	F	32.4	171.0	C	F	24.0	51.9	C	D
San Antonio Avenue (NS) at:																								
• 6th Street (EW)	13.6	15.0	B	B	12.5	14.8	B	B	12.5	15.0	B	B	12.5	15.0	B	B	12.5	14.9	B	B				
• 5th Street (EW)	16.9	14.4	C	B	15.1	13.3	C	B	15.3	13.8	C	B	15.3	13.8	C	B	15.3	13.6	C	B				

[1] Analysis Software: Traffix, Version 7.6. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst

[2] LOS = Level of Service

[3] -- = Delay High, Intersection Unstable, Level of Service F.

[4] The intersections of Jasmine at 5th Street and Helen at 5th Street have been analyzed in the afternoon, rather than the PM peak hour in order to coincide with the nearby school dismissal schedule.

Appendix A

Traffic Count Worksheets

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Benson Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 6th St. DAY: WEDNESDAY PROJECT# 06-3043-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	44	6	4	40	5	10	3	0	12	2	13	140
7:15 AM	3	66	9	9	45	5	16	11	9	9	16	12	210
7:30 AM	10	75	22	9	60	11	7	11	7	19	10	22	263
7:45 AM	6	107	13	12	85	8	14	11	1	12	11	25	305
8:00 AM	1	55	8	11	43	10	10	8	1	11	6	21	185
8:15 AM	4	67	6	6	47	11	11	5	1	5	2	13	178
8:30 AM	2	81	4	4	48	8	8	4	0	1	2	10	172
8:45 AM	1	57	4	3	46	4	14	5	0	4	6	15	159
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	28	552	72	58	414	62	90	58	19	73	55	131	1612

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	20	303	52	41	233	34	47	41	18	51	43	80	963
PEAK HR. FACTOR:		0.744			0.733			0.736			0.853		0.789

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Benson Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 6th St. DAY: WEDNESDAY PROJECT# 06-3043-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	101	18	11	135	18	7	5	0	8	4	16	327
4:15 PM	2	104	6	11	103	15	11	2	3	12	9	14	292
4:30 PM	4	92	18	14	128	24	6	10	5	13	10	13	337
4:45 PM	3	89	16	20	130	19	10	9	0	8	16	23	343
5:00 PM	1	113	13	27	138	13	8	7	1	10	7	14	352
5:15 PM	1	117	7	14	145	21	9	4	0	9	6	4	337
5:30 PM	6	3	14	20	99	31	21	7	4	9	15	20	249
5:45 PM	5	98	12	13	91	26	17	5	4	7	18	16	312
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 26	NT 717	NR 104	SL 130	ST 969	SR 167	EL 89	ET 49	ER 17	WL 76	WT 85	WR 120	TOTAL 2549

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	9	411	54	75	541	77	33	30	6	40	39	54	1369
PEAK HR. FACTOR:		0.933			0.963			0.821			0.707		0.972

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Benson Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5th St. DAY: WEDNESDAY PROJECT# 06-3043-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	38	15	9	35	11	8	27	3	14	27	9	206
7:15 AM	20	50	36	21	47	17	2	33	3	11	32	11	283
7:30 AM	19	79	20	12	58	12	5	37	2	9	49	10	312
7:45 AM	13	95	16	8	72	8	9	19	3	7	32	12	294
8:00 AM	7	74	5	6	62	5	7	17	5	8	28	5	229
8:15 AM	6	55	5	4	53	8	12	11	1	3	16	11	185
8:30 AM	6	41	4	4	38	6	6	10	4	0	17	11	147
8:45 AM	9	50	3	3	45	3	6	8	5	4	17	12	165
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	90	482	104	67	410	70	55	162	26	56	218	81	1821

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	59	298	77	47	239	42	23	106	13	35	141	38	1118
PEAK HR. FACTOR:		0.875			0.932			0.807			0.787		0.896

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Benson Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5th St. DAY: WEDNESDAY PROJECT# 06-3043-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	81	14	8	117	10	18	24	4	8	16	19	329
4:15 PM	7	72	18	10	100	2	21	31	6	2	11	14	294
4:30 PM	4	70	20	21	106	17	16	25	9	5	36	21	350
4:45 PM	8	73	11	13	103	19	14	23	8	7	40	17	336
5:00 PM	4	79	6	18	113	16	28	21	12	6	23	19	345
5:15 PM	7	71	19	12	126	13	26	19	4	13	30	23	363
5:30 PM	6	85	24	4	101	11	27	24	12	11	32	14	351
5:45 PM	6	83	18	3	86	15	23	22	8	5	49	16	334
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 52	NT 614	NR 130	SL 89	ST 852	SR 103	EL 173	ET 189	ER 63	WL 57	WT 237	WR 143	TOTAL 2702

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	25	308	60	47	443	59	95	87	36	37	125	73	1395
PEAK HR. FACTOR:		0.854			0.909			0.865			0.890		0.961

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Jasmine Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5 th St. DAY: WEDNESDAY PROJECT# 06-3043-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				0		5	2	40	0	2	38	4	91
7:15 AM				1		3	6	85	0	1	51	3	150
7:30 AM				6		10	6	93	2	0	65	11	193
7:45 AM				1		7	5	32	0	0	36	2	83
8:00 AM				1		0	0	29	0	0	38	1	69
8:15 AM				1		1	0	18	0	0	29	1	50
8:30 AM				1		2	2	18	0	0	21	0	44
8:45 AM				1		2	0	12	0	0	31	0	46
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 12	ST 0	SR 30	EL 21	ET 327	ER 2	WL 3	WT 309	WR 22	TOTAL 726

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	8	0	25	19	250	2	3	190	20	517
PEAK HR. FACTOR:		0.000			0.516			0.671			0.701		0.670

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Jasmine Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5 th St. DAY: WEDNESDAY PROJECT# 06-3043-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
12:00 PM													
12:15 PM													
12:30 PM													
12:45 PM													
1:00 PM													
1:15 PM													
1:30 PM				0		3	7	37			27	3	77
1:45 PM				0		5	5	44			19	3	76
2:00 PM				17		9	9	46			39	11	131
2:15 PM				3		1	0	53			62	5	124
2:30 PM				1		2	0	36			38	1	78
2:45 PM				2		1	2	44			45	0	94
3:00 PM				1		0	1	54			44	1	101
3:15 PM				0		2	1	39			56	0	98
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	24	0	23	25	353	0	0	330	24	779

NOON Peak Hr Begins at: 1200 PM

PEAK VOLUMES =	0	0	0	23	0	13	11	179	0	0	184	17	427
PEAK HR. FACTOR:		0.000			0.346			0.000 .864			0.750		0.815

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Helen Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5 th St. DAY: WEDNESDAY PROJECT# 06-3043-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				3		3	3	27			28	5	69
7:15 AM				3		12	12	54			54	1	136
7:30 AM				6		9	27	81			53	7	183
7:45 AM				1		2	5	27			28	1	64
8:00 AM				3		4	6	25			33	2	73
8:15 AM				2		7	5	24			35	3	76
8:30 AM				4		5	7	19			27	2	64
8:45 AM				7		4	3	15			22	3	54
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	0	0	29	0	46	68	272	0	0	280	24	719

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	13	0	27	50	187	0	0	168	11	456
PEAK HR. FACTOR:		0.000			0.667			0.549			0.746		0.623

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Helen Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5 th St. DAY: WEDNESDAY PROJECT# 06-3043-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
12:00 PM													
12:15 PM													
12:30 PM													
12:45 PM													
1:00 PM													
1:15 PM													
1:30 PM				4		3	1	24			27	1	60
1:45 PM				3		3	3	40			31	4	84
2:00 PM				3		4	7	35			28	2	79
2:15 PM				3		5	4	46			37	4	99
2:30 PM				3		0	2	44			39	1	89
2:45 PM				5		1	2	41			37	7	93
3:00 PM				3		2	3	52			58	5	123
3:15 PM				2		2	4	57			45	2	112
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	0	0	26	0	20	26	339	0	0	302	26	739

NOON Peak Hr Begins at: 1230 PM

PEAK VOLUMES =	0	0	0	13	0	5	11	194	0	0	179	15	417
PEAK HR. FACTOR:		0.000			0.750			0.000			0.770		0.848

1640

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Elberberry Ct. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5th St. DAY: WEDNESDAY PROJECT# 06-3043-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				8		2	2	25			30	1	68
7:15 AM				11		4	3	52			53	1	124
7:30 AM				10		7	2	87			55	3	164
7:45 AM				13		10	5	27			29	2	86
8:00 AM				9		3	4	22			33	2	73
8:15 AM				8		3	4	23			35	4	77
8:30 AM				12		4	1	22			23	4	66
8:45 AM				9		3	3	17			23	0	55
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	0	0	80	0	36	24	275	0	0	281	17	713

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	43	0	24	14	188	0	0	170	8	447
PEAK HR. FACTOR:		0.000			0.728			0.567			0.767		0.681

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Elberberry Ct. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5th St. DAY: WEDNESDAY PROJECT# 06-3043-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				16		2	8	34			53	14	127
4:15 PM				5		4	4	51			44	8	116
4:30 PM				8		1	5	25			40	3	82
4:45 PM				9		5	5	30			41	7	97
5:00 PM				7		3	4	54			52	10	130
5:15 PM				10		8	10	44			58	8	138
5:30 PM				6		10	11	51			48	12	138
5:45 PM				5		8	11	47			45	9	125
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	0	0	66	0	41	58	336	0	0	381	71	953

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	28	0	29	36	196	0	0	203	39	531
PEAK HR. FACTOR:		0.000			0.792			0.935			0.917		0.962

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 8th St. DAY: WEDNESDAY PROJECT# 06-3043-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	148	8	9	212	6	10	15	16	16	38	8	496
7:15 AM	16	192	21	14	226	3	24	51	15	31	52	20	665
7:30 AM	17	216	18	17	329	5	20	72	24	43	82	19	862
7:45 AM	16	277	16	24	281	10	13	52	30	41	86	18	864
8:00 AM	11	280	23	22	213	9	12	83	14	50	66	28	811
8:15 AM	11	322	17	23	206	3	8	103	22	29	68	14	826
8:30 AM	18	243	20	20	220	1	24	51	12	32	55	25	721
8:45 AM	11	260	14	23	200	2	27	53	13	30	61	5	699
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 110	NT 1938	NR 137	SL 152	ST 1887	SR 39	EL 138	ET 480	ER 146	WL 272	WT 508	WR 137	TOTAL 5944

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	55	1095	74	86	1029	27	53	310	90	163	302	79	3363
PEAK HR. FACTOR:		0.874			0.813			0.852			0.938		0.973

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 8th St. DAY: WEDNESDAY PROJECT# 06-3043-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	25	324	12	22	301	10	60	91	21	36	66	10	978
4:15 PM	36	359	8	23	329	11	42	157	25	36	65	5	1096
4:30 PM	33	382	13	25	365	13	23	134	27	40	73	11	1139
4:45 PM	38	365	6	22	314	13	40	171	28	36	106	3	1142
5:00 PM	18	470	8	17	368	20	65	237	27	48	81	8	1367
5:15 PM	26	342	8	25	368	24	43	193	12	29	82	7	1159
5:30 PM	33	385	10	22	324	12	69	220	46	32	54	2	1209
5:45 PM	38	362	7	19	350	16	30	189	33	35	67	7	1153
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 247	NT 2989	NR 72	SL 175	ST 2719	SR 119	EL 372	ET 1392	ER 219	WL 292	WT 594	WR 53	TOTAL 9243

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	115	1559	33	83	1410	72	207	839	118	144	284	24	4888
PEAK HR. FACTOR:		0.860			0.938			0.869			0.825		0.894

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/25/2006 LOCATION: City of Ontario

E-W STREET: 7th St. DAY: WEDNESDAY PROJECT# 06-3043-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	2.5	0.5	1	2	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	49	219	17	2	346	19	19	9	39	19	9	5	752
7:15 AM	52	225	22	1	358	9	20	11	53	32	7	2	792
7:30 AM	56	239	25	4	379	13	11	13	63	52	11	3	869
7:45 AM	65	271	42	2	383	21	15	15	60	60	10	1	945
8:00 AM	66	244	25	3	265	22	20	11	33	21	12	0	722
8:15 AM	66	230	24	2	258	22	12	7	48	24	22	7	722
8:30 AM	73	255	20	6	234	17	13	6	40	37	9	2	712
8:45 AM	89	252	28	1	256	18	11	8	29	22	7	2	723
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 516	NT 1935	NR 203	SL 21	ST 2479	SR 141	EL 121	ET 80	ER 365	WL 267	WT 87	WR 22	TOTAL 6237

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	222	954	106	9	1466	62	65	48	215	163	37	11	3358
PEAK HR. FACTOR:		0.848			0.946			0.911			0.743		0.888

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/25/2006 LOCATION: City of Ontario

E-W STREET: 7th St. DAY: WEDNESDAY PROJECT# 06-3043-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	2.5	0.5	1	2	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	85	287	4	3	229	39	41	31	89	19	8	5	840
4:15 PM	107	311	7	1	270	44	37	26	90	20	16	5	934
4:30 PM	101	346	9	0	279	42	30	5	91	23	7	4	937
4:45 PM	95	351	18	1	310	36	50	12	90	24	20	5	1012
5:00 PM	101	383	21	1	333	41	42	11	86	26	11	2	1058
5:15 PM	97	371	19	2	351	38	33	10	90	29	12	1	1053
5:30 PM	93	349	7	0	340	39	34	16	85	25	21	5	1014
5:45 PM	109	376	26	2	289	27	23	9	87	31	19	3	1001
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 788	NT 2774	NR 111	SL 10	ST 2401	SR 306	EL 290	ET 120	ER 708	WL 197	WT 114	WR 30	TOTAL 7849

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	386	1454	65	4	1334	154	159	49	351	104	64	13	4137
PEAK HR. FACTOR:		0.943			0.954			0.919			0.887		0.978

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/25/2006 LOCATION: City of Ontario

E-W STREET: I-10 WB Ramps DAY: WEDNESDAY PROJECT# 06-3043-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2	1	0	0	0	1.5	0	1.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	133	198			226	159				69	1	89	875
7:15 AM	121	203			294	171				78	4	92	963
7:30 AM	125	215			319	208				99	1	110	1077
7:45 AM	149	241			335	195				122	2	156	1200
8:00 AM	131	212			206	108				101	0	131	889
8:15 AM	129	202			189	102				98	0	118	838
8:30 AM	113	211			192	122				87	0	130	855
8:45 AM	126	225			177	106				99	3	150	886
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	1027	1707	0	0	1938	1171	0	0	0	753	11	976	7583

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	526	871	0	0	1154	682	0	0	0	400	7	489	4129
PEAK HR. FACTOR:		0.896			0.866			0.000			0.800		0.860

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/25/2006 LOCATION: City of Ontario

E-W STREET: I-10 WB Ramps DAY: WEDNESDAY PROJECT# 06-3043-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2	1	0	0	0	1.5	0	1.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	79	254			253	86				90	0	121	883
4:15 PM	83	281			281	101				91	2	141	980
4:30 PM	93	302			291	103				104	0	154	1047
4:45 PM	81	312			301	123				109	1	153	1080
5:00 PM	99	347			324	119				117	0	156	1162
5:15 PM	93	334			353	119				158	0	156	1213
5:30 PM	86	311			343	105				162	1	139	1147
5:45 PM	77	364			323	79				146	0	154	1143
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	691	2505	0	0	2469	835	0	0	0	977	4	1174	8655

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	355	1356	0	0	1343	422	0	0	0	583	1	605	4665
PEAK HR. FACTOR:		0.959			0.935			0.000			0.947		0.961

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: I-10 EB Ramps DAY: WEDNESDAY PROJECT# 06-3043-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	2	0	2	0	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		177	64	85	202		58	0	27				613
7:15 AM		190	80	114	194		81	0	55				714
7:30 AM		265	61	112	274		108	2	32				854
7:45 AM		258	47	131	219		171	0	55				881
8:00 AM		278	73	127	229		96	1	39				843
8:15 AM		272	31	96	226		104	0	31				760
8:30 AM		245	57	87	219		95	0	42				745
8:45 AM		224	45	105	257		113	0	36				780
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 1909	NR 458	SL 857	ST 1820	SR 0	EL 826	ET 3	ER 317	WL 0	WT 0	WR 0	TOTAL 6190

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	1073	212	466	948	0	479	3	157	0	0	0	3338
PEAK HR. FACTOR:		0.915			0.916			0.707			0.000		0.947

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: I-10 EB Ramps DAY: WEDNESDAY PROJECT# 06-3043-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	2	0	2	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		257	140	90	339		125	0	121				1072
4:15 PM		276	117	92	327		122	0	103				1037
4:30 PM		266	122	93	328		115	1	117				1042
4:45 PM		297	127	92	362		111	0	125				1114
5:00 PM		264	110	88	336		96	0	111				1005
5:15 PM		351	130	106	358		133	1	140				1219
5:30 PM		278	108	103	389		137	0	107				1122
5:45 PM		270	100	66	293		104	2	87				922
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 2259	NR 954	SL 730	ST 2732	SR 0	EL 943	ET 4	ER 911	WL 0	WT 0	WR 0	TOTAL 8533

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	1190	475	389	1445	0	477	1	483	0	0	0	4460
PEAK HR. FACTOR:		0.865			0.932			0.877			0.000		0.915

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/26/2006 LOCATION: City of Ontario

E-W STREET: 6th St. DAY: THURSDAY PROJECT# 06-3043-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	2	2	1	2	1	0	2	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	264	12	24	211	21	11	11	21	16	11	18	629
7:15 AM	7	272	22	31	189	20	7	7	26	11	18	13	623
7:30 AM	10	286	10	27	236	28	15	19	31	13	11	24	710
7:45 AM	15	319	15	33	264	23	22	11	45	14	19	22	802
8:00 AM	11	283	21	39	271	19	22	18	44	21	24	20	793
8:15 AM	8	261	24	31	256	22	18	14	54	16	22	11	737
8:30 AM	14	236	17	36	221	27	27	19	41	11	25	14	688
8:45 AM	24	226	15	31	186	18	21	17	33	16	21	12	620
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 98	NT 2147	NR 136	SL 252	ST 1834	SR 178	EL 143	ET 116	ER 295	WL 118	WT 151	WR 134	TOTAL 5602

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	44	1149	70	130	1027	92	77	62	174	64	76	77	3042
PEAK HR. FACTOR:		0.905			0.949			0.910			0.835		0.948

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/26/2006 LOCATION: City of Ontario

E-W STREET: 6th St. DAY: THURSDAY PROJECT# 06-3043-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	2	2	1	2	1	0	2	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	13	316	13	18	404	45	30	11	14	20	13	10	907
4:15 PM	14	352	24	28	454	33	52	24	21	18	18	18	1056
4:30 PM	13	349	22	16	406	38	76	23	18	28	22	24	1035
4:45 PM	20	343	25	20	429	52	43	25	12	19	25	21	1034
5:00 PM	24	372	19	18	405	36	44	23	18	27	21	12	1019
5:15 PM	16	324	17	20	364	35	38	14	16	21	24	13	902
5:30 PM	22	311	21	19	288	29	29	16	16	26	22	13	812
5:45 PM	19	325	12	24	278	27	43	11	12	18	18	10	797
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 141	NT 2692	NR 153	SL 163	ST 3028	SR 295	EL 355	ET 147	ER 127	WL 177	WT 163	WR 121	TOTAL 7562

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	71	1416	90	82	1694	159	215	95	69	92	86	75	4144
PEAK HR. FACTOR:		0.950			0.939			0.810			0.855		0.981

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/26/2006 LOCATION: City of Ontario

E-W STREET: 5th St. DAY: THURSDAY PROJECT# 06-3043-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	207	3	7	223	4	10	3	13	5	7	8	500
7:15 AM	8	241	6	7	232	14	11	5	11	9	17	8	569
7:30 AM	18	312	9	7	240	7	16	10	25	8	13	2	667
7:45 AM	20	389	10	7	279	14	17	15	37	17	20	12	837
8:00 AM	13	369	16	10	286	9	21	22	28	24	17	12	827
8:15 AM	16	307	5	8	253	6	23	20	17	16	30	23	724
8:30 AM	22	267	7	4	215	2	8	7	8	4	15	10	569
8:45 AM	17	255	4	7	183	3	13	13	12	7	15	11	540
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 124	NT 2347	NR 60	SL 57	ST 1911	SR 59	EL 119	ET 95	ER 151	WL 90	WT 134	WR 86	TOTAL 5233

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	67	1377	40	32	1058	36	77	67	107	65	80	49	3055
PEAK HR. FACTOR:		0.885			0.923			0.884			0.703		0.912

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/26/2006 LOCATION: City of Ontario

E-W STREET: 5th St. DAY: THURSDAY PROJECT# 06-3043-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	31	297	5	9	321	8	15	14	20	7	17	9	753
4:15 PM	30	350	7	12	313	7	12	18	22	2	13	10	796
4:30 PM	50	337	7	14	375	4	13	19	23	4	19	6	871
4:45 PM	28	380	11	11	368	10	15	22	16	7	11	14	893
5:00 PM	45	325	6	14	391	9	14	20	21	4	13	9	871
5:15 PM	52	385	8	9	381	7	16	24	14	7	19	13	935
5:30 PM	51	362	8	15	470	4	16	31	19	7	21	15	1019
5:45 PM	53	370	8	12	347	8	17	17	20	13	19	4	888
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 340	NT 2806	NR 60	SL 96	ST 2966	SR 57	EL 118	ET 165	ER 155	WL 51	WT 132	WR 80	TOTAL 7026

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	176	1452	33	49	1610	30	61	97	70	25	64	51	3718
PEAK HR. FACTOR:		0.933			0.863			0.864			0.814		0.912

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/26/2006 LOCATION: City of Ontario

E-W STREET: 4th St. DAY: THURSDAY PROJECT# 06-3043-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	11	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	191	6	23	182	16	15	9	9	12	17	13	500
7:15 AM	13	216	4	17	203	14	21	18	8	18	28	23	583
7:30 AM	22	241	13	15	244	33	25	27	22	6	19	36	703
7:45 AM	21	295	9	23	267	22	44	34	10	17	50	32	824
8:00 AM	24	257	4	20	295	16	41	37	18	32	41	28	813
8:15 AM	10	288	9	19	232	13	25	25	3	19	31	18	692
8:30 AM	12	273	6	24	195	8	10	18	8	13	8	22	597
8:45 AM	10	236	5	22	194	10	14	18	10	13	23	19	574
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 119	NT 1997	NR 56	SL 163	ST 1812	SR 132	EL 195	ET 186	ER 88	WL 130	WT 217	WR 191	TOTAL 5286

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	77	1081	35	77	1038	84	135	123	53	74	141	114	3032
PEAK HR. FACTOR:		0.918			0.906			0.810			0.814		0.920

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/26/2006 LOCATION: City of Ontario

E-W STREET: 4th St. DAY: THURSDAY PROJECT# 06-3043-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	11	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	26	330	8	32	286	17	32	43	6	16	53	16	865
4:15 PM	25	294	13	37	315	18	15	40	14	13	33	24	841
4:30 PM	11	294	7	41	281	20	28	45	16	33	42	20	838
4:45 PM	18	332	16	49	295	28	25	43	14	27	42	39	928
5:00 PM	25	344	19	60	283	21	25	51	25	26	38	37	954
5:15 PM	35	358	18	58	312	20	29	67	25	25	54	29	1030
5:30 PM	20	291	19	47	323	20	19	53	22	29	69	31	943
5:45 PM	30	316	13	52	321	35	26	52	13	18	49	54	979
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 190	NT 2559	NR 113	SL 376	ST 2416	SR 179	EL 199	ET 394	ER 135	WL 187	WT 380	WR 250	TOTAL 7378

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	110	1309	69	217	1239	96	99	223	85	98	210	151	3906
PEAK HR. FACTOR:		0.905			0.951			0.841			0.890		0.948

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/26/2006 LOCATION: City of Ontario

E-W STREET: Holt Blvd. DAY: THURSDAY PROJECT# 06-3043-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	32	150	20	21	197	12	4	56	15	39	56	12	614
7:15 AM	28	161	16	17	213	18	2	38	22	32	47	15	609
7:30 AM	41	242	26	23	222	30	3	65	24	39	74	18	807
7:45 AM	43	304	41	20	259	23	9	67	35	44	149	27	1021
8:00 AM	59	257	35	32	277	28	11	74	28	42	107	24	974
8:15 AM	35	212	27	20	181	30	6	61	26	39	106	28	771
8:30 AM	24	245	36	22	196	30	15	68	26	27	93	33	815
8:45 AM	27	225	36	34	140	31	18	75	30	28	72	16	732
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 289	NT 1796	NR 237	SL 189	ST 1685	SR 202	EL 68	ET 504	ER 206	WL 290	WT 704	WR 173	TOTAL 6343

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	161	1018	139	94	913	111	41	270	115	152	455	112	3581
PEAK HR. FACTOR:		0.849			0.829			0.942			0.817		0.877

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 1/26/2006 LOCATION: City of Ontario

E-W STREET: Holt Blvd. DAY: THURSDAY PROJECT# 06-3043-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	69	262	43	51	218	47	49	241	68	39	261	38	1386
4:15 PM	73	281	55	39	278	48	52	264	62	54	244	40	1490
4:30 PM	72	233	61	47	264	52	61	275	72	72	239	44	1492
4:45 PM	90	258	67	67	252	54	51	261	75	78	256	54	1563
5:00 PM	88	303	73	61	286	53	64	269	69	83	298	61	1708
5:15 PM	85	284	75	60	284	50	67	279	83	65	282	66	1680
5:30 PM	81	258	73	67	287	49	65	282	64	89	298	62	1675
5:45 PM	61	267	72	61	265	50	82	288	64	75	275	52	1612
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	619	2146	519	453	2134	403	491	2159	557	555	2153	417	12606

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	315	1112	293	249	1122	202	278	1118	280	312	1153	241	6675
PEAK HR. FACTOR:		0.927			0.976			0.965			0.950		0.977

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: San Antonio Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 6th St. DAY: WEDNESDAY PROJECT# 06-3043-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	43	10	3	53	6	3	8	3	10	11	9	166
7:15 AM	12	62	12	5	74	11	10	8	2	12	13	3	224
7:30 AM	11	66	25	10	95	16	14	23	6	19	23	13	321
7:45 AM	12	72	12	10	81	18	7	15	8	22	32	5	294
8:00 AM	17	76	12	5	61	16	15	13	5	14	25	10	269
8:15 AM	5	58	7	4	44	6	8	12	6	2	16	4	172
8:30 AM	9	53	9	5	55	4	2	4	2	5	13	6	167
8:45 AM	5	60	7	4	45	5	5	10	4	4	8	3	160
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	78	490	94	46	508	82	64	93	36	88	141	53	1773

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	52	276	61	30	311	61	46	59	21	67	93	31	1108
PEAK HR. FACTOR:		0.926			0.831			0.733			0.809		0.863

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: San Antonio Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 6th St. DAY: WEDNESDAY PROJECT# 06-3043-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	74	8	10	69	2	5	13	9	7	19	6	232
4:15 PM	11	83	9	9	73	3	5	18	9	9	23	8	260
4:30 PM	16	86	13	13	80	5	6	20	10	10	25	7	291
4:45 PM	16	88	10	14	103	9	19	13	9	9	28	11	329
5:00 PM	8	111	7	14	114	6	9	17	12	4	16	7	325
5:15 PM	8	99	13	12	106	4	8	23	11	13	13	10	320
5:30 PM	9	93	12	11	116	8	7	29	14	20	19	14	352
5:45 PM	8	89	12	12	87	5	9	13	10	7	14	5	271
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 86	NT 723	NR 84	SL 95	ST 748	SR 42	EL 68	ET 146	ER 84	WL 79	WT 157	WR 68	TOTAL 2380

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	41	391	42	51	439	27	43	82	46	46	76	42	1326
PEAK HR. FACTOR:		0.940			0.957			0.855			0.774		0.942

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: San Antonio Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5th St. DAY: WEDNESDAY PROJECT# 06-3043-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	60	4	4	47	1	4	11	4	6	15	1	161
7:15 AM	6	79	12	5	55	3	14	10	4	7	16	4	215
7:30 AM	17	104	17	7	96	11	11	16	9	10	22	7	327
7:45 AM	31	92	26	14	107	6	6	35	14	14	33	8	386
8:00 AM	24	105	18	5	108	13	5	22	20	15	36	5	376
8:15 AM	3	73	18	9	66	8	4	18	6	7	14	6	232
8:30 AM	5	68	20	4	60	6	2	20	9	17	22	5	238
8:45 AM	9	67	13	0	56	10	5	10	8	12	22	6	218
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	99	648	128	48	595	58	51	142	74	88	180	42	2153
AM Peak Hr Begins at:	730 AM												
PEAK VOLUMES =	75	374	79	35	377	38	26	91	49	46	105	26	1321
PEAK HR. FACTOR:		0.886			0.886			0.755			0.790		0.856

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: San Antonio Ave. DATE: 01/25/2006 LOCATION: City of Ontario

E-W STREET: 5th St. DAY: WEDNESDAY PROJECT# 06-3043-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	83	13	10	99	5	7	15	6	10	12	7	276
4:15 PM	2	80	10	2	89	9	5	20	3	6	18	3	247
4:30 PM	11	88	6	3	87	11	2	27	7	8	18	1	269
4:45 PM	7	101	8	4	80	6	6	19	7	12	14	2	266
5:00 PM	4	105	18	6	134	12	3	20	9	11	19	2	343
5:15 PM	11	97	13	8	117	8	8	24	10	7	16	9	328
5:30 PM	10	75	13	6	77	2	13	22	10	9	23	5	265
5:45 PM	9	69	12	7	80	3	11	20	7	9	17	8	252
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 63	NT 698	NR 93	SL 46	ST 763	SR 56	EL 55	ET 167	ER 59	WL 72	WT 137	WR 37	TOTAL 2246

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	33	391	45	21	418	37	19	90	33	38	67	14	1206
PEAK HR. FACTOR:		0.923			0.783			0.845			0.930		0.879

CONTROL: 4-Way Stop

Volumes for: Wednesday, February 08, 2006 City: Ontario Project #: 06-3044-002

Location: 5th Street E/O Mountain

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		3			12:00			17		27		
00:15			2		1			12:15			21		17		
00:30			2		0			12:30			31		27		
00:45			1	10	2	6	16	12:45			22	91	34	105	196
01:00			2		3			13:00			21		25		
01:15			1		2			13:15			21		25		
01:30			3		1			13:30			19		16		
01:45			1	7	1	7	14	13:45			26	87	25	91	178
02:00			0		2			14:00			25		34		
02:15			0		1			14:15			33		26		
02:30			0		2			14:30			33		29		
02:45			0	0	0	5	5	14:45			36	127	45	134	261
03:00			0		0			15:00			38		63		
03:15			2		0			15:15			41		39		
03:30			1		2			15:30			39		27		
03:45			1	4	3	5	9	15:45			34	152	29	158	310
04:00			0		6			16:00			33		28		
04:15			0		5			16:15			29		32		
04:30			1		5			16:30			39		20		
04:45			5	6	10	26	32	16:45			41	142	27	107	249
05:00			2		7			17:00			37		43		
05:15			4		3			17:15			46		36		
05:30			1		15			17:30			44		32		
05:45			2	9	11	36	45	17:45			41	168	41	152	320
06:00			6		13			18:00			51		42		
06:15			8		24			18:15			41		38		
06:30			9		13			18:30			32		25		
06:45			10	33	29	79	112	18:45			21	145	35	140	285
07:00			13		30			19:00			36		24		
07:15			15		40			19:15			31		19		
07:30			36		43			19:30			35		18		
07:45			59	123	54	167	290	19:45			23	125	19	80	205
08:00			23		64			20:00			33		11		
08:15			22		28			20:15			12		14		
08:30			27		21			20:30			27		27		
08:45			21	93	32	145	238	20:45			23	95	11	63	158
09:00			8		21			21:00			24		21		
09:15			14		28			21:15			18		21		
09:30			12		22			21:30			16		13		
09:45			15	49	14	85	134	21:45			13	71	10	65	136
10:00			17		19			22:00			21		8		
10:15			16		31			22:15			8		5		
10:30			19		22			22:30			9		5		
10:45			20	72	26	98	170	22:45			7	45	3	21	66
11:00			33		16			23:00			6		2		
11:15			14		42			23:15			3		2		
11:30			26		36			23:30			3		2		
11:45			38	111	34	128	239	23:45			6	18	2	8	26
Total Vol.				517		787	**1304**					1266		1124	**2390**

Daily Totals

NB	SB	EB	WB	Combined
		1783	1911	**3694**

	AM			PM		
Split %	39.6%	60.4%	**35.3%**	53.0%	47.0%	**64.7%**
Peak Hour	07:30	07:15	**07:15**	17:15	14:30	**17:15**
Volume	140	201	**334**	182	176	**333**
P.H.F.	0.59	0.79	**0.74**	0.89	0.70	**0.90**

Volumes for: Wednesday, February 08, 2006 City: Ontario Project #: 06-3044-001

Location: 5th Street W/O Mountain

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		6			12:00			40		38		
00:15			5		5			12:15			24		32		
00:30			2		4			12:30			41		40		
00:45			2	16	2	17	33	12:45			0	105	0	110	215
01:00			2		4			13:00			36		40		
01:15			0		1			13:15			26		39		
01:30			1		4			13:30			34		39		
01:45			3	6	3	12	18	13:45			39	135	42	160	295
02:00			1		1			14:00			63		48		
02:15			2		1			14:15			82		41		
02:30			3		3			14:30			47		42		
02:45			4	10	2	7	17	14:45			49	241	51	182	423
03:00			3		3			15:00			42		58		
03:15			1		2			15:15			42		65		
03:30			6		5			15:30			58		39		
03:45			2	12	4	14	26	15:45			49	191	55	217	408
04:00			3		3			16:00			38		59		
04:15			6		5			16:15			50		58		
04:30			11		4			16:30			47		45		
04:45			11	31	10	22	53	16:45			54	189	78	240	429
05:00			12		7			17:00			60		65		
05:15			19		7			17:15			58		70		
05:30			18		15			17:30			60		76		
05:45			17	66	17	46	112	17:45			68	246	73	284	530
06:00			12		7			18:00			73		76		
06:15			18		13			18:15			51		53		
06:30			26		16			18:30			44		67		
06:45			15	71	32	68	139	18:45			35	203	79	275	478
07:00			44		28			19:00			51		52		
07:15			44		39			19:15			47		50		
07:30			87		46			19:30			48		30		
07:45			54	229	62	175	404	19:45			59	205	41	173	378
08:00			26		48			20:00			54		26		
08:15			28		27			20:15			38		31		
08:30			37		32			20:30			42		37		
08:45			42	133	33	140	273	20:45			39	173	30	124	297
09:00			25		34			21:00			22		26		
09:15			17		54			21:15			44		32		
09:30			28		27			21:30			29		21		
09:45			18	88	29	144	232	21:45			19	114	25	104	218
10:00			39		36			22:00			23		23		
10:15			35		50			22:15			15		11		
10:30			41		33			22:30			12		13		
10:45			31	146	38	157	303	22:45			13	63	14	61	124
11:00			53		38			23:00			10		9		
11:15			45		56			23:15			5		12		
11:30			41		46			23:30			5		5		
11:45			49	188	45	185	373	23:45			6	26	7	33	59
Total Vol.				996		987	**1983**					1891		1963	**3854**

Daily Totals

NB	SB	EB	WB	Combined
		2887	2950	**5837**

	AM			PM		
Split %	50.2%	49.8%	**34.0%**	49.1%	50.9%	**66.0%**
Peak Hour	07:00	07:15	**07:15**	17:15	17:15	**17:15**
Volume	229	195	**406**	259	295	**554**
P.H.F.	0.66	0.79	**0.76**	0.89	0.97	**0.93**

Appendix B

Existing Level of Service Analysis Worksheets

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	20	303	52	41	233	34	47	41	18	51	43	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	303	52	41	233	34	47	41	18	51	43	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.73	0.73	0.73	0.74	0.74	0.74	0.85	0.85	0.85
PHF Volume:	27	407	70	56	318	46	64	56	24	60	50	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	407	70	56	318	46	64	56	24	60	50	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	407	70	56	318	46	64	56	24	60	50	94
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.61	0.28	0.27	1.51	0.22	0.53	0.47	1.00	0.54	0.46	1.00
Final Sat.:	59	918	161	144	836	125	243	212	516	251	212	529
Capacity Analysis Module:												
Vol/Sat:	0.45	0.44	0.43	0.39	0.38	0.37	0.26	0.26	0.05	0.24	0.24	0.18
Crit Moves:	****			****				****			****	
Delay/Veh:	13.8	13.5	13.1	13.0	12.7	12.3	12.5	12.5	9.4	12.1	12.1	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.5	13.1	13.0	12.7	12.3	12.5	12.5	9.4	12.1	12.1	10.3
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	B
ApproachDel:		13.5			12.7			12.0			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			12.7			12.0			11.3	
LOS by Appr:		B			B			B			B	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	9	411	54	75	541	77	33	30	6	40	39	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	411	54	75	541	77	33	30	6	40	39	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.96	0.96	0.96	0.82	0.82	0.82	0.71	0.71	0.71
PHF Volume:	10	441	58	78	562	80	40	37	7	57	55	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	441	58	78	562	80	40	37	7	57	55	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	441	58	78	562	80	40	37	7	57	55	76
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.73	0.23	0.22	1.56	0.22	0.52	0.48	1.00	0.51	0.49	1.00
Final Sat.:	21	960	128	123	904	131	222	202	476	224	219	500
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.45	0.63	0.62	0.61	0.18	0.18	0.02	0.25	0.25	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	14.1	13.8	18.9	18.1	17.3	12.2	12.2	9.7	12.7	12.7	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.1	13.8	18.9	18.1	17.3	12.2	12.2	9.7	12.7	12.7	10.5
LOS by Move:	B	B	B	C	C	C	B	B	A	B	B	B
ApproachDel:		14.1			18.1			12.0			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			18.1			12.0			11.8	
LOS by Appr:		B			C			B			B	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	59	298	77	47	239	42	23	106	13	35	141	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	298	77	47	239	42	23	106	13	35	141	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.93	0.93	0.93	0.81	0.81	0.81	0.79	0.79	0.79
PHF Volume:	67	341	88	50	256	45	29	131	16	44	179	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	341	88	50	256	45	29	131	16	44	179	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	341	88	50	256	45	29	131	16	44	179	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.38	0.35	0.29	1.46	0.25	0.18	0.82	1.00	0.20	0.80	1.00
Final Sat.:	142	738	196	144	750	135	82	379	510	95	384	532
Capacity Analysis Module:												
Vol/Sat:	0.47	0.46	0.45	0.35	0.34	0.33	0.35	0.35	0.03	0.47	0.47	0.09
Crit Moves:	****			****				****			****	
Delay/Veh:	15.0	14.4	13.7	13.0	12.7	12.3	13.6	13.6	9.5	15.5	15.5	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	14.4	13.7	13.0	12.7	12.3	13.6	13.6	9.5	15.5	15.5	9.7
LOS by Move:	B	B	B	B	B	B	B	B	A	C	C	A
ApproachDel:		14.4			12.7			13.2			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			12.7			13.2			14.5	
LOS by Appr:		B			B			B			B	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	25	308	60	47	443	59	95	87	36	37	125	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	308	60	47	443	59	95	87	36	37	125	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.91	0.91	0.91	0.87	0.87	0.87	0.89	0.89	0.89
PHF Volume:	29	361	70	52	487	65	110	101	42	42	140	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	361	70	52	487	65	110	101	42	42	140	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	361	70	52	487	65	110	101	42	42	140	82
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.57	0.30	0.17	1.62	0.21	0.52	0.48	1.00	0.23	0.77	1.00
Final Sat.:	60	757	151	84	805	109	222	203	476	99	333	475
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.47	0.62	0.61	0.60	0.49	0.49	0.09	0.42	0.42	0.17
Crit Moves:	****			****				****			****	
Delay/Veh:	16.5	16.1	15.6	20.3	19.6	19.0	17.9	17.9	10.5	16.0	16.0	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.1	15.6	20.3	19.6	19.0	17.9	17.9	10.5	16.0	16.0	11.2
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	B
ApproachDel:		16.0			19.6			16.7			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			19.6			16.7			14.5	
LOS by Appr:		C			C			C			B	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[11.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	0	0	8	0	25	19	250	2	3	190	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	25	19	250	2	3	190	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.52	0.52	0.52	0.67	0.67	0.67	0.70	0.70	0.70
PHF Volume:	0	0	0	16	0	48	28	373	3	4	271	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	16	0	48	28	373	3	4	271	29
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	725	xxxx	285	300	xxxx	xxxxx	376	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	395	xxxx	758	1273	xxxx	xxxxx	1194	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	387	xxxx	758	1273	xxxx	xxxxx	1194	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.06	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	616	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	23	0	13	11	179	0	0	184	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	13	11	179	0	0	184	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.35	0.35	0.35	0.86	0.86	0.86	0.75	0.75	0.75
PHF Volume:	0	0	0	66	0	38	13	207	0	0	245	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	66	0	38	13	207	0	0	245	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	489	xxxx	257	268	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	542	xxxx	787	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	538	xxxx	787	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	0.05	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	607	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	13	0	27	50	187	0	0	168	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	13	0	27	50	187	0	0	168	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.67	0.67	0.67	0.55	0.55	0.55	0.75	0.75	0.75
PHF Volume:	0	0	0	19	0	40	91	341	0	0	225	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	19	0	40	91	341	0	0	225	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	755	xxxx	233	240	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	379	xxxx	812	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	358	xxxx	812	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.05	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	575	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				13	0	5				11	194	0				0	179	15			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				13	0	5				11	194	0				0	179	15			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				0.75	0.75	0.75				0.84	0.84	0.84				0.77	0.77	0.77			
PHF Volume:	0	0	0				17	0	7				13	231	0				0	232	19			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				17	0	7				13	231	0				0	232	19			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	xxxx	6.2				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	xxxx	3.3				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				499	xxxx	242				252	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				534	xxxx	802				1325	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				530	xxxx	802				1325	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.03	xxxx	0.01				0.01	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*							A	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	585	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx							0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx							7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	B	*							A	*	*	*	*	*						
ApproachDel:	xxxxxx				11.4								xxxxxx				xxxxxx							
ApproachLOS:	*				B								*				*							

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Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[13.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				43	0	24				14	188	0				0	170	8			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				43	0	24				14	188	0				0	170	8			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				0.73	0.73	0.73				0.57	0.57	0.57				0.77	0.77	0.77			
PHF Volume:	0	0	0				59	0	33				25	332	0				0	222	10			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	0				59	0	33				25	332	0				0	222	10			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	xxxx	6.2				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	xxxx	3.3				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				608	xxxx	227				232	xxxx	xxxxx		xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx				462	xxxx	817				1347	xxxx	xxxxx		xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx				456	xxxx	817				1347	xxxx	xxxxx		xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx				0.13	xxxx	0.04				0.02	xxxx	xxxx		xxxx	xxxx						
Level Of Service Module:																								
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*							A	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	542	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx							0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx							7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	B	*							A	*	*	*	*	*						
ApproachDel:	xxxxxx				13.0								xxxxxx				xxxxxx							
ApproachLOS:	*				B								*				*							

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Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	28	0	29	36	196	0	0	203	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	29	36	196	0	0	203	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.79	0.79	0.79	0.94	0.94	0.94	1.00	0.92	0.92
PHF Volume:	0	0	0	35	0	37	39	210	0	0	221	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	35	0	37	39	210	0	0	221	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	529	xxxx	243	264	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	514	xxxx	801	1312	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	502	xxxx	801	1312	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.05	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	620	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 40.2
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	25	25	10	25	25
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	55	1095	74	86	1029	27	53	310	90	163	302	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1095	74	86	1029	27	53	310	90	163	302	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.81	0.81	0.81	0.85	0.85	0.85	0.94	0.94	0.94
PHF Volume:	63	1253	85	106	1266	33	62	364	106	174	322	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1253	85	106	1266	33	62	364	106	174	322	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1253	85	106	1266	33	62	364	106	174	322	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.90	0.89	0.95	0.90	0.89	0.95	0.90	0.89	0.95	0.90
Lanes:	1.00	2.80	0.20	1.00	2.92	0.08	1.00	1.53	0.47	1.00	1.57	0.43
Final Sat.:	1700	5040	341	1700	5254	138	1700	2756	800	1700	2821	738
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.06	0.24	0.24	0.00	0.13	0.13	0.00	0.11	0.11
Crit Moves:		****				****		****			****	
Green/Cycle:	0.28	0.28	0.28	0.27	0.27	0.27	0.10	0.25	0.25	0.12	0.26	0.26
Volume/Cap:	0.13	0.88	0.88	0.23	0.88	0.88	0.35	0.53	0.53	0.88	0.44	0.44
Delay/Veh:	26.9	40.8	40.8	28.4	41.5	41.5	42.8	33.0	33.0	77.6	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	40.8	40.8	28.4	41.5	41.5	42.8	33.0	33.0	77.6	31.1	31.1
HCM2kAvg:	1	17	16	3	16	15	2	7	6	8	6	5

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2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

****

Cycle (sec): 115 Critical Vol./Cap. (X): 1.113
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 101.7
Optimal Cycle:OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	25	25	10	25	25
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	115	1559	33	83	1410	72	207	839	118	144	284	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1559	33	83	1410	72	207	839	118	144	284	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.94	0.94	0.94	0.87	0.87	0.87	0.83	0.83	0.83
PHF Volume:	134	1813	38	88	1503	77	238	965	136	175	344	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1813	38	88	1503	77	238	965	136	175	344	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	1813	38	88	1503	77	238	965	136	175	344	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.90	0.89	0.95	0.90	0.89	0.95	0.90	0.89	0.95	0.90
Lanes:	1.00	2.93	0.07	1.00	2.85	0.15	1.00	1.74	0.26	1.00	1.84	0.16
Final Sat.:	1700	5282	112	1700	5124	262	1700	3135	441	1700	3305	279
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.05	0.29	0.29	0.00	0.31	0.31	0.00	0.10	0.10
Crit Moves:		****			****			****		****		
Green/Cycle:	0.30	0.30	0.30	0.26	0.26	0.26	0.14	0.27	0.27	0.09	0.22	0.22
Volume/Cap:	0.26	1.13	1.13	0.20	1.13	1.13	0.98	1.13	1.13	1.13	0.47	0.47
Delay/Veh:	30.4	105	105.0	33.4	109	108.8	101.0	112	111.6	162.2	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	105	105.0	33.4	109	108.8	101.0	112	111.6	162.2	39.3	39.3
HCM2kAvg:	4	34	32	2	29	28	13	31	29	12	6	6

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

Cycle (sec): 95 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	28	28	28	28	28	28
Lanes:	2 0	2 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	222	954	106	9	1466	62	65	48	215	163	37	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	954	106	9	1466	62	65	48	215	163	37	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.95	0.95	0.95	0.91	0.91	0.91	0.74	0.74	0.74
PHF Volume:	262	1125	125	10	1550	66	71	53	236	219	50	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1125	125	10	1550	66	71	53	236	219	50	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	1125	125	10	1550	66	71	53	236	219	50	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.90	0.85	0.95	0.95	0.85	0.95	0.90
Lanes:	2.00	2.00	1.00	1.00	2.87	0.13	1.20	0.80	1.00	1.66	0.26	0.08
Final Sat.:	3200	3600	1800	1700	5169	219	1940	1432	1800	2661	477	142
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.07	0.01	0.30	0.30	0.04	0.04	0.13	0.08	0.10	0.10
Crit Moves:		****		****					****			
Green/Cycle:	0.17	0.54	0.54	0.11	0.48	0.48	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.49	0.58	0.13	0.05	0.63	0.63	0.12	0.12	0.44	0.28	0.35	0.35
Delay/Veh:	36.6	15.3	11.0	38.4	19.2	19.2	24.6	24.6	27.8	25.9	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	15.3	11.0	38.4	19.2	19.2	24.6	24.6	27.8	25.9	26.7	26.7
HCM2kAvg:	4	11	2	0	12	12	1	1	6	3	4	4

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

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Cycle (sec): 95 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
Optimal Cycle:OPTIMIZED Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	28	28	28	28	28	28
Lanes:	2 0	2 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	386	1454	65	4	1334	154	159	49	351	104	64	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	1454	65	4	1334	154	159	49	351	104	64	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	409	1542	69	4	1398	161	173	53	382	117	72	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	1542	69	4	1398	161	173	53	382	117	72	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	409	1542	69	4	1398	161	173	53	382	117	72	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.90	0.85	0.95	0.95	0.85	0.95	0.90
Lanes:	2.00	2.00	1.00	1.00	2.67	0.33	1.57	0.43	1.00	1.43	0.47	0.10
Final Sat.:	3200	3600	1800	1700	4813	556	2525	778	1800	2300	848	172
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.04	0.00	0.29	0.29	0.07	0.07	0.21	0.05	0.09	0.09
Crit Moves:		****		****					****			
Green/Cycle:	0.20	0.54	0.54	0.11	0.45	0.45	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.65	0.80	0.07	0.02	0.65	0.65	0.23	0.23	0.72	0.17	0.29	0.29
Delay/Veh:	37.6	20.2	10.6	38.2	21.2	21.2	25.5	25.5	34.8	25.0	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	20.2	10.6	38.2	21.2	21.2	25.5	25.5	34.8	25.0	26.1	26.1
HCM2kAvg:	7	20	1	0	13	12	3	3	11	2	4	3

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

Cycle (sec): 120 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 42.8
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	0	0	0	38	38	38
Lanes:	2 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	526	871	0	0	1154	682	0	0	0	400	7	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	871	0	0	1154	682	0	0	0	400	7	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.87	0.87	0.87	1.00	1.00	1.00	0.80	0.80	0.80
PHF Volume:	587	972	0	0	1333	788	0	0	0	500	9	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	587	972	0	0	1333	788	0	0	0	500	9	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	587	972	0	0	1333	788	0	0	0	500	9	611
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.85	0.95	0.95
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.97	0.03	2.00
Final Sat.:	3200	3600	0	0	3600	1800	0	0	0	3171	55	3600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.00	0.00	0.37	0.44	0.00	0.00	0.00	0.16	0.16	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.23	0.63	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.82	0.43	0.00	0.00	0.91	1.07	0.00	0.00	0.00	0.50	0.50	0.54
Delay/Veh:	51.3	11.2	0.0	0.0	41.8	89.5	0.0	0.0	0.0	33.6	33.6	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	11.2	0.0	0.0	41.8	89.5	0.0	0.0	0.0	33.6	33.6	34.3
HCM2kAvg:	12	9	0	0	27	40	0	0	0	8	9	10

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

Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

Cycle (sec): 120 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 34.2
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	27	27	27		27	27	27		0	0	0		38	38	38	
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	1	0	0 2
Volume Module:																
Base Vol:	355	1356		0	0	1343		422	0		0	0	583		1	605
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	355	1356		0	0	1343		422	0		0	0	583		1	605
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.96	0.96		0.96	0.94	0.94		0.94	1.00		1.00	1.00	0.95		0.95	0.95
PHF Volume:	371	1414		0	0	1436		451	0		0	0	616		1	639
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	371	1414		0	0	1436		451	0		0	0	616		1	639
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	371	1414		0	0	1436		451	0		0	0	616		1	639
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.84	0.95		0.95	0.89	0.95		0.95	0.89		0.95	0.95	0.85		0.95	0.95
Lanes:	2.00	2.00		0.00	0.00	2.00		1.00	0.00		0.00	0.00	1.99		0.01	2.00
Final Sat.:	3200	3600		0	0	3600		1800	0		0	0	3216		6	3600
Capacity Analysis Module:																
Vol/Sat:	0.12	0.39		0.00	0.00	0.40		0.25	0.00		0.00	0.00	0.19		0.19	0.18
Crit Moves:	****					****							****			
Green/Cycle:	0.23	0.63		0.00	0.00	0.41		0.41	0.00		0.00	0.00	0.32		0.32	0.32
Volume/Cap:	0.51	0.62		0.00	0.00	0.98		0.61	0.00		0.00	0.00	0.60		0.60	0.56
Delay/Veh:	41.4	13.8		0.0	0.0	53.1		29.6	0.0		0.0	0.0	35.7		35.7	34.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	41.4	13.8		0.0	0.0	53.1		29.6	0.0		0.0	0.0	35.7		35.7	34.7
HCM2kAvg:	6	16		0	0	32		13	0		0	0	10		11	10

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

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 40.7
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	39	39	39	0	0	0
Lanes:	0 0	4 0	1	1 0	2 0	0	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1073	212	466	948	0	479	3	157	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1073	212	466	948	0	479	3	157	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.71	0.71	0.71	1.00	1.00	1.00
PHF Volume:	0	1173	232	509	1035	0	678	4	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1173	232	509	1035	0	678	4	222	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1173	232	509	1035	0	678	4	222	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	4.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7200	1800	1700	3600	0	1700	1800	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.13	0.30	0.29	0.00	0.40	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.25	0.25	0.30	0.55	0.00	0.40	0.40	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.52	1.00	0.53	0.00	1.00	0.01	0.31	0.00	0.00	0.00
Delay/Veh:	0.0	36.4	35.2	77.7	15.5	0.0	67.2	19.1	22.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.4	35.2	77.7	15.5	0.0	67.2	19.1	22.0	0.0	0.0	0.0
HCM2kAvg:	0	9	7	23	11	0	29	0	5	0	0	0

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 36.2
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	39	39	39	0	0	0
Lanes:	0 0	4 0	1	1 0	2 0	0	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1190	475	389	1445	0	477	1	483	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	475	389	1445	0	477	1	483	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.93	0.93	0.93	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	1376	549	417	1550	0	544	1	551	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1376	549	417	1550	0	544	1	551	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1376	549	417	1550	0	544	1	551	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	4.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7200	1800	1700	3600	0	1700	1800	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.31	0.25	0.43	0.00	0.32	0.00	0.31	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.32	0.32	0.25	0.57	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.96	0.96	0.75	0.00	0.86	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	30.8	63.9	72.4	18.6	0.0	42.1	20.8	38.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.8	63.9	72.4	18.6	0.0	42.1	20.8	38.1	0.0	0.0	0.0
HCM2kAvg:	0	10	23	18	20	0	19	0	18	0	0	0

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

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.970
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 77.4
Optimal Cycle:OPTIMIZED Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	10	18	18		10	18	18		10	25	25		10	25	25	
Lanes:	2 0	1 0	1		2 0	2 0	1		2 0	1 1	0		1 0	1 1	0	
Volume Module:																
Base Vol:	44	1149	70		130	1027	92		77	62	174		64	76	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1149	70		130	1027	92		77	62	174		64	76	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.95	0.95	0.95		0.91	0.91	0.91		0.84	0.84	0.84	
PHF Volume:	49	1270	77		137	1082	97		85	68	191		77	91	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	1270	77		137	1082	97		85	68	191		77	91	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	49	1270	77		137	1082	97		85	68	191		77	91	92	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.90		0.89	0.95	0.90	
Lanes:	2.00	1.00	1.00		2.00	2.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	3200	1800	1800		3200	3600	1800		3200	1800	1705		1700	1800	1705	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.71	0.04		0.04	0.30	0.05		0.03	0.04	0.11		0.05	0.05	0.05	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.14	0.56	0.56		0.08	0.50	0.59		0.08	0.21	0.21		0.08	0.21	0.21	
Volume/Cap:	0.11	1.26	0.08		0.51	0.60	0.09		0.32	0.18	0.54		0.54	0.24	0.26	
Delay/Veh:	45.2	153	12.3		54.4	21.8	10.9		52.5	39.1	43.6		57.0	39.8	40.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.2	153	12.3		54.4	21.8	10.9		52.5	39.1	43.6		57.0	39.8	40.0	
HCM2kAvg:	1	80	1		3	14	2		2	2	7		3	3	3	

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

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Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.063
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 109.6
Optimal Cycle:OPTIMIZED Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	18	18	10	18	18	10	25	25	10	25	25
Lanes:	2 0	1 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	71	1416	90	82	1694	159	215	95	69	92	86	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1416	90	82	1694	159	215	95	69	92	86	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.86	0.86	0.86
PHF Volume:	75	1491	95	87	1804	169	265	117	85	108	101	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1491	95	87	1804	169	265	117	85	108	101	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	1491	95	87	1804	169	265	117	85	108	101	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.90	0.89	0.95	0.90
Lanes:	2.00	1.00	1.00	2.00	2.00	1.00	2.00	1.13	0.87	1.00	1.04	0.96
Final Sat.:	3200	1800	1800	3200	3600	1800	3200	2038	1480	1700	1874	1635
Capacity Analysis Module:												
Vol/Sat:	0.02	0.83	0.05	0.03	0.50	0.09	0.08	0.06	0.06	0.06	0.05	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.56	0.56	0.08	0.55	0.63	0.08	0.21	0.21	0.08	0.21	0.21
Volume/Cap:	0.26	1.48	0.09	0.33	0.91	0.15	1.00	0.28	0.28	0.76	0.26	0.26
Delay/Veh:	51.2	249	12.4	52.6	31.1	9.0	108.7	40.1	40.1	74.8	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	249	12.4	52.6	31.1	9.0	108.7	40.1	40.1	74.8	39.9	39.9
HCM2kAvg:	1	113	2	2	34	2	8	3	3	6	3	3

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

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.3
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	21	21	21	21	21	21
Lanes:	1 0	1 1	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	67	1377	40	32	1058	36	77	67	107	65	80	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1377	40	32	1058	36	77	67	107	65	80	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.70	0.70	0.70
PHF Volume:	76	1556	45	35	1146	39	87	76	121	92	114	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1556	45	35	1146	39	87	76	121	92	114	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	1556	45	35	1146	39	87	76	121	92	114	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.90	0.85	0.95	0.90	0.89	0.95	0.90	0.89	0.95	0.90
Lanes:	1.00	1.94	0.06	1.00	1.93	0.07	1.00	0.37	0.63	1.00	0.61	0.39
Final Sat.:	1700	3493	101	1611	3475	118	1700	670	1070	1700	1093	670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.00	0.33	0.33	0.05	0.11	0.11	0.05	0.10	0.10
Crit Moves:		****		****				****				
Green/Cycle:	0.17	0.63	0.63	0.10	0.56	0.56	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.26	0.71	0.71	0.22	0.59	0.59	0.24	0.54	0.54	0.26	0.50	0.50
Delay/Veh:	36.6	13.4	13.4	41.4	14.9	14.9	33.2	36.8	36.8	33.4	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	13.4	13.4	41.4	14.9	14.9	33.2	36.8	36.8	33.4	35.9	35.9
HCM2kAvg:	2	17	16	1	12	12	2	6	6	2	6	5

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

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 115 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 22.6
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	13	13		10	13	13		21	21	21		21	21	21	
Lanes:	1	0 1	1	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	176	1452	33		49	1610	30		61	97	70		25	64	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	1452	33		49	1610	30		61	97	70		25	64	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.86	0.86	0.86		0.86	0.86	0.86		0.81	0.81	0.81	
PHF Volume:	189	1556	35		57	1866	35		71	112	81		31	79	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	189	1556	35		57	1866	35		71	112	81		31	79	63	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	189	1556	35		57	1866	35		71	112	81		31	79	63	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.90		0.85	0.95	0.90		0.89	0.95	0.90		0.89	0.95	0.90	
Lanes:	1.00	1.95	0.05		1.00	1.96	0.04		1.00	0.57	0.43		1.00	0.54	0.46	
Final Sat.:	1700	3516	80		1611	3531	66		1700	1022	737		1700	978	779	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.44		0.00	0.53	0.53		0.04	0.11	0.11		0.02	0.08	0.08	
Crit Moves:	****					****				****						
Green/Cycle:	0.13	0.64	0.64		0.13	0.63	0.63		0.18	0.18	0.18		0.18	0.18	0.18	
Volume/Cap:	0.84	0.69	0.69		0.28	0.84	0.84		0.23	0.60	0.60		0.10	0.44	0.44	
Delay/Veh:	71.5	14.3	14.3		45.6	19.2	19.2		40.5	46.3	46.3		39.3	42.7	42.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	71.5	14.3	14.3		45.6	19.2	19.2		40.5	46.3	46.3		39.3	42.7	42.7	
HCM2kAvg:	9	19	18		2	28	27		2	7	7		1	5	5	

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

Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	21	21	21	21	21	21
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	77	1081	35	77	1038	84	135	123	53	74	141	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1081	35	77	1038	84	135	123	53	74	141	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.91	0.91	0.91	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	84	1178	38	85	1146	93	167	152	65	91	173	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1178	38	85	1146	93	167	152	65	91	173	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	1178	38	85	1146	93	167	152	65	91	173	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.90	0.89	0.95	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	1.08	0.92
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2475	1066	1700	1942	1570
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.02	0.00	0.32	0.05	0.10	0.06	0.06	0.05	0.09	0.09
Crit Moves:		****		****			****					
Green/Cycle:	0.19	0.51	0.51	0.13	0.45	0.45	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.26	0.65	0.04	0.37	0.71	0.11	0.35	0.22	0.22	0.19	0.32	0.32
Delay/Veh:	26.4	14.4	9.3	30.7	18.0	12.0	22.0	20.8	20.8	20.7	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	14.4	9.3	30.7	18.0	12.0	22.0	20.8	20.8	20.7	21.5	21.5
HCM2kAvg:	2	11	0	2	12	1	3	2	2	2	3	3

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

Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

Cycle (sec): 80 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	18	18		10	18	18		21	21	21		21	21	21	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	110	1309		69	217	1239		96	99	223		85	98	210		151
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	110	1309		69	217	1239		96	99	223		85	98	210		151
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.91	0.91		0.91	0.95	0.95		0.95	0.84	0.84		0.84	0.89	0.89		0.89
PHF Volume:	122	1446		76	228	1303		101	118	265		101	110	236		170
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	122	1446		76	228	1303		101	118	265		101	110	236		170
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	122	1446		76	228	1303		101	118	265		101	110	236		170
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.90	0.89	0.95		0.90
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.43		0.57	1.00	1.14		0.86
Final Sat.:	1700	3600		1800	1700	3600		1800	1700	2567		979	1700	2047		1472
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40		0.04	0.00	0.36		0.06	0.07	0.10		0.10	0.06	0.12		0.12
Crit Moves:		****			****									****		
Green/Cycle:	0.17	0.50		0.50	0.17	0.49		0.49	0.26	0.26		0.26	0.26	0.26		0.26
Volume/Cap:	0.42	0.81		0.09	0.81	0.73		0.11	0.26	0.39		0.39	0.25	0.44		0.44
Delay/Veh:	30.7	19.8		10.6	48.0	17.8		11.0	23.7	24.5		24.5	23.6	24.9		24.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	30.7	19.8		10.6	48.0	17.8		11.0	23.7	24.5		24.5	23.6	24.9		24.9
HCM2kAvg:	3	17		1	8	14		1	2	4		4	2	5		4

ONTARIO WALMART SUPERSTORE
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ONTARIO, CALIFORNIA

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 95 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10		22		22		10		22		22		10		24		24		10		24		24	
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	161	1018		139			94	913		111			41	270		115			152	455		112		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	161	1018		139			94	913		111			41	270		115			152	455		112		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.85	0.85		0.85			0.83	0.83		0.83			0.94	0.94		0.94			0.82	0.82		0.82		
PHF Volume:	190	1199		164			113	1101		134			44	287		122			186	557		137		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	190	1199		164			113	1101		134			44	287		122			186	557		137		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	190	1199		164			113	1101		134			44	287		122			186	557		137		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.90			0.89	0.95		0.90			0.89	0.95		0.95		
Lanes:	1.00	2.00		1.00			1.00	1.77		0.23			1.00	1.38		0.62			1.00	2.00		1.00		
Final Sat.:	1700	3600		1800			1700	3191		388			1700	2483		1058			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.33		0.09			0.07	0.35		0.35			0.03	0.12		0.12			0.11	0.15		0.08		
Crit Moves:	****							****						****					****					
Green/Cycle:	0.13	0.41		0.41			0.13	0.40		0.40			0.11	0.25		0.25			0.13	0.27		0.27		
Volume/Cap:	0.85	0.82		0.22			0.52	0.85		0.85			0.23	0.46		0.46			0.85	0.58		0.28		
Delay/Veh:	66.4	28.9		18.6			40.9	30.9		30.9			39.1	30.4		30.4			66.9	30.9		27.8		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	66.4	28.9		18.6			40.9	30.9		30.9			39.1	30.4		30.4			66.9	30.9		27.8		
HCM2kAvg:	8		18		3		4		19		18		1		5		5		8		8		3	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 1.277
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 127.0
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	315	1112	293	249	1122	202	278	1118	280	312	1153	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	1112	293	249	1122	202	278	1118	280	312	1153	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.98	0.98	0.98	0.97	0.97	0.97	0.95	0.95	0.95
PHF Volume:	340	1200	316	255	1150	207	288	1159	290	328	1214	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1200	316	255	1150	207	288	1159	290	328	1214	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	340	1200	316	255	1150	207	288	1159	290	328	1214	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.90	0.89	0.95	0.90	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3025	545	1700	2847	713	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.18	0.15	0.38	0.38	0.17	0.41	0.41	0.19	0.34	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.31	0.31	0.14	0.30	0.30	0.16	0.32	0.32	0.15	0.31	0.31
Volume/Cap:	1.28	1.06	0.56	1.06	1.28	1.28	1.08	1.28	1.28	1.28	1.08	0.45
Delay/Veh:	194.9	81.8	31.3	121.3	169	169.0	121.7	167	167.5	195.9	86.7	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	194.9	81.8	31.3	121.3	169	169.0	121.7	167	167.5	195.9	86.7	29.4
HCM2kAvg:	23	29	9	14	42	40	16	45	43	22	30	7

ONTARIO WALMART SUPERSTORE
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ONTARIO, CALIFORNIA

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

Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.457
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	52	276	61	30	311	61	46	59	21	67	93	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	276	61	30	311	61	46	59	21	67	93	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.83	0.83	0.83	0.73	0.73	0.73	0.81	0.81	0.81
PHF Volume:	56	298	66	36	374	73	63	80	29	83	115	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	298	66	36	374	73	63	80	29	83	115	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	298	66	36	374	73	63	80	29	83	115	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.42	0.31	0.15	1.55	0.30	0.44	0.56	1.00	0.42	0.58	1.00
Final Sat.:	138	752	171	79	836	168	197	253	507	195	270	523
Capacity Analysis Module:												
Vol/Sat:	0.41	0.40	0.39	0.46	0.45	0.44	0.32	0.32	0.06	0.43	0.43	0.07
Crit Moves:	****			****				****		****		
Delay/Veh:	13.8	13.3	12.8	14.5	14.1	13.6	13.4	13.4	9.7	15.0	15.0	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.3	12.8	14.5	14.1	13.6	13.4	13.4	9.7	15.0	15.0	9.6
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	13.3			14.0			12.8			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			14.0			12.8			14.1		
LOS by Appr:	B			B			B			B		

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	41	391	42	51	439	27	43	82	46	46	76	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	391	42	51	439	27	43	82	46	46	76	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.86	0.86	0.86	0.77	0.77	0.77
PHF Volume:	44	416	45	53	459	28	50	96	54	59	98	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	416	45	53	459	28	50	96	54	59	98	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	416	45	53	459	28	50	96	54	59	98	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.65	0.18	0.20	1.70	0.10	0.34	0.66	1.00	0.38	0.62	1.00
Final Sat.:	89	860	94	102	890	55	151	288	489	167	275	492
Capacity Analysis Module:												
Vol/Sat:	0.49	0.48	0.48	0.52	0.52	0.51	0.33	0.33	0.11	0.36	0.36	0.11
Crit Moves:	****			****				****			****	
Delay/Veh:	15.7	15.3	14.9	16.4	16.0	15.7	14.0	14.0	10.4	14.3	14.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.3	14.9	16.4	16.0	15.7	14.0	14.0	10.4	14.3	14.3	10.3
LOS by Move:	C	C	B	C	C	C	B	B	B	B	B	B
ApproachDel:		15.3			16.0			13.0			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.3			16.0			13.0			13.3	
LOS by Appr:		C			C			B			B	

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	75	374	79	35	377	38	26	91	49	46	105	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	374	79	35	377	38	26	91	49	46	105	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.76	0.76	0.76	0.79	0.79	0.79
PHF Volume:	85	422	89	40	426	43	34	121	65	58	133	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	422	89	40	426	43	34	121	65	58	133	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	422	89	40	426	43	34	121	65	58	133	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.42	0.30	0.15	1.68	0.17	0.22	0.78	1.00	0.26	0.59	0.15
Final Sat.:	142	726	157	77	838	86	95	334	474	117	267	66
Capacity Analysis Module:												
Vol/Sat:	0.60	0.58	0.57	0.51	0.51	0.50	0.36	0.36	0.14	0.50	0.50	0.50
Crit Moves:	****			****				****		****		
Delay/Veh:	19.3	18.4	17.5	16.8	16.4	16.1	14.7	14.7	10.8	17.4	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	18.4	17.5	16.8	16.4	16.1	14.7	14.7	10.8	17.4	17.4	17.4
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:		18.4			16.4			13.5			17.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.4			16.4			13.5			17.4	
LOS by Appr:		C			C			B			C	

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.541
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	33	391	45	21	418	37	19	90	33	38	67	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	391	45	21	418	37	19	90	33	38	67	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.85	0.85	0.85	0.93	0.93	0.93
PHF Volume:	36	424	49	27	534	47	22	107	39	41	72	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	424	49	27	534	47	22	107	39	41	72	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	424	49	27	534	47	22	107	39	41	72	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.67	0.19	0.09	1.76	0.15	0.17	0.83	1.00	0.32	0.56	0.12
Final Sat.:	77	924	108	50	998	89	79	374	501	147	259	54
Capacity Analysis Module:												
Vol/Sat:	0.47	0.46	0.45	0.54	0.53	0.53	0.28	0.28	0.08	0.28	0.28	0.28
Crit Moves:	****			****				****			****	
Delay/Veh:	14.4	14.1	13.7	15.9	15.6	15.3	12.8	12.8	9.9	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.1	13.7	15.9	15.6	15.3	12.8	12.8	9.9	12.9	12.9	12.9
LOS by Move:	B	B	B	C	C	C	B	B	A	B	B	B
ApproachDel:		14.1			15.6			12.1			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			15.6			12.1			12.9	
LOS by Appr:		B			C			B			B	

Appendix C

Project Buildout (Year 2008) Without Project Without Improvements
Level of Service Analysis Worksheets

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.348
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	20	303	52	41	233	34	47	41	18	51	43	80
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	315	54	43	242	35	49	43	19	53	45	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	315	54	43	242	35	49	43	19	53	45	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	332	57	45	255	37	51	45	20	56	47	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	332	57	45	255	37	51	45	20	56	47	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	332	57	45	255	37	51	45	20	56	47	88
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.61	0.28	0.27	1.51	0.22	0.53	0.47	1.00	0.54	0.46	1.00
Final Sat.:	63	970	170	152	886	132	259	226	557	270	228	575
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.33	0.30	0.29	0.28	0.20	0.20	0.04	0.21	0.21	0.15
Crit Moves:	****			****				****			****	
Delay/Veh:	11.6	11.4	11.1	11.2	10.9	10.7	11.2	11.2	8.8	11.1	11.1	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.4	11.1	11.2	10.9	10.7	11.2	11.2	8.8	11.1	11.1	9.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	11.3			10.9			10.8			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			10.9			10.8			10.4		
LOS by Appr:	B			B			B			B		

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	9	411	54	75	541	77	33	30	6	40	39	54
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	9	427	56	78	563	80	34	31	6	42	41	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	427	56	78	563	80	34	31	6	42	41	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	450	59	82	592	84	36	33	7	44	43	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	450	59	82	592	84	36	33	7	44	43	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	450	59	82	592	84	36	33	7	44	43	59
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.73	0.23	0.22	1.56	0.22	0.52	0.48	1.00	0.51	0.49	1.00
Final Sat.:	21	985	132	127	934	136	224	204	481	223	218	498
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.45	0.65	0.63	0.62	0.16	0.16	0.01	0.20	0.20	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	14.0	13.8	13.5	18.9	18.1	17.2	11.9	11.9	9.6	12.1	12.1	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	13.8	13.5	18.9	18.1	17.2	11.9	11.9	9.6	12.1	12.1	10.2
LOS by Move:	B	B	B	C	C	C	B	B	A	B	B	B
ApproachDel:		13.7			18.1			11.7			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.7			18.1			11.7			11.3	
LOS by Appr:		B			C			B			B	

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

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	59	298	77	47	239	42	23	106	13	35	141	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	61	310	80	49	249	44	24	110	14	36	147	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	310	80	49	249	44	24	110	14	36	147	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	65	326	84	51	262	46	25	116	14	38	154	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	326	84	51	262	46	25	116	14	38	154	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	326	84	51	262	46	25	116	14	38	154	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.38	0.35	0.29	1.46	0.25	0.18	0.82	1.00	0.20	0.80	1.00
Final Sat.:	147	765	204	150	784	141	84	387	522	97	390	542
Capacity Analysis Module:												
Vol/Sat:	0.44	0.43	0.41	0.34	0.33	0.33	0.30	0.30	0.03	0.40	0.40	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	13.8	13.3	12.8	12.5	12.2	11.8	12.6	12.6	9.2	13.9	13.9	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.3	12.8	12.5	12.2	11.8	12.6	12.6	9.2	13.9	13.9	9.4
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	13.3			12.2			12.3			13.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			12.2			12.3			13.1		
LOS by Appr:	B			B			B			B		

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

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	25	308	60	47	443	59	95	87	36	37	125	73
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	320	62	49	461	61	99	90	37	38	130	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	320	62	49	461	61	99	90	37	38	130	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	337	66	51	485	65	104	95	39	41	137	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	337	66	51	485	65	104	95	39	41	137	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	337	66	51	485	65	104	95	39	41	137	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.57	0.30	0.17	1.62	0.21	0.52	0.48	1.00	0.23	0.77	1.00
Final Sat.:	61	767	152	86	822	111	225	206	483	100	339	485
Capacity Analysis Module:												
Vol/Sat:	0.45	0.44	0.43	0.60	0.59	0.58	0.46	0.46	0.08	0.40	0.40	0.16
Crit Moves:	****			****				****			****	
Delay/Veh:	15.4	15.0	14.6	19.3	18.7	18.1	16.8	16.8	10.3	15.4	15.4	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.0	14.6	19.3	18.7	18.1	16.8	16.8	10.3	15.4	15.4	11.0
LOS by Move:	C	C	B	C	C	C	C	C	B	C	C	B
ApproachDel:	15.0			18.7			15.8			14.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.0			18.7			15.8			14.0		
LOS by Appr:	B			C			C			B		

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

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	0	0	8	0	25	19	250	2	3	190	20
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	8	0	26	20	260	2	3	198	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	26	20	260	2	3	198	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	9	0	27	21	274	2	3	208	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	9	0	27	21	274	2	3	208	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	542	xxxx	219	230	xxxx	xxxxx	276	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	505	xxxx	826	1350	xxxx	xxxxx	1299	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	498	xxxx	826	1350	xxxx	xxxxx	1299	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.03	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	712	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*		*	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

****

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 1!	0 0		0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	23	0	13	11	179	0	0	184	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	24	0	14	11	186	0	0	191	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	14	11	186	0	0	191	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	25	0	14	12	196	0	0	201	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	25	0	14	12	196	0	0	201	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	431	xxxx	211	220	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	585	xxxx	835	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	581	xxxx	835	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	653	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	13	0	27	50	187	0	0	168	11
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	14	0	28	52	194	0	0	175	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	28	52	194	0	0	175	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	0	30	55	205	0	0	184	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	0	30	55	205	0	0	184	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	504	xxxx	190	196	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	531	xxxx	857	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	515	xxxx	857	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.03	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	705	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 1 0	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	13	5	0	11	194	0	0	179	15
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	14	5	0	11	202	0	0	186	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	5	0	11	202	0	0	186	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	5	0	12	212	0	0	196	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	5	0	12	212	0	0	196	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	441	441	xxxxx	212	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	578	514	xxxxx	1370	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	574	509	xxxxx	1370	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.01	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	554	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	43	0	24	14	188	0	0	170	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	45	0	25	15	196	0	0	177	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	25	15	196	0	0	177	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	47	0	26	15	206	0	0	186	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	47	0	26	15	206	0	0	186	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	427	xxxx	190	195	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	588	xxxx	856	1390	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	583	xxxx	856	1390	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	659	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	29	36	196	0	0	203	39
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	29	0	30	37	204	0	0	211	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	30	37	204	0	0	211	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	31	0	32	39	215	0	0	222	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	31	0	32	39	215	0	0	222	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	537	xxxx	244	265	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	508	xxxx	800	1311	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	496	xxxx	800	1311	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	615	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 41.6
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	24		24		24		24		24		24		10		25		25		10		25		25	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	55		1095		74		86		1029		27		53		310		90		163		302		79	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	57		1139		77		89		1070		28		55		322		94		170		314		82	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	57		1139		77		89		1070		28		55		322		94		170		314		82	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	60		1199		81		94		1126		30		58		339		99		178		331		86	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	60		1199		81		94		1126		30		58		339		99		178		331		86	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	60		1199		81		94		1126		30		58		339		99		178		331		86	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.94		0.91		0.91		0.94		0.91		0.91		0.94		0.95		0.95		0.94		0.95		0.95	
Lanes:	1.00		2.81		0.19		1.00		2.92		0.08		1.00		1.55		0.45		1.00		1.59		0.41	
Final Sat.:	1700		4603		311		1700		4788		126		1700		2650		770		1700		2711		709	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.26		0.26		0.06		0.24		0.24		0.00		0.13		0.13		0.00		0.12		0.12	
Crit Moves:					****				****						****				****					
Green/Cycle:	0.29		0.29		0.29		0.26		0.26		0.26		0.10		0.25		0.25		0.12		0.26		0.26	
Volume/Cap:	0.12		0.90		0.90		0.21		0.90		0.90		0.33		0.51		0.51		0.90		0.47		0.47	
Delay/Veh:	26.2		41.8		41.8		29.0		44.1		44.1		42.5		32.8		32.8		80.1		31.4		31.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	26.2		41.8		41.8		29.0		44.1		44.1		42.5		32.8		32.8		80.1		31.4		31.4	
HCM2kAvg:	1		16		16		2		15		15		2		6		6		8		6		6	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 120 Critical Vol./Cap. (X): 1.151
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 117.6
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	24		24		24		24		24		24		10		25		25		10		25		25	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	115		1559		33		83		1410		72		207		839		118		144		284		24	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	120		1621		34		86		1466		75		215		873		123		150		295		25	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	120		1621		34		86		1466		75		215		873		123		150		295		25	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	126		1707		36		91		1544		79		227		918		129		158		311		26	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	126		1707		36		91		1544		79		227		918		129		158		311		26	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	126		1707		36		91		1544		79		227		918		129		158		311		26	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.94		0.91		0.91		0.94		0.91		0.91		0.94		0.95		0.95		0.94		0.95		0.95	
Lanes:	1.00		2.94		0.06		1.00		2.85		0.15		1.00		1.75		0.25		1.00		1.84		0.16	
Final Sat.:	1700		4812		102		1700		4675		239		1700		2998		422		1700		3154		266	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.35		0.35		0.05		0.33		0.33		0.00		0.31		0.31		0.00		0.10		0.10	
Crit Moves:					****						****				****				****					
Green/Cycle:	0.30		0.30		0.30		0.28		0.28		0.28		0.14		0.26		0.26		0.08		0.21		0.21	
Volume/Cap:	0.24		1.17		1.17		0.19		1.17		1.17		0.99		1.17		1.17		1.11		0.47		0.47	
Delay/Veh:	31.6		124		124.2		32.8		126		125.9		107.4		131		131.1		164.1		41.9		41.9	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	31.6		124		124.2		32.8		126		125.9		107.4		131		131.1		164.1		41.9		41.9	
HCM2kAvg:	3		35		35		3		32		32		13		31		31		11		6		6	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

Cycle (sec): 85 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		19		19		10		19		19		28		28		28		28		28		28	
Lanes:	2	0	2	0	1		1	0	2	1	0		1	1	0	0	1		1	0	1!	0	0	
Volume Module:																								
Base Vol:	222		954		106		9		1466		62		65		48		215		163		37		11	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	231		992		110		9		1525		64		68		50		224		170		38		11	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	231		992		110		9		1525		64		68		50		224		170		38		11	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	243		1044		116		10		1605		68		71		53		235		178		41		12	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	243		1044		116		10		1605		68		71		53		235		178		41		12	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	243		1044		116		10		1605		68		71		53		235		178		41		12	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.89		0.95		1.00		0.94		0.91		0.91		0.94		1.00		1.00		0.94		1.00		1.00	
Lanes:	2.00		2.00		1.00		1.00		2.88		0.12		1.18		0.82		1.00		1.64		0.28		0.08	
Final Sat.:	3200		3420		1800		1700		4715		199		2003		1479		1800		2792		496		147	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.31		0.06		0.01		0.34		0.34		0.04		0.04		0.13		0.06		0.08		0.08	
Crit Moves:	****								****								****							
Green/Cycle:	0.12		0.43		0.43		0.17		0.48		0.48		0.33		0.33		0.33		0.33		0.33		0.33	
Volume/Cap:	0.65		0.71		0.15		0.03		0.71		0.71		0.11		0.11		0.40		0.19		0.25		0.25	
Delay/Veh:	39.7		21.2		14.7		29.7		18.3		18.3		19.9		19.9		22.4		20.5		21.0		21.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	39.7		21.2		14.7		29.7		18.3		18.3		19.9		19.9		22.4		20.5		21.0		21.0	
HCM2kAvg:	4		12		2		0		13		13		1		1		5		2		3		3	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

Cycle (sec): 90 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	19	19		10	19	19		28	28	28		28	28	28	
Lanes:	2 0	2 0	1		1 0	2 1	0		1 1	0 0	1		1 0	1! 0	0	
Volume Module:																
Base Vol:	386	1454	65		4	1334	154		159	49	351		104	64	13	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	401	1512	68		4	1387	160		165	51	365		108	67	14	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	401	1512	68		4	1387	160		165	51	365		108	67	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	423	1592	71		4	1460	169		174	54	384		114	70	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	423	1592	71		4	1460	169		174	54	384		114	70	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	423	1592	71		4	1460	169		174	54	384		114	70	14	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	0.95	1.00		0.94	0.91	0.91		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.69	0.31		1.55	0.45	1.00		1.42	0.48	0.10	
Final Sat.:	3200	3420	1800		1700	4405	509		2634	812	1800		2409	872	177	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.47	0.04		0.00	0.33	0.33		0.07	0.07	0.21		0.05	0.08	0.08	
Crit Moves:		****			****						****					
Green/Cycle:	0.18	0.51	0.51		0.11	0.44	0.44		0.31	0.31	0.31		0.31	0.31	0.31	
Volume/Cap:	0.74	0.91	0.08		0.02	0.74	0.74		0.21	0.21	0.69		0.15	0.26	0.26	
Delay/Veh:	40.4	27.7	11.2		35.7	22.2	22.2		23.0	23.0	30.7		22.5	23.4	23.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.4	27.7	11.2		35.7	22.2	22.2		23.0	23.0	30.7		22.5	23.4	23.4	
HCM2kAvg:	7	24	1		0	14	14		2	2	10		2	3	3	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

Cycle (sec): 120 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 39.8
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	0	0	0	38	38	38
Lanes:	2 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	526	871	0	0	1154	682	0	0	0	400	7	489
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	547	906	0	0	1200	709	0	0	0	416	7	509
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	547	906	0	0	1200	709	0	0	0	416	7	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	576	954	0	0	1263	747	0	0	0	438	8	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	954	0	0	1263	747	0	0	0	438	8	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	576	954	0	0	1263	747	0	0	0	438	8	535
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.97	0.03	2.00
Final Sat.:	3200	3420	0	0	3420	1800	0	0	0	3345	59	3168
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.00	0.37	0.41	0.00	0.00	0.00	0.13	0.13	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.23	0.63	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.80	0.44	0.00	0.00	0.90	1.02	0.00	0.00	0.00	0.41	0.41	0.53
Delay/Veh:	50.3	11.3	0.0	0.0	41.9	72.7	0.0	0.0	0.0	32.5	32.5	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	11.3	0.0	0.0	41.9	72.7	0.0	0.0	0.0	32.5	32.5	34.3
HCM2kAvg:	12	9	0	0	25	35	0	0	0	7	7	8

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Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

Cycle (sec): 120 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 41.1
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	0	0	0	38	38	38
Lanes:	2 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	355	1356	0	0	1343	422	0	0	0	583	1	605
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	369	1410	0	0	1397	439	0	0	0	606	1	629
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	1410	0	0	1397	439	0	0	0	606	1	629
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	389	1484	0	0	1470	462	0	0	0	638	1	662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1484	0	0	1470	462	0	0	0	638	1	662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	389	1484	0	0	1470	462	0	0	0	638	1	662
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.99	0.01	2.00
Final Sat.:	3200	3420	0	0	3420	1800	0	0	0	3394	6	3168
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.00	0.00	0.43	0.26	0.00	0.00	0.00	0.19	0.19	0.21
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.63	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.54	0.69	0.00	0.00	1.05	0.63	0.00	0.00	0.00	0.59	0.59	0.66
Delay/Veh:	41.8	15.2	0.0	0.0	74.8	30.0	0.0	0.0	0.0	35.4	35.4	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	15.2	0.0	0.0	74.8	30.0	0.0	0.0	0.0	35.4	35.4	37.1
HCM2kAvg:	7	18	0	0	37	14	0	0	0	10	11	11

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 33.0
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	39	39	39	0	0	0
Lanes:	0 0	4 0	1	1 0	2 0	0	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1073	212	466	948	0	479	3	157	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1116	220	485	986	0	498	3	163	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1116	220	485	986	0	498	3	163	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1175	232	510	1038	0	524	3	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1175	232	510	1038	0	524	3	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1175	232	510	1038	0	524	3	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6552	1800	1700	3420	0	1700	1800	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.13	0.30	0.30	0.00	0.31	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.25	0.25	0.32	0.57	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.52	0.93	0.53	0.00	0.83	0.00	0.26	0.00	0.00	0.00
Delay/Veh:	0.0	37.9	35.2	56.2	14.1	0.0	39.1	20.8	23.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.9	35.2	56.2	14.1	0.0	39.1	20.8	23.1	0.0	0.0	0.0
HCM2kAvg:	0	10	7	20	10	0	18	0	4	0	0	0

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

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

Cycle (sec): 110 Critical Vol./Cap. (X): 0.895
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 35.5
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	39	39	39	0	0	0
Lanes:	0 0	4 0	1	1 0	2 0	0	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1190	475	389	1445	0	477	1	483	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1238	494	405	1503	0	496	1	502	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1238	494	405	1503	0	496	1	502	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1303	520	426	1582	0	522	1	529	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1303	520	426	1582	0	522	1	529	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1303	520	426	1582	0	522	1	529	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6552	1800	1700	3420	0	1700	1800	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.29	0.25	0.46	0.00	0.31	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.32	0.32	0.27	0.59	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.91	0.91	0.78	0.00	0.87	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	32.7	55.3	60.8	19.2	0.0	45.7	22.9	41.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.7	55.3	60.8	19.2	0.0	45.7	22.9	41.3	0.0	0.0	0.0
HCM2kAvg:	0	10	21	18	22	0	19	0	19	0	0	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.960
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 74.8
Optimal Cycle:OPTIMIZED Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	10		18		18		10		18		18		10		25		25		10		25		25	
Lanes:	2	0	1	0	1		2	0	2	0	1		2	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	44		1149		70		130		1027		92		77		62		174		64		76		77	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	46		1195		73		135		1068		96		80		64		181		67		79		80	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	46		1195		73		135		1068		96		80		64		181		67		79		80	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	48		1258		77		142		1124		101		84		68		190		70		83		84	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	48		1258		77		142		1124		101		84		68		190		70		83		84	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	48		1258		77		142		1124		101		84		68		190		70		83		84	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.89		1.00		1.00		0.89		0.95		1.00		0.89		0.95		0.95		0.94		0.95		0.95	
Lanes:	2.00		1.00		1.00		2.00		2.00		1.00		2.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	3200		1800		1800		3200		3420		1800		3200		1710		1710		1700		1710		1710	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.70		0.04		0.04		0.33		0.06		0.03		0.04		0.11		0.04		0.05		0.05	
Crit Moves:			****				****										****		****					
Green/Cycle:	0.13		0.56		0.56		0.08		0.51		0.60		0.08		0.21		0.21		0.08		0.21		0.21	
Volume/Cap:	0.12		1.25		0.08		0.53		0.64		0.09		0.32		0.19		0.53		0.49		0.23		0.24	
Delay/Veh:	46.3		148		12.3		54.9		22.1		10.5		52.5		39.2		43.5		55.3		39.7		39.7	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	46.3		148		12.3		54.9		22.1		10.5		52.5		39.2		43.5		55.3		39.7		39.7	
HCM2kAvg:	1		78		1		3		15		2		2		2		7		3		3		3	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.087
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 122.3
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	18	18	10	18	18	10	25	25	10	25	25
Lanes:	2 0	1 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	71	1416	90	82	1694	159	215	95	69	92	86	75
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	74	1473	94	85	1762	165	224	99	72	96	89	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1473	94	85	1762	165	224	99	72	96	89	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1550	99	90	1854	174	235	104	76	101	94	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1550	99	90	1854	174	235	104	76	101	94	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1550	99	90	1854	174	235	104	76	101	94	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	0.95	1.00	0.89	0.95	0.95	0.94	0.95	0.95
Lanes:	2.00	1.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84	1.00	1.07	0.93
Final Sat.:	3200	1800	1800	3200	3420	1800	3200	1981	1439	1700	1827	1593
Capacity Analysis Module:												
Vol/Sat:	0.02	0.86	0.05	0.03	0.54	0.10	0.07	0.05	0.05	0.06	0.05	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.56	0.56	0.08	0.56	0.64	0.08	0.21	0.21	0.08	0.21	0.21
Volume/Cap:	0.28	1.54	0.10	0.34	0.97	0.15	0.88	0.25	0.25	0.71	0.25	0.25
Delay/Veh:	52.0	276	12.4	52.6	40.9	8.7	81.6	39.9	39.9	69.1	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	276	12.4	52.6	40.9	8.7	81.6	39.9	39.9	69.1	39.8	39.8
HCM2kAvg:	2	123	2	2	39	2	7	3	3	5	3	3

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	13	13		10	13	13		21	21	21		21	21	21	
Lanes:	1	0 1	1	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	67	1377	40		32	1058	36		77	67	107		65	80	49	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	70	1432	42		33	1100	37		80	70	111		68	83	51	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	70	1432	42		33	1100	37		80	70	111		68	83	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	73	1507	44		35	1158	39		84	73	117		71	88	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1507	44		35	1158	39		84	73	117		71	88	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	73	1507	44		35	1158	39		84	73	117		71	88	54	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.95	0.95		0.90	0.95	0.95		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	1.94	0.06		1.00	1.93	0.07		1.00	0.39	0.61		1.00	0.62	0.38	
Final Sat.:	1700	3323	97		1615	3307	113		1700	693	1107		1700	1116	684	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.45		0.00	0.35	0.35		0.05	0.11	0.11		0.04	0.08	0.08	
Crit Moves:		****			****					****						
Green/Cycle:	0.16	0.63	0.63		0.10	0.57	0.57		0.21	0.21	0.21		0.21	0.21	0.21	
Volume/Cap:	0.27	0.72	0.72		0.22	0.62	0.62		0.24	0.50	0.50		0.20	0.37	0.37	
Delay/Veh:	37.2	13.7	13.7		41.4	15.0	15.0		33.2	36.0	36.0		32.8	34.5	34.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.2	13.7	13.7		41.4	15.0	15.0		33.2	36.0	36.0		32.8	34.5	34.5	
HCM2kAvg:	2	17	17		1	13	13		2	6	6		2	4	4	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	21	21	21	21	21	21
Lanes:	1 0	1 1	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	176	1452	33	49	1610	30	61	97	70	25	64	51
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	183	1510	34	51	1674	31	63	101	73	26	67	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1510	34	51	1674	31	63	101	73	26	67	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	193	1590	36	54	1763	33	67	106	77	27	70	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1590	36	54	1763	33	67	106	77	27	70	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	1590	36	54	1763	33	67	106	77	27	70	56
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.90	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.58	0.42	1.00	0.56	0.44
Final Sat.:	1700	3344	76	1615	3357	63	1700	1046	754	1700	1002	798
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.00	0.52	0.52	0.04	0.10	0.10	0.02	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.62	0.62	0.12	0.61	0.61	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.86	0.77	0.77	0.27	0.86	0.86	0.20	0.51	0.51	0.08	0.35	0.35
Delay/Veh:	71.3	16.3	16.3	41.7	20.5	20.5	35.3	38.6	38.6	34.3	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	16.3	16.3	41.7	20.5	20.5	35.3	38.6	38.6	34.3	36.7	36.7
HCM2kAvg:	9	20	20	2	26	26	2	6	6	1	4	4

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

Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	21	21	21	21	21	21
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	77	1081	35	77	1038	84	135	123	53	74	141	114
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	80	1124	36	80	1080	87	140	128	55	77	147	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1124	36	80	1080	87	140	128	55	77	147	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	1183	38	84	1136	92	148	135	58	81	154	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1183	38	84	1136	92	148	135	58	81	154	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	1183	38	84	1136	92	148	135	58	81	154	125
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.40	0.60	1.00	1.11	0.89
Final Sat.:	1700	3420	1800	1700	3420	1800	1700	2390	1030	1700	1891	1529
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.02	0.00	0.33	0.05	0.09	0.06	0.06	0.05	0.08	0.08
Crit Moves:		****		****			****					
Green/Cycle:	0.18	0.51	0.51	0.13	0.46	0.46	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.27	0.68	0.04	0.37	0.73	0.11	0.31	0.20	0.20	0.17	0.29	0.29
Delay/Veh:	26.8	15.1	9.3	30.7	18.3	11.7	21.7	20.7	20.7	20.6	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	15.1	9.3	30.7	18.3	11.7	21.7	20.7	20.7	20.6	21.3	21.3
HCM2kAvg:	2	11	0	2	12	1	3	2	2	1	3	3

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.4
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	21	21	21	21	21	21
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	110	1309	69	217	1239	96	99	223	85	98	210	151
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	114	1361	72	226	1289	100	103	232	88	102	218	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1361	72	226	1289	100	103	232	88	102	218	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	1433	76	238	1356	105	108	244	93	107	230	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1433	76	238	1356	105	108	244	93	107	230	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	1433	76	238	1356	105	108	244	93	107	230	165
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.16	0.84
Final Sat.:	1700	3420	1800	1700	3420	1800	1700	2476	944	1700	1989	1431
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.04	0.00	0.40	0.06	0.06	0.10	0.10	0.06	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.16	0.48	0.48	0.16	0.48	0.48	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.44	0.87	0.09	0.87	0.83	0.12	0.23	0.35	0.35	0.23	0.41	0.41
Delay/Veh:	29.5	22.9	10.6	55.9	20.5	10.9	21.0	21.8	21.8	21.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	22.9	10.6	55.9	20.5	10.9	21.0	21.8	21.8	21.0	22.3	22.3
HCM2kAvg:	3	18	1	9	16	1	2	3	3	2	4	4

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 85 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 31.9
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	161	1018	139	94	913	111	41	270	115	152	455	112
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	167	1059	145	98	950	115	43	281	120	158	473	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1059	145	98	950	115	43	281	120	158	473	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1114	152	103	999	122	45	296	126	166	498	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1114	152	103	999	122	45	296	126	166	498	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	1114	152	103	999	122	45	296	126	166	498	123
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.40	0.60	1.00	2.00	1.00
Final Sat.:	1700	3420	1800	1700	3049	371	1700	2398	1022	1700	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.08	0.06	0.33	0.33	0.03	0.12	0.12	0.10	0.15	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.37	0.37	0.13	0.38	0.38	0.12	0.28	0.28	0.12	0.28	0.28
Volume/Cap:	0.85	0.88	0.23	0.45	0.85	0.85	0.22	0.44	0.44	0.83	0.52	0.24
Delay/Veh:	63.9	32.0	18.5	35.3	29.6	29.6	34.6	25.3	25.3	61.3	26.1	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	32.0	18.5	35.3	29.6	29.6	34.6	25.3	25.3	61.3	26.1	23.7
HCM2kAvg:	7	17	3	3	16	16	1	5	5	7	6	3

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 70 Critical Vol./Cap. (X): 1.430
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 167.8
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	315	1112	293	249	1122	202	278	1118	280	312	1153	241
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	328	1156	305	259	1167	210	289	1163	291	324	1199	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1156	305	259	1167	210	289	1163	291	324	1199	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	1217	321	273	1228	221	304	1224	307	342	1262	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1217	321	273	1228	221	304	1224	307	342	1262	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	345	1217	321	273	1228	221	304	1224	307	342	1262	264
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1700	3420	1800	1700	2898	522	1700	2735	685	1700	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.18	0.16	0.42	0.42	0.18	0.45	0.45	0.20	0.37	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.30	0.30	0.13	0.30	0.30	0.15	0.32	0.32	0.14	0.31	0.31
Volume/Cap:	1.50	1.19	0.60	1.19	1.43	1.43	1.19	1.38	1.38	1.49	1.19	0.47
Delay/Veh:	278.9	123	24.0	154.0	223	223.3	150.2	202	201.6	272.8	122	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	278.9	123	24.0	154.0	223	223.3	150.2	202	201.6	272.8	122	21.3
HCM2kAvg:	24	29	7	15	45	45	16	45	45	24	30	5

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2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	52	276	61	30	311	61	46	59	21	67	93	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	54	287	63	31	323	63	48	61	22	70	97	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	287	63	31	323	63	48	61	22	70	97	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	302	67	33	340	67	50	65	23	73	102	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	302	67	33	340	67	50	65	23	73	102	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	302	67	33	340	67	50	65	23	73	102	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.42	0.31	0.15	1.55	0.30	0.44	0.56	1.00	0.42	0.58	1.00
Final Sat.:	146	794	180	82	870	175	202	260	522	200	278	541
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.37	0.40	0.39	0.38	0.25	0.25	0.04	0.37	0.37	0.06
Crit Moves:	****			****				****			****	
Delay/Veh:	13.0	12.5	12.1	13.0	12.6	12.2	12.2	12.2	9.3	13.6	13.6	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	12.5	12.1	13.0	12.6	12.2	12.2	12.2	9.3	13.6	13.6	9.3
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		12.5			12.6			11.7			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			12.6			11.7			12.9	
LOS by Appr:		B			B			B			B	

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

Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	41	391	42	51	439	27	43	82	46	46	76	42
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	43	407	44	53	457	28	45	85	48	48	79	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	407	44	53	457	28	45	85	48	48	79	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	428	46	56	481	30	47	90	50	50	83	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	428	46	56	481	30	47	90	50	50	83	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	428	46	56	481	30	47	90	50	50	83	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.65	0.18	0.20	1.70	0.10	0.34	0.66	1.00	0.38	0.62	1.00
Final Sat.:	91	880	96	105	913	57	152	290	492	166	274	490
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.48	0.53	0.53	0.52	0.31	0.31	0.10	0.30	0.30	0.09
Crit Moves:	****			****				****			****	
Delay/Veh:	15.5	15.1	14.7	16.4	16.0	15.7	13.5	13.5	10.2	13.5	13.5	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.1	14.7	16.4	16.0	15.7	13.5	13.5	10.2	13.5	13.5	10.2
LOS by Move:	C	C	B	C	C	C	B	B	B	B	B	B
ApproachDel:		15.1			16.0			12.6			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.1			16.0			12.6			12.6	
LOS by Appr:		C			C			B			B	

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

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	75	374	79	35	377	38	26	91	49	46	105	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	389	82	36	392	40	27	95	51	48	109	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	389	82	36	392	40	27	95	51	48	109	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	409	86	38	413	42	28	100	54	50	115	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	409	86	38	413	42	28	100	54	50	115	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	409	86	38	413	42	28	100	54	50	115	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.42	0.30	0.15	1.68	0.17	0.22	0.78	1.00	0.26	0.59	0.15
Final Sat.:	149	764	166	81	882	90	98	343	488	120	275	68
Capacity Analysis Module:												
Vol/Sat:	0.55	0.54	0.52	0.47	0.47	0.46	0.29	0.29	0.11	0.42	0.42	0.42
Crit Moves:	****			****				****			****	
Delay/Veh:	17.0	16.3	15.5	15.1	14.8	14.5	13.2	13.2	10.3	15.2	15.2	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	16.3	15.5	15.1	14.8	14.5	13.2	13.2	10.3	15.2	15.2	15.2
LOS by Move:	C	C	C	C	B	B	B	B	B	C	C	C
ApproachDel:		16.3			14.8			12.3			15.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			14.8			12.3			15.2	
LOS by Appr:		C			B			B			C	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	33	391	45	21	418	37	19	90	33	38	67	14
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	34	407	47	22	435	38	20	94	34	40	70	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	407	47	22	435	38	20	94	34	40	70	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	428	49	23	458	41	21	99	36	42	73	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	428	49	23	458	41	21	99	36	42	73	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	428	49	23	458	41	21	99	36	42	73	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.67	0.19	0.09	1.76	0.15	0.17	0.83	1.00	0.32	0.56	0.12
Final Sat.:	79	953	111	50	1005	90	81	381	513	151	266	56
Capacity Analysis Module:												
Vol/Sat:	0.46	0.45	0.44	0.46	0.46	0.45	0.26	0.26	0.07	0.28	0.28	0.28
Crit Moves:	****			****				****		****		
Delay/Veh:	13.9	13.6	13.2	13.9	13.7	13.4	12.3	12.3	9.6	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.6	13.2	13.9	13.7	13.4	12.3	12.3	9.6	12.6	12.6	12.6
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	B
ApproachDel:		13.6			13.7			11.7			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			13.7			11.7			12.6	
LOS by Appr:		B			B			B			B	

Appendix D

Project Buildout (Year 2008) With 1997 Specific Plan Land Uses
Level of Service Analysis Worksheets

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.351
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	20	303	52	41	233	34	47	41	18	51	43	80
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	315	54	43	242	35	49	43	19	53	45	83
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	317	54	43	246	35	49	43	19	53	45	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	334	57	45	259	37	51	45	20	56	47	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	334	57	45	259	37	51	45	20	56	47	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	334	57	45	259	37	51	45	20	56	47	88
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.62	0.27	0.26	1.52	0.22	0.53	0.47	1.00	0.54	0.46	1.00
Final Sat.:	62	970	169	150	888	130	259	226	556	270	227	573
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.34	0.30	0.29	0.29	0.20	0.20	0.04	0.21	0.21	0.15
Crit Moves:	****			****				****			****	
Delay/Veh:	11.7	11.4	11.1	11.2	11.0	10.7	11.2	11.2	8.9	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.4	11.1	11.2	11.0	10.7	11.2	11.2	8.9	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		11.4			11.0			10.8			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			11.0			10.8			10.4	
LOS by Appr:		B			B			B			B	

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	9	411	54	75	541	77	33	30	6	40	39	54
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	9	427	56	78	563	80	34	31	6	42	41	56
Added Vol:	0	14	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	441	56	78	578	80	34	31	6	42	41	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	465	59	82	608	84	36	33	7	44	43	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	465	59	82	608	84	36	33	7	44	43	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	465	59	82	608	84	36	33	7	44	43	59
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.74	0.22	0.21	1.57	0.22	0.52	0.48	1.00	0.51	0.49	1.00
Final Sat.:	21	985	127	124	936	132	223	202	477	222	216	494
Capacity Analysis Module:												
Vol/Sat:	0.48	0.47	0.46	0.66	0.65	0.64	0.16	0.16	0.01	0.20	0.20	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	14.1	13.8	19.7	18.8	17.9	12.0	12.0	9.7	12.2	12.2	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.1	13.8	19.7	18.8	17.9	12.0	12.0	9.7	12.2	12.2	10.3
LOS by Move:	B	B	B	C	C	C	B	B	A	B	B	B
ApproachDel:		14.1			18.8			11.8			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			18.8			11.8			11.4	
LOS by Appr:		B			C			B			B	

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

****

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	59	298	77	47	239	42	23	106	13	35	141	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	61	310	80	49	249	44	24	110	14	36	147	40
Added Vol:	0	0	3	4	0	0	0	0	0	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	310	83	53	249	44	24	110	14	38	147	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	65	326	87	56	262	46	25	116	14	40	154	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	326	87	56	262	46	25	116	14	40	154	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	326	87	56	262	46	25	116	14	40	154	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.36	0.37	0.31	1.44	0.25	0.18	0.82	1.00	0.21	0.79	1.00
Final Sat.:	146	757	210	160	772	139	84	385	520	101	384	540
Capacity Analysis Module:												
Vol/Sat:	0.44	0.43	0.42	0.35	0.34	0.33	0.30	0.30	0.03	0.40	0.40	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	14.0	13.5	12.9	12.7	12.3	11.9	12.7	12.7	9.3	14.0	14.0	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	13.5	12.9	12.7	12.3	11.9	12.7	12.7	9.3	14.0	14.0	9.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		13.4			12.3			12.4			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			12.3			12.4			13.2	
LOS by Appr:		B			B			B			B	

****

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	25	308	60	47	443	59	95	87	36	37	125	73
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	320	62	49	461	61	99	90	37	38	130	76
Added Vol:	0	0	10	15	0	0	0	0	0	9	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	320	72	64	461	61	99	90	37	47	130	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	337	76	67	485	65	104	95	39	50	137	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	337	76	67	485	65	104	95	39	50	137	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	337	76	67	485	65	104	95	39	50	137	95
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.53	0.35	0.22	1.57	0.21	0.52	0.48	1.00	0.27	0.73	1.00
Final Sat.:	59	737	170	107	788	107	221	203	474	116	318	480
Capacity Analysis Module:												
Vol/Sat:	0.47	0.46	0.45	0.63	0.62	0.61	0.47	0.47	0.08	0.43	0.43	0.20
Crit Moves:	****			****			****				****	
Delay/Veh:	16.0	15.6	15.1	20.7	20.0	19.3	17.3	17.3	10.5	16.1	16.1	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	15.6	15.1	20.7	20.0	19.3	17.3	17.3	10.5	16.1	16.1	11.4
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	B
ApproachDel:		15.6			20.0			16.2			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			20.0			16.2			14.5	
LOS by Appr:		C			C			C			B	

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****

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	8	0	25	19	250	2	3	190	20
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	8	0	26	20	260	2	3	198	21
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	26	20	266	2	3	202	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	9	0	27	21	280	2	3	212	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	9	0	27	21	280	2	3	212	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	552	xxxx	223	234	xxxx	xxxxx	282	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	498	xxxx	821	1345	xxxx	xxxxx	1292	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	491	xxxx	821	1345	xxxx	xxxxx	1292	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.03	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	706	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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****

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module: peak afternoon volume												
Base Vol:	0	0	0	23	0	13	11	179	0	0	184	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	24	0	14	11	186	0	0	191	18
Added Vol:	0	0	0	0	0	0	0	25	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	14	11	211	0	0	214	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	25	0	14	12	222	0	0	226	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	25	0	14	12	222	0	0	226	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	481	xxxx	235	244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	547	xxxx	809	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	544	xxxx	809	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	617	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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****

Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	13	0	27	50	187	0	0	168	11
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	14	0	28	52	194	0	0	175	11
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	28	52	200	0	0	179	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	0	30	55	211	0	0	188	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	0	30	55	211	0	0	188	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	515	xxxx	194	200	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	524	xxxx	852	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	507	xxxx	852	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.03	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	698	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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****

Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module: peak afternoon volume												
Base Vol:	0	0	0	13	5	0	11	194	0	0	179	15
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	14	5	0	11	202	0	0	186	16
Added Vol:	0	0	0	0	0	0	0	25	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	5	0	11	227	0	0	209	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	5	0	12	239	0	0	220	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	5	0	12	239	0	0	220	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	491	491	xxxxx	237	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	540	481	xxxxx	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	537	477	xxxxx	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.01	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	518	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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****

Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	43	0	24	14	188	0	0	170	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	45	0	25	15	196	0	0	177	8
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	25	15	202	0	0	181	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	47	0	26	15	212	0	0	190	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	47	0	26	15	212	0	0	190	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	437	xxxx	195	199	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	580	xxxx	852	1385	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	575	xxxx	852	1385	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	651	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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****

Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	28	0	29	36	196	0	0	203	39
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	29	0	30	37	204	0	0	211	41
Added Vol:	0	0	0	0	0	0	0	25	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	30	37	229	0	0	234	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	31	0	32	39	241	0	0	246	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	31	0	32	39	241	0	0	246	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	587	xxxx	268	289	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	475	xxxx	776	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	464	xxxx	776	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	583	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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****

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 42.7
Optimal Cycle:OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	25	25	10	25	25
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	55	1095	74	86	1029	27	53	310	90	163	302	79
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	57	1139	77	89	1070	28	55	322	94	170	314	82
Added Vol:	4	8	4	0	13	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1147	81	89	1083	28	55	322	100	176	314	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	1207	85	94	1140	30	58	339	105	185	331	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1207	85	94	1140	30	58	339	105	185	331	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1207	85	94	1140	30	58	339	105	185	331	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.94	0.91	0.91	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.80	0.20	1.00	2.92	0.08	1.00	1.53	0.47	1.00	1.59	0.41
Final Sat.:	1700	4590	324	1700	4790	124	1700	2613	807	1700	2711	709
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.06	0.24	0.24	0.00	0.13	0.13	0.00	0.12	0.12
Crit Moves:		****				****		****			****	
Green/Cycle:	0.30	0.30	0.30	0.27	0.27	0.27	0.10	0.24	0.24	0.12	0.26	0.26
Volume/Cap:	0.13	0.89	0.89	0.21	0.89	0.89	0.33	0.55	0.55	0.89	0.47	0.47
Delay/Veh:	27.2	42.5	42.5	30.0	44.8	44.8	44.9	35.8	35.8	79.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	42.5	42.5	30.0	44.8	44.8	44.9	35.8	35.8	79.4	33.4	33.4
HCM2kAvg:	2	17	17	2	16	16	2	7	7	9	6	6

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.193
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 135.2
Optimal Cycle:OPTIMIZED Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	25	25	10	25	25
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	115	1559	33	83	1410	72	207	839	118	144	284	24
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	120	1621	34	86	1466	75	215	873	123	150	295	25
Added Vol:	23	47	23	0	49	0	0	0	25	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1668	57	86	1515	75	215	873	148	175	295	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	150	1756	60	91	1595	79	227	918	155	184	311	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1756	60	91	1595	79	227	918	155	184	311	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	1756	60	91	1595	79	227	918	155	184	311	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.94	0.91	0.91	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.86	0.14	1.00	1.71	0.29	1.00	1.84	0.16
Final Sat.:	1700	4751	163	1700	4683	231	1700	2925	495	1700	3154	266
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.05	0.34	0.34	0.00	0.31	0.31	0.00	0.10	0.10
Crit Moves:		****				****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.28	0.28	0.28	0.14	0.26	0.26	0.09	0.21	0.21
Volume/Cap:	0.29	1.21	1.21	0.19	1.21	1.21	0.98	1.21	1.21	1.21	0.46	0.46
Delay/Veh:	32.1	144	144.2	33.0	146	146.1	105.6	151	151.0	196.4	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	144	144.2	33.0	146	146.1	105.6	151	151.0	196.4	41.8	41.8
HCM2kAvg:	4	38	38	3	35	35	13	34	34	13	6	6

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

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 80 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 27.3
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10		24		24		10		24		24		10		25		25		10		25		25	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	55	1095		74			86	1029		27			53	310		90			163	302		79		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	57	1139		77			89	1070		28			55	322		94			170	314		82		
Added Vol:	4	8		4			0	13		0			0	0		6			6	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	61	1147		81			89	1083		28			55	322		100			176	314		82		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	64	1207		85			94	1140		30			58	339		105			185	331		86		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	64	1207		85			94	1140		30			58	339		105			185	331		86		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	64	1207		85			94	1140		30			58	339		105			185	331		86		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.94	0.91		0.91			0.94	0.91		0.91			0.94	0.95		0.95			0.94	0.95		0.95		
Lanes:	1.00	2.80		0.20			1.00	2.92		0.08			1.00	1.53		0.47			1.00	1.59		0.41		
Final Sat.:	1700	4590		324			1700	4790		124			1700	2613		807			1700	2711		709		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.26		0.26			0.06	0.24		0.24			0.03	0.13		0.13			0.11	0.12		0.12		
Crit Moves:		****					****							****					****					
Green/Cycle:	0.13	0.33		0.33			0.13	0.32		0.32			0.13	0.31		0.31			0.14	0.32		0.32		
Volume/Cap:	0.28	0.80		0.80			0.44	0.75		0.75			0.27	0.42		0.42			0.80	0.38		0.38		
Delay/Veh:	31.9	27.6		27.6			33.9	26.3		26.3			32.2	22.0		22.0			51.8	21.3		21.3		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	31.9	27.6		27.6			33.9	26.3		26.3			32.2	22.0		22.0			51.8	21.3		21.3		
HCM2kAvg:	2		12		12		3		10		10		2		5		5		7		4		4	

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

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 105 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 46.0
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	25	25	10	25	25
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	115	1559	33	83	1410	72	207	839	118	144	284	24
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	120	1621	34	86	1466	75	215	873	123	150	295	25
Added Vol:	23	47	23	0	49	0	0	0	25	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1668	57	86	1515	75	215	873	148	175	295	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	150	1756	60	91	1595	79	227	918	155	184	311	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1756	60	91	1595	79	227	918	155	184	311	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	1756	60	91	1595	79	227	918	155	184	311	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.94	0.91	0.91	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.86	0.14	1.00	1.71	0.29	1.00	1.84	0.16
Final Sat.:	1700	4751	163	1700	4683	231	1700	2925	495	1700	3154	266
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.05	0.34	0.34	0.13	0.31	0.31	0.11	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.39	0.39	0.10	0.38	0.38	0.16	0.33	0.33	0.11	0.28	0.28
Volume/Cap:	0.84	0.96	0.96	0.56	0.90	0.90	0.84	0.96	0.96	0.96	0.35	0.35
Delay/Veh:	74.0	43.2	43.2	49.8	37.7	37.7	63.3	51.7	51.7	98.3	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	43.2	43.2	49.8	37.7	37.7	63.3	51.7	51.7	98.3	30.1	30.1
HCM2kAvg:	7	24	24	4	21	21	10	22	22	10	4	4

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

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Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

****

Cycle (sec): 90 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
Optimal Cycle:OPTIMIZED Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	28	28	28	28	28	28
Lanes:	2 0	2 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	222	954	106	9	1466	62	65	48	215	163	37	11
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	231	992	110	9	1525	64	68	50	224	170	38	11
Added Vol:	0	17	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1009	110	9	1551	64	68	50	224	170	38	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	1062	116	10	1632	68	71	53	235	178	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1062	116	10	1632	68	71	53	235	178	41	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	243	1062	116	10	1632	68	71	53	235	178	41	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.91	0.91	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.88	0.12	1.18	0.82	1.00	1.64	0.28	0.08
Final Sat.:	3200	3420	1800	1700	4718	196	2003	1479	1800	2792	496	147
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.06	0.01	0.35	0.35	0.04	0.04	0.13	0.06	0.08	0.08
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.46	0.46	0.16	0.51	0.51	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.68	0.68	0.14	0.04	0.68	0.68	0.11	0.11	0.42	0.21	0.26	0.26
Delay/Veh:	43.6	20.4	14.2	31.7	17.3	17.3	22.2	22.2	25.1	22.9	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	20.4	14.2	31.7	17.3	17.3	22.2	22.2	25.1	22.9	23.4	23.4
HCM2kAvg:	5	12	2	0	13	13	1	1	5	2	3	3

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ONTARIO WALMART SUPERSTORE
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ONTARIO, CALIFORNIA

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

Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	19	19		10	19	19		28	28	28		28	28	28	
Lanes:	2 0	2 0	1		1 0	2 1	0		1 1	0 0	1		1 0	1! 0	0	
Volume Module:																
Base Vol:	386	1454	65		4	1334	154		159	49	351		104	64	13	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	401	1512	68		4	1387	160		165	51	365		108	67	14	
Added Vol:	0	93	0		0	98	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	401	1605	68		4	1485	160		165	51	365		108	67	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	423	1690	71		4	1564	169		174	54	384		114	70	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	423	1690	71		4	1564	169		174	54	384		114	70	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	423	1690	71		4	1564	169		174	54	384		114	70	14	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	0.95	1.00		0.94	0.91	0.91		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.71	0.29		1.55	0.45	1.00		1.42	0.48	0.10	
Final Sat.:	3200	3420	1800		1700	4436	478		2634	812	1800		2409	872	177	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.49	0.04		0.00	0.35	0.35		0.07	0.07	0.21		0.05	0.08	0.08	
Crit Moves:		****			****						****					
Green/Cycle:	0.18	0.58	0.58		0.10	0.49	0.49		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.72	0.85	0.07		0.03	0.72	0.72		0.25	0.25	0.80		0.18	0.30	0.30	
Delay/Veh:	44.5	21.9	9.6		43.2	22.0	22.0		30.4	30.4	45.2		29.7	31.0	31.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.5	21.9	9.6		43.2	22.0	22.0		30.4	30.4	45.2		29.7	31.0	31.0	
HCM2kAvg:	8	25	1		0	16	16		3	3	14		2	4	4	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 40.6
Optimal Cycle:OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	0	0	0	38	38	38
Lanes:	2 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	526	871	0	0	1154	682	0	0	0	400	7	489
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	547	906	0	0	1200	709	0	0	0	416	7	509
Added Vol:	17	17	0	0	26	0	0	0	0	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	923	0	0	1226	709	0	0	0	442	7	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	594	971	0	0	1291	747	0	0	0	465	8	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	971	0	0	1291	747	0	0	0	465	8	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	594	971	0	0	1291	747	0	0	0	465	8	535
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.97	0.03	2.00
Final Sat.:	3200	3420	0	0	3420	1800	0	0	0	3348	55	3168
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.00	0.00	0.38	0.41	0.00	0.00	0.00	0.14	0.14	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.23	0.63	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.82	0.45	0.00	0.00	0.92	1.02	0.00	0.00	0.00	0.44	0.44	0.53
Delay/Veh:	52.0	11.4	0.0	0.0	44.3	72.7	0.0	0.0	0.0	32.8	32.8	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	11.4	0.0	0.0	44.3	72.7	0.0	0.0	0.0	32.8	32.8	34.3
HCM2kAvg:	13	9	0	0	27	35	0	0	0	7	7	8

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 49.9
Optimal Cycle:OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	0	0	0	38	38	38
Lanes:	2 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	355	1356	0	0	1343	422	0	0	0	583	1	605
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	369	1410	0	0	1397	439	0	0	0	606	1	629
Added Vol:	93	93	0	0	98	0	0	0	0	98	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	1503	0	0	1495	439	0	0	0	704	1	629
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	487	1582	0	0	1573	462	0	0	0	741	1	662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	1582	0	0	1573	462	0	0	0	741	1	662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	487	1582	0	0	1573	462	0	0	0	741	1	662
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.99	0.01	2.00
Final Sat.:	3200	3420	0	0	3420	1800	0	0	0	3395	5	3168
Capacity Analysis Module:												
Vol/Sat:	0.15	0.46	0.00	0.00	0.46	0.26	0.00	0.00	0.00	0.22	0.22	0.21
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.63	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.68	0.73	0.00	0.00	1.13	0.63	0.00	0.00	0.00	0.69	0.69	0.66
Delay/Veh:	45.1	16.3	0.0	0.0	102	30.0	0.0	0.0	0.0	37.8	37.8	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	16.3	0.0	0.0	102	30.0	0.0	0.0	0.0	37.8	37.8	37.1
HCM2kAvg:	9	21	0	0	43	14	0	0	0	13	13	11

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

****

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.841
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 33.1
Optimal Cycle:OPTIMIZED Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	26	26	26		26	26	26		39	39	39		0	0	0	
Lanes:	0	0 4	0	1	1	0 2	0	0	1	0 1	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1073	212		466	948	0		479	3	157		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	1116	220		485	986	0		498	3	163		0	0	0	
Added Vol:	0	33	17		0	51	0		0	0	26		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1149	237		485	1037	0		498	3	189		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1209	250		510	1091	0		524	3	199		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1209	250		510	1091	0		524	3	199		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1209	250		510	1091	0		524	3	199		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.91	1.00		0.94	0.95	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	4.00	1.00		1.00	2.00	0.00		1.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	6552	1800		1700	3420	0		1700	1800	1800		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.14		0.30	0.32	0.00		0.31	0.00	0.11		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.25	0.25		0.32	0.57	0.00		0.37	0.37	0.37		0.00	0.00	0.00	
Volume/Cap:	0.00	0.75	0.56		0.93	0.56	0.00		0.83	0.00	0.30		0.00	0.00	0.00	
Delay/Veh:	0.0	38.4	36.1		56.2	14.5	0.0		39.1	20.8	23.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	38.4	36.1		56.2	14.5	0.0		39.1	20.8	23.6		0.0	0.0	0.0	
HCM2kAvg:	0	11	8		20	11	0		18	0	5		0	0	0	

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 43.8
Optimal Cycle:OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	39	39	39	0	0	0
Lanes:	0 0	4 0	1	1 0	2 0	0	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1190	475	389	1445	0	477	1	483	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1238	494	405	1503	0	496	1	502	0	0	0
Added Vol:	0	186	93	0	196	0	0	0	98	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1424	587	405	1699	0	496	1	600	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1499	618	426	1788	0	522	1	632	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1499	618	426	1788	0	522	1	632	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1499	618	426	1788	0	522	1	632	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6552	1800	1700	3420	0	1700	1800	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.34	0.25	0.52	0.00	0.31	0.00	0.35	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.34	0.34	0.25	0.59	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	1.00	1.00	0.88	0.00	0.87	0.00	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	31.7	73.7	86.2	24.4	0.0	45.7	22.9	68.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.7	73.7	86.2	24.4	0.0	45.7	22.9	68.3	0.0	0.0	0.0
HCM2kAvg:	0	12	28	20	29	0	19	0	28	0	0	0

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

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 83.3
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	10		18		18		10		18		18		10		25		25		10		25		25	
Lanes:	2	0	1	0	1		2	0	2	0	1		2	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	44	1149		70			130	1027		92			77		62		174		64		76		77	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	46	1195		73			135	1068		96			80		64		181		67		79		80	
Added Vol:	0	50		0			0	77		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	46	1245		73			135	1145		96			80		64		181		67		79		80	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	48	1310		77			142	1205		101			84		68		190		70		83		84	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	48	1310		77			142	1205		101			84		68		190		70		83		84	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	48	1310		77			142	1205		101			84		68		190		70		83		84	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800		1800		1800		1800		1800		1800	
Adjustment:	0.89	1.00		1.00			0.89	0.95		1.00			0.89		0.95		0.95		0.94		0.95		0.95	
Lanes:	2.00	1.00		1.00			2.00	2.00		1.00			2.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	3200	1800		1800			3200	3420		1800			3200		1710		1710		1700		1710		1710	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.73		0.04			0.04	0.35		0.06			0.03		0.04		0.11		0.04		0.05		0.05	
Crit Moves:		****					****										****		****					
Green/Cycle:	0.12	0.56		0.56			0.08	0.52		0.60			0.08		0.21		0.21		0.08		0.21		0.21	
Volume/Cap:	0.12	1.30		0.08			0.53	0.68		0.09			0.32		0.19		0.53		0.49		0.23		0.24	
Delay/Veh:	47.0	171		12.3			54.9	22.5		10.1			52.5		39.2		43.5		55.3		39.7		39.7	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	47.0	171		12.3			54.9	22.5		10.1			52.5		39.2		43.5		55.3		39.7		39.7	
HCM2kAvg:	1	86		1			3	17		2			2		2		7		3		3		3	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.262
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 195.2
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	10		18		18		10		18		18		10		25		25		10		25		25	
Lanes:	2	0	1	0	1		2	0	2	0	1		2	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	71	1416		90			82	1694		159			215		95		69		92		86		75	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	74	1473		94			85	1762		165			224		99		72		96		89		78	
Added Vol:	0	279		0			0	295		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	74	1752		94			85	2057		165			224		99		72		96		89		78	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	78	1844		99			90	2165		174			235		104		76		101		94		82	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	78	1844		99			90	2165		174			235		104		76		101		94		82	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	78	1844		99			90	2165		174			235		104		76		101		94		82	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800		1800		1800		1800		1800		1800	
Adjustment:	0.89	1.00		1.00			0.89	0.95		1.00			0.89		0.95		0.95		0.94		0.95		0.95	
Lanes:	2.00	1.00		1.00			2.00	2.00		1.00			2.00		1.16		0.84		1.00		1.07		0.93	
Final Sat.:	3200	1800		1800			3200	3420		1800			3200		1981		1439		1700		1827		1593	
Capacity Analysis Module:																								
Vol/Sat:	0.02	1.02		0.05			0.03	0.63		0.10			0.07		0.05		0.05		0.06		0.05		0.05	
Crit Moves:		****					****						****								****			
Green/Cycle:	0.08	0.56		0.56			0.08	0.56		0.64			0.08		0.21		0.21		0.08		0.21		0.21	
Volume/Cap:	0.29	1.83		0.10			0.34	1.13		0.15			0.88		0.25		0.25		0.71		0.25		0.25	
Delay/Veh:	52.3	406		12.4			52.6	93.9		8.6			81.6		39.9		39.9		69.1		39.8		39.8	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	52.3	406		12.4			52.6	93.9		8.6			81.6		39.9		39.9		69.1		39.8		39.8	
HCM2kAvg:	2	168		2			2	58		2			7		3		3		5		3		3	

ONTARIO WALMART SUPERSTORE
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ONTARIO, CALIFORNIA

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

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Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
Optimal Cycle:OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Ovl			Include				Include			
Min. Green:	10	18	18	10	18	18	10	25	25		10	25	25	
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	44	1149	70	130	1027	92	77	62	174		64	76	77	
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	46	1195	73	135	1068	96	80	64	181		67	79	80	
Added Vol:	0	50	0	0	77	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	46	1245	73	135	1145	96	80	64	181		67	79	80	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	48	1310	77	142	1205	101	84	68	190		70	83	84	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	48	1310	77	142	1205	101	84	68	190		70	83	84	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	48	1310	77	142	1205	101	84	68	190		70	83	84	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95		0.94	0.95	0.95	
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	3200	3420	1800	3200	3420	1800	3200	1710	1710		1700	1710	1710	
Capacity Analysis Module:														
Vol/Sat:	0.02	0.38	0.04	0.04	0.35	0.06	0.03	0.04	0.11		0.04	0.05	0.05	
Crit Moves:		****		****					****		****			
Green/Cycle:	0.12	0.56	0.56	0.08	0.52	0.60	0.08	0.21	0.21		0.08	0.21	0.21	
Volume/Cap:	0.12	0.69	0.08	0.53	0.68	0.09	0.32	0.19	0.53		0.49	0.23	0.24	
Delay/Veh:	47.0	20.0	12.3	54.9	22.5	10.1	52.5	39.2	43.5		55.3	39.7	39.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.0	20.0	12.3	54.9	22.5	10.1	52.5	39.2	43.5		55.3	39.7	39.7	
HCM2kAvg:	1	18	1	3	17	2	2	2	7		3	3	3	

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

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 63.9
Optimal Cycle:OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	18	18	10	18	18	10	25	25	10	25	25
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	71	1416	90	82	1694	159	215	95	69	92	86	75
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	74	1473	94	85	1762	165	224	99	72	96	89	78
Added Vol:	0	279	0	0	295	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1752	94	85	2057	165	224	99	72	96	89	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1844	99	90	2165	174	235	104	76	101	94	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1844	99	90	2165	174	235	104	76	101	94	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1844	99	90	2165	174	235	104	76	101	94	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95	0.94	0.95	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84	1.00	1.07	0.93
Final Sat.:	3200	3420	1800	3200	3420	1800	3200	1981	1439	1700	1827	1593
Capacity Analysis Module:												
Vol/Sat:	0.02	0.54	0.05	0.03	0.63	0.10	0.07	0.05	0.05	0.06	0.05	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.56	0.56	0.09	0.56	0.64	0.08	0.21	0.21	0.08	0.21	0.21
Volume/Cap:	0.29	0.97	0.10	0.33	1.13	0.15	0.88	0.25	0.25	0.71	0.25	0.25
Delay/Veh:	52.3	39.9	12.6	52.3	93.9	8.6	81.6	39.9	39.9	69.1	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	39.9	12.6	52.3	93.9	8.6	81.6	39.9	39.9	69.1	39.8	39.8
HCM2kAvg:	2	39	2	2	58	2	7	3	3	5	3	3

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

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Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.5
Optimal Cycle:OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	21	21	21	21	21	21
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	67	1377	40	32	1058	36	77	67	107	65	80	49
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	70	1432	42	33	1100	37	80	70	111	68	83	51
Added Vol:	28	5	0	1	3	0	0	2	18	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1437	42	34	1103	37	80	72	129	68	87	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	1513	44	36	1161	39	84	75	136	71	92	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1513	44	36	1161	39	84	75	136	71	92	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	1513	44	36	1161	39	84	75	136	71	92	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.90	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.93	0.07	1.00	0.36	0.64	1.00	0.63	0.37
Final Sat.:	1700	3324	96	1615	3308	112	1700	642	1158	1700	1128	672
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.35	0.35	0.05	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.16	0.63	0.63	0.10	0.57	0.57	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.37	0.72	0.72	0.22	0.62	0.62	0.24	0.56	0.56	0.20	0.39	0.39
Delay/Veh:	38.2	13.8	13.8	41.4	15.0	15.0	33.2	37.3	37.3	32.8	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	13.8	13.8	41.4	15.0	15.0	33.2	37.3	37.3	32.8	34.6	34.6
HCM2kAvg:	3	17	17	1	13	13	2	6	6	2	4	4

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

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 110 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 32.3
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	13	13		10	13	13		21	21	21		21	21	21	
Lanes:	1	0 1	1	0	1	1	0 1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	176	1452	33		49	1610	30		61	97	70		25	64	51	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	183	1510	34		51	1674	31		63	101	73		26	67	53	
Added Vol:	109	19	0		5	18	0		0	14	103		0	15	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	292	1529	34		56	1692	31		63	115	176		26	82	58	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	307	1610	36		59	1781	33		67	121	185		27	86	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	307	1610	36		59	1781	33		67	121	185		27	86	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	307	1610	36		59	1781	33		67	121	185		27	86	61	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.95	0.95		0.90	0.95	0.95		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	1.96	0.04		1.00	1.96	0.04		1.00	0.40	0.60		1.00	0.58	0.42	
Final Sat.:	1700	3345	75		1615	3358	62		1700	711	1089		1700	1052	748	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.48		0.00	0.53	0.53		0.04	0.17	0.17		0.02	0.08	0.08	
Crit Moves:	****					****				****						
Green/Cycle:	0.19	0.63	0.63		0.12	0.56	0.56		0.19	0.19	0.19		0.19	0.19	0.19	
Volume/Cap:	0.94	0.76	0.76		0.30	0.94	0.94		0.21	0.89	0.89		0.08	0.43	0.43	
Delay/Veh:	78.9	15.7	15.7		44.2	32.2	32.2		37.8	67.1	67.1		36.7	40.1	40.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	78.9	15.7	15.7		44.2	32.2	32.2		37.8	67.1	67.1		36.7	40.1	40.1	
HCM2kAvg:	14	21	21		2	34	34		2	13	13		1	5	5	

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

Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

Cycle (sec): 80 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	21	21	21	21	21	21
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	77	1081	35	77	1038	84	135	123	53	74	141	114
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	80	1124	36	80	1080	87	140	128	55	77	147	119
Added Vol:	0	26	0	2	17	2	4	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1150	36	82	1097	89	144	128	55	77	147	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	1211	38	86	1154	94	152	135	58	81	154	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1211	38	86	1154	94	152	135	58	81	154	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	1211	38	86	1154	94	152	135	58	81	154	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.40	0.60	1.00	1.09	0.91
Final Sat.:	1700	3420	1800	1700	3420	1800	1700	2390	1030	1700	1863	1557
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.02	0.00	0.34	0.05	0.09	0.06	0.06	0.05	0.08	0.08
Crit Moves:		****		****			****					
Green/Cycle:	0.18	0.54	0.54	0.13	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.28	0.66	0.04	0.41	0.70	0.11	0.34	0.21	0.21	0.18	0.32	0.32
Delay/Veh:	28.9	14.1	8.8	33.5	17.4	11.3	24.4	23.2	23.2	23.0	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	14.1	8.8	33.5	17.4	11.3	24.4	23.2	23.2	23.0	23.9	23.9
HCM2kAvg:	2	11	0	2	12	1	3	2	2	2	3	3

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

****

Cycle (sec): 90 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle:OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	21	21	21	21	21	21
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	110	1309	69	217	1239	96	99	223	85	98	210	151
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	114	1361	72	226	1289	100	103	232	88	102	218	157
Added Vol:	0	98	0	14	93	14	15	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1459	72	240	1382	114	118	232	88	102	218	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	1536	76	252	1454	120	124	244	93	107	230	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1536	76	252	1454	120	124	244	93	107	230	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	1536	76	252	1454	120	124	244	93	107	230	181
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.12	0.88
Final Sat.:	1700	3420	1800	1700	3420	1800	1700	2476	944	1700	1913	1507
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.04	0.00	0.43	0.07	0.07	0.10	0.10	0.06	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.53	0.53	0.17	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.49	0.85	0.08	0.85	0.77	0.12	0.31	0.42	0.42	0.27	0.52	0.52
Delay/Veh:	36.9	22.5	10.6	56.8	17.4	9.6	29.0	29.7	29.7	28.6	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	22.5	10.6	56.8	17.4	9.6	29.0	29.7	29.7	28.6	30.6	30.6
HCM2kAvg:	4	21	1	10	17	2	3	4	4	3	5	5

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 90 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 31.5
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	22	22		10	22	22		10	24	24		10	24	24	
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	161	1018		139	94	913		111	41	270		115	152	455		112
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	167	1059		145	98	950		115	43	281		120	158	473		116
Added Vol:	0	13		0	4	8		4	6	0		0	0	0		6
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	167	1072		145	102	958		119	49	281		120	158	473		122
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	176	1128		152	107	1008		126	51	296		126	166	498		129
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	176	1128		152	107	1008		126	51	296		126	166	498		129
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	176	1128		152	107	1008		126	51	296		126	166	498		129
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.94	0.95		1.00	0.94	0.95		0.95	0.94	0.95		0.95	0.94	0.95		1.00
Lanes:	1.00	2.00		1.00	1.00	1.78		0.22	1.00	1.40		0.60	1.00	2.00		1.00
Final Sat.:	1700	3420		1800	1700	3041		379	1700	2398		1022	1700	3420		1800
Capacity Analysis Module:																
Vol/Sat:	0.10	0.33		0.08	0.06	0.33		0.33	0.03	0.12		0.12	0.10	0.15		0.07
Crit Moves:	****					****				****			****			
Green/Cycle:	0.13	0.39		0.39	0.13	0.40		0.40	0.11	0.27		0.27	0.12	0.27		0.27
Volume/Cap:	0.83	0.84		0.21	0.48	0.83		0.83	0.27	0.46		0.46	0.83	0.54		0.26
Delay/Veh:	61.1	29.5		18.2	37.7	28.5		28.5	37.2	28.0		28.0	62.5	28.6		26.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	61.1	29.5		18.2	37.7	28.5		28.5	37.2	28.0		28.0	62.5	28.6		26.0
HCM2kAvg:	7	17		3	3	17		17	2	5		5	7	6		3

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 115 Critical Vol./Cap. (X): 1.394
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 175.4
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	22		22	10	22		22	10	24		24	10	24		24
Lanes:	1	0 2	0	1	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	315	1112		293	249	1122		202	278	1118		280	312	1153		241
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	328	1156		305	259	1167		210	289	1163		291	324	1199		251
Added Vol:	0	49		0	23	47		23	25	0		0	0	0		25
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	328	1205		305	282	1214		233	314	1163		291	324	1199		276
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	345	1269		321	297	1278		245	331	1224		307	342	1262		290
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	345	1269		321	297	1278		245	331	1224		307	342	1262		290
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	345	1269		321	297	1278		245	331	1224		307	342	1262		290
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.94	0.95		1.00	0.94	0.95		0.95	0.94	0.95		0.95	0.94	0.95		1.00
Lanes:	1.00	2.00		1.00	1.00	1.68		0.32	1.00	1.60		0.40	1.00	2.00		1.00
Final Sat.:	1700	3420		1800	1700	2869		551	1700	2735		685	1700	3420		1800
Capacity Analysis Module:																
Vol/Sat:	0.20	0.37		0.18	0.17	0.45		0.45	0.19	0.45		0.45	0.20	0.37		0.16
Crit Moves:	****					****				****				****		
Green/Cycle:	0.15	0.32		0.32	0.15	0.32		0.32	0.16	0.32		0.32	0.14	0.30		0.30
Volume/Cap:	1.39	1.17		0.56	1.17	1.39		1.39	1.21	1.39		1.39	1.39	1.21		0.53
Delay/Veh:	249.1	127		34.0	160.5	222		221.9	172.3	222		221.8	249.3	144		34.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	249.1	127		34.0	160.5	222		221.9	172.3	222		221.8	249.3	144		34.1
HCM2kAvg:	26	37		10	19	54		54	22	55		55	26	38		9

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

****

Cycle (sec): 75 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle:OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	161	1018	139	94	913	111	41	270	115	152	455	112
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	167	1059	145	98	950	115	43	281	120	158	473	116
Added Vol:	0	13	0	4	8	4	6	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1072	145	102	958	119	49	281	120	158	473	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1128	152	107	1008	126	51	296	126	166	498	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1128	152	107	1008	126	51	296	126	166	498	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	1128	152	107	1008	126	51	296	126	166	498	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.91	1.00	0.89	0.91	1.00	0.89	0.95	0.95	0.89	0.95	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.40	0.60	2.00	2.00	1.00
Final Sat.:	3200	4914	1800	3200	4914	1800	3200	2398	1022	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.08	0.03	0.21	0.07	0.02	0.12	0.12	0.05	0.15	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.30	0.30	0.14	0.31	0.31	0.13	0.32	0.32	0.13	0.32	0.32
Volume/Cap:	0.41	0.76	0.28	0.24	0.67	0.23	0.12	0.39	0.39	0.39	0.46	0.22
Delay/Veh:	30.5	26.0	20.2	29.2	23.9	19.6	28.8	20.0	20.0	30.3	20.6	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	26.0	20.2	29.2	23.9	19.6	28.8	20.0	20.0	30.3	20.6	18.9
HCM2kAvg:	2	10	3	1	8	2	1	4	4	2	5	2

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

****

Cycle (sec): 95 Critical Vol./Cap. (X): 1.007
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 52.8
Optimal Cycle:OPTIMIZED Level Of Service: D

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	315	1112	293	249	1122	202	278	1118	280	312	1153	241
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	328	1156	305	259	1167	210	289	1163	291	324	1199	251
Added Vol:	0	49	0	23	47	23	25	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1205	305	282	1214	233	314	1163	291	324	1199	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	1269	321	297	1278	245	331	1224	307	342	1262	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1269	321	297	1278	245	331	1224	307	342	1262	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	345	1269	321	297	1278	245	331	1224	307	342	1262	290
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.91	1.00	0.89	0.91	1.00	0.89	0.95	0.95	0.89	0.95	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.60	0.40	2.00	2.00	1.00
Final Sat.:	3200	4914	1800	3200	4914	1800	3200	2735	685	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.18	0.09	0.26	0.14	0.10	0.45	0.45	0.11	0.37	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.26	0.26	0.11	0.26	0.26	0.12	0.44	0.44	0.11	0.43	0.43
Volume/Cap:	1.01	1.00	0.69	0.88	1.01	0.53	0.85	1.01	1.01	1.01	0.86	0.38
Delay/Veh:	92.8	59.1	35.9	63.7	62.2	31.4	56.4	51.1	51.1	93.0	30.1	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.8	59.1	35.9	63.7	62.2	31.4	56.4	51.1	51.1	93.0	30.1	18.8
HCM2kAvg:	9	18	10	7	19	7	7	30	30	9	20	6

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	52	276	61	30	311	61	46	59	21	67	93	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	54	287	63	31	323	63	48	61	22	70	97	32
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	288	63	31	324	63	48	61	22	70	97	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	303	67	33	342	67	50	65	23	73	102	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	303	67	33	342	67	50	65	23	73	102	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	303	67	33	342	67	50	65	23	73	102	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.42	0.31	0.15	1.55	0.30	0.44	0.56	1.00	0.42	0.58	1.00
Final Sat.:	145	794	180	82	871	174	202	259	521	200	278	540
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.37	0.40	0.39	0.38	0.25	0.25	0.04	0.37	0.37	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	13.0	12.6	12.1	13.0	12.7	12.3	12.2	12.2	9.3	13.6	13.6	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	12.6	12.1	13.0	12.7	12.3	12.2	12.2	9.3	13.6	13.6	9.3
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		12.5			12.6			11.7			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			12.6			11.7			12.9	
LOS by Appr:		B			B			B			B	

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	41	391	42	51	439	27	43	82	46	46	76	42
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	43	407	44	53	457	28	45	85	48	48	79	44
Added Vol:	0	5	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	412	44	53	462	28	45	85	48	48	79	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	433	46	56	486	30	47	90	50	50	83	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	433	46	56	486	30	47	90	50	50	83	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	433	46	56	486	30	47	90	50	50	83	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.65	0.18	0.20	1.70	0.10	0.34	0.66	1.00	0.38	0.62	1.00
Final Sat.:	90	880	95	104	913	56	151	289	490	165	273	489
Capacity Analysis Module:												
Vol/Sat:	0.50	0.49	0.48	0.54	0.53	0.53	0.31	0.31	0.10	0.30	0.30	0.09
Crit Moves:	****			****				****			****	
Delay/Veh:	15.6	15.3	14.9	16.6	16.2	15.9	13.6	13.6	10.3	13.5	13.5	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.3	14.9	16.6	16.2	15.9	13.6	13.6	10.3	13.5	13.5	10.2
LOS by Move:	C	C	B	C	C	C	B	B	B	B	B	B
ApproachDel:		15.3			16.2			12.7			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.3			16.2			12.7			12.7	
LOS by Appr:		C			C			B			B	

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.554
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	75	374	79	35	377	38	26	91	49	46	105	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	389	82	36	392	40	27	95	51	48	109	27
Added Vol:	1	0	0	0	0	1	1	2	1	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	389	82	36	392	41	28	97	52	48	112	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	409	86	38	413	43	30	102	55	50	118	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	409	86	38	413	43	30	102	55	50	118	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	409	86	38	413	43	30	102	55	50	118	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.41	0.30	0.16	1.67	0.17	0.22	0.78	1.00	0.26	0.60	0.14
Final Sat.:	150	758	164	80	876	92	99	341	486	118	277	67
Capacity Analysis Module:												
Vol/Sat:	0.55	0.54	0.53	0.48	0.47	0.46	0.30	0.30	0.11	0.43	0.43	0.43
Crit Moves:	****			****				****			****	
Delay/Veh:	17.2	16.4	15.7	15.3	15.0	14.6	13.3	13.3	10.4	15.4	15.4	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	16.4	15.7	15.3	15.0	14.6	13.3	13.3	10.4	15.4	15.4	15.4
LOS by Move:	C	C	C	C	B	B	B	B	B	C	C	C
ApproachDel:		16.4			15.0			12.5			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.4			15.0			12.5			15.4	
LOS by Appr:		C			B			B			C	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	33	391	45	21	418	37	19	90	33	38	67	14
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	34	407	47	22	435	38	20	94	34	40	70	15
Added Vol:	5	0	0	0	0	5	5	9	5	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	407	47	22	435	43	25	103	39	40	80	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	428	49	23	458	46	26	108	41	42	84	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	428	49	23	458	46	26	108	41	42	84	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	428	49	23	458	46	26	108	41	42	84	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.65	0.19	0.09	1.74	0.17	0.19	0.81	1.00	0.29	0.60	0.11
Final Sat.:	88	920	107	48	973	99	89	369	507	137	277	51
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.46	0.48	0.47	0.46	0.29	0.29	0.08	0.30	0.30	0.30
Crit Moves:	****			****			****			****		
Delay/Veh:	14.5	14.1	13.8	14.5	14.2	13.9	12.8	12.8	9.8	13.1	13.1	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.1	13.8	14.5	14.2	13.9	12.8	12.8	9.8	13.1	13.1	13.1
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	B
ApproachDel:		14.1			14.2			12.1			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			14.2			12.1			13.1	
LOS by Appr:		B			B			B			B	

Appendix E

Project Buildout (Year 2008) With Existing Land Uses
Level of Service Analysis Worksheets

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.351
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	20	303	52	41	233	34	47	41	18	51	43	80
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	315	54	43	242	35	49	43	19	53	45	83
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	317	54	43	246	35	49	43	19	53	45	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	334	57	45	259	37	51	45	20	56	47	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	334	57	45	259	37	51	45	20	56	47	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	334	57	45	259	37	51	45	20	56	47	88
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.62	0.27	0.26	1.52	0.22	0.53	0.47	1.00	0.54	0.46	1.00
Final Sat.:	62	970	169	150	888	130	259	226	556	270	227	573
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.34	0.30	0.29	0.29	0.20	0.20	0.04	0.21	0.21	0.15
Crit Moves:	****			****				****			****	
Delay/Veh:	11.7	11.4	11.1	11.2	11.0	10.7	11.2	11.2	8.9	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.4	11.1	11.2	11.0	10.7	11.2	11.2	8.9	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		11.4			11.0			10.8			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			11.0			10.8			10.4	
LOS by Appr:		B			B			B			B	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	9	411	54	75	541	77	33	30	6	40	39	54
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	9	427	56	78	563	80	34	31	6	42	41	56
Added Vol:	0	15	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	442	56	78	578	80	34	31	6	42	41	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	466	59	82	608	84	36	33	7	44	43	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	466	59	82	608	84	36	33	7	44	43	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	466	59	82	608	84	36	33	7	44	43	59
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.74	0.22	0.21	1.57	0.22	0.52	0.48	1.00	0.51	0.49	1.00
Final Sat.:	21	985	127	124	935	132	223	202	477	222	216	494
Capacity Analysis Module:												
Vol/Sat:	0.48	0.47	0.47	0.66	0.65	0.64	0.16	0.16	0.01	0.20	0.20	0.12
Crit Moves:	****			****				****			****	
Delay/Veh:	14.4	14.1	13.8	19.7	18.8	17.9	12.0	12.0	9.7	12.2	12.2	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.1	13.8	19.7	18.8	17.9	12.0	12.0	9.7	12.2	12.2	10.3
LOS by Move:	B	B	B	C	C	C	B	B	A	B	B	B
ApproachDel:		14.1			18.8			11.8			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			18.8			11.8			11.4	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.8	0.8	0.8	1.8	1.6	1.6	0.2	0.2	0.0	0.2	0.2	0.1

****

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0			0		0	0			0		0	0			0		0	0			0	
Lanes:	0	1	0	1	0		0	1	0	1	0		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	59	298			77		47	239			42		23	106			13		35	141			38	
Growth Adj:	1.04	1.04			1.04		1.04	1.04			1.04		1.04	1.04			1.04		1.04	1.04			1.04	
Initial Bse:	61	310			80		49	249			44		24	110			14		36	147			40	
Added Vol:	0	0			3		4	0			0		0	0			0		1	0			2	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	61	310			83		53	249			44		24	110			14		37	147			42	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	0.95	0.95			0.95		0.95	0.95			0.95		0.95	0.95			0.95		0.95	0.95			0.95	
PHF Volume:	65	326			87		56	262			46		25	116			14		39	154			44	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	65	326			87		56	262			46		25	116			14		39	154			44	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Final Vol.:	65	326			87		56	262			46		25	116			14		39	154			44	
Saturation Flow Module:																								
Adjustment:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	0.27	1.36			0.37		0.31	1.44			0.25		0.18	0.82			1.00		0.20	0.80			1.00	
Final Sat.:	146	758			210		160	773			139		84	385			520		99	386			540	
Capacity Analysis Module:																								
Vol/Sat:	0.44	0.43			0.42		0.35	0.34			0.33		0.30	0.30			0.03		0.40	0.40			0.08	
Crit Moves:	****						****							****					****					
Delay/Veh:	14.0	13.4			12.8		12.6	12.3			11.9		12.7	12.7			9.3		14.0	14.0			9.5	
Delay Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	14.0	13.4			12.8		12.6	12.3			11.9		12.7	12.7			9.3		14.0	14.0			9.5	
LOS by Move:	B	B			B		B	B			B		B	B			A		B	B			A	
ApproachDel:		13.4						12.3						12.4						13.2				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		13.4						12.3						12.4						13.2				
LOS by Appr:		B						B						B						B				

****

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	25	308	60	47	443	59	95	87	36	37	125	73
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	320	62	49	461	61	99	90	37	38	130	76
Added Vol:	0	0	10	15	0	0	0	0	0	10	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	320	72	64	461	61	99	90	37	48	130	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	337	76	67	485	65	104	95	39	51	137	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	337	76	67	485	65	104	95	39	51	137	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	337	76	67	485	65	104	95	39	51	137	96
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.53	0.35	0.22	1.57	0.21	0.52	0.48	1.00	0.27	0.73	1.00
Final Sat.:	59	736	170	107	787	107	221	203	473	118	316	480
Capacity Analysis Module:												
Vol/Sat:	0.47	0.46	0.45	0.63	0.62	0.61	0.47	0.47	0.08	0.43	0.43	0.20
Crit Moves:	****			****				****			****	
Delay/Veh:	16.1	15.7	15.1	20.8	20.0	19.3	17.3	17.3	10.5	16.2	16.2	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	15.7	15.1	20.8	20.0	19.3	17.3	17.3	10.5	16.2	16.2	11.5
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	B
ApproachDel:		15.6			20.0			16.2			14.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			20.0			16.2			14.6	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	0.8	0.7	0.7	1.5	1.4	1.4	0.8	0.8	0.1	0.7	0.7	0.2

****

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	0	0	8	0	25	19	250	2	3	190	20
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	8	0	26	20	260	2	3	198	21
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	26	20	266	2	3	202	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	9	0	27	21	280	2	3	212	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	9	0	27	21	280	2	3	212	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	552	xxxx	223	234	xxxx	xxxxx	282	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	498	xxxx	821	1345	xxxx	xxxxx	1292	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	491	xxxx	821	1345	xxxx	xxxxx	1292	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.03	0.02	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	706	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

****

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module: peak afternoon volume												
Base Vol:	0	0	0	23	0	13	11	179	0	0	184	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	24	0	14	11	186	0	0	191	18
Added Vol:	0	0	0	0	0	0	0	25	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	14	11	211	0	0	216	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	25	0	14	12	222	0	0	228	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	25	0	14	12	222	0	0	228	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	483	xxxx	237	246	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	546	xxxx	807	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	542	xxxx	807	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	615	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

ONTARIO WALMART SUPERSTORE
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ONTARIO, CALIFORNIA

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

Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	13	0	27	50	187	0	0	168	11
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	14	0	28	52	194	0	0	175	11
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	28	52	200	0	0	179	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	0	30	55	211	0	0	188	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	0	30	55	211	0	0	188	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	515	xxxx	194	200	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	524	xxxx	852	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	507	xxxx	852	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.03	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	698	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module: peak afternoon volume												
Base Vol:	0	0	0	13	5	0	11	194	0	0	179	15
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	14	5	0	11	202	0	0	186	16
Added Vol:	0	0	0	0	0	0	0	25	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	5	0	11	227	0	0	211	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	5	0	12	239	0	0	222	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	5	0	12	239	0	0	222	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	493	493	xxxxx	239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	539	480	xxxxx	1340	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	535	475	xxxxx	1340	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.01	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	517	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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

Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	43	0	24	14	188	0	0	170	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	45	0	25	15	196	0	0	177	8
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	25	15	202	0	0	181	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	47	0	26	15	212	0	0	190	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	47	0	26	15	212	0	0	190	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	437	xxxx	195	199	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	580	xxxx	852	1385	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	575	xxxx	852	1385	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	651	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	28	0	29	36	196	0	0	203	39
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	29	0	30	37	204	0	0	211	41
Added Vol:	0	0	0	0	0	0	0	25	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	30	37	229	0	0	236	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	31	0	32	39	241	0	0	249	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	31	0	32	39	241	0	0	249	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	590	xxxx	270	291	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	474	xxxx	774	1282	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	462	xxxx	774	1282	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	581	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 105 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 42.6
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	24		24		24		24		24		24		10		25		25		10		25		25	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	55	1095		74			86	1029		27			53	310		90			163	302		79		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	57	1139		77			89	1070		28			55	322		94			170	314		82		
Added Vol:	4	7		4			0	13		0			0	0		6			6	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	61	1146		81			89	1083		28			55	322		100			176	314		82		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	64	1206		85			94	1140		30			58	339		105			185	331		86		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	64	1206		85			94	1140		30			58	339		105			185	331		86		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	64	1206		85			94	1140		30			58	339		105			185	331		86		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.94	0.91		0.91			0.94	0.91		0.91			0.94	0.95		0.95			0.94	0.95		0.95		
Lanes:	1.00	2.80		0.20			1.00	2.92		0.08			1.00	1.53		0.47			1.00	1.59		0.41		
Final Sat.:	1700	4590		324			1700	4790		124			1700	2613		807			1700	2711		709		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.26		0.26			0.06	0.24		0.24			0.00	0.13		0.13			0.00	0.12		0.12		
Crit Moves:		****								****				****						****				
Green/Cycle:	0.30	0.30		0.30			0.27	0.27		0.27			0.10	0.24		0.24			0.12	0.26		0.26		
Volume/Cap:	0.13	0.89		0.89			0.21	0.89		0.89			0.33	0.55		0.55			0.89	0.47		0.47		
Delay/Veh:	27.2	42.5		42.5			30.0	44.7		44.7			44.9	35.8		35.8			79.3	33.4		33.4		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	27.2	42.5		42.5			30.0	44.7		44.7			44.9	35.8		35.8			79.3	33.4		33.4		
HCM2kAvg:	2		17		17		2		15		15		2		7		7		9		6		6	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.195
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 135.7
Optimal Cycle: OPTIMIZED Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	25	25	10	25	25
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	115	1559	33	83	1410	72	207	839	118	144	284	24
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	120	1621	34	86	1466	75	215	873	123	150	295	25
Added Vol:	25	50	25	0	51	0	0	0	25	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1671	59	86	1517	75	215	873	148	175	295	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	152	1759	62	91	1597	79	227	918	155	184	311	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1759	62	91	1597	79	227	918	155	184	311	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	1759	62	91	1597	79	227	918	155	184	311	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.94	0.91	0.91	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.86	0.14	1.00	1.71	0.29	1.00	1.84	0.16
Final Sat.:	1700	4746	168	1700	4683	231	1700	2925	495	1700	3154	266
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.05	0.34	0.34	0.00	0.31	0.31	0.00	0.10	0.10
Crit Moves:		****				****		****			****	
Green/Cycle:	0.31	0.31	0.31	0.28	0.28	0.28	0.14	0.26	0.26	0.09	0.21	0.21
Volume/Cap:	0.29	1.22	1.22	0.19	1.22	1.22	0.98	1.22	1.22	1.22	0.47	0.47
Delay/Veh:	32.1	145	144.8	33.0	147	146.8	106.0	152	151.7	197.1	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	145	144.8	33.0	147	146.8	106.0	152	151.7	197.1	41.8	41.8
LOS by Move:	C	F	F	C	F	F	F	F	F	F	D	D
HCM2kAvgQ:	5	41	41	3	38	38	13	36	36	14	6	6

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 80 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 27.3
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	25	25	10	25	25
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	55	1095	74	86	1029	27	53	310	90	163	302	79
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	57	1139	77	89	1070	28	55	322	94	170	314	82
Added Vol:	4	7	4	0	13	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1146	81	89	1083	28	55	322	100	176	314	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	1206	85	94	1140	30	58	339	105	185	331	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1206	85	94	1140	30	58	339	105	185	331	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1206	85	94	1140	30	58	339	105	185	331	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.94	0.91	0.91	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.80	0.20	1.00	2.92	0.08	1.00	1.53	0.47	1.00	1.59	0.41
Final Sat.:	1700	4590	324	1700	4790	124	1700	2613	807	1700	2711	709
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.06	0.24	0.24	0.03	0.13	0.13	0.11	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.33	0.33	0.13	0.32	0.32	0.13	0.31	0.31	0.14	0.32	0.32
Volume/Cap:	0.28	0.80	0.80	0.44	0.75	0.75	0.27	0.42	0.42	0.80	0.38	0.38
Delay/Veh:	31.9	27.6	27.6	33.9	26.3	26.3	32.2	22.0	22.0	51.7	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	27.6	27.6	33.9	26.3	26.3	32.2	22.0	22.0	51.7	21.3	21.3
HCM2kAvg:	2	12	12	3	10	10	2	5	5	7	4	4

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

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 105 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	24	24	10	24	24	10	25	25	10	25	25
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	115	1559	33	83	1410	72	207	839	118	144	284	24
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	120	1621	34	86	1466	75	215	873	123	150	295	25
Added Vol:	25	50	25	0	51	0	0	0	25	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1671	59	86	1517	75	215	873	148	175	295	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	152	1759	62	91	1597	79	227	918	155	184	311	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1759	62	91	1597	79	227	918	155	184	311	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	1759	62	91	1597	79	227	918	155	184	311	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.94	0.91	0.91	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.86	0.14	1.00	1.71	0.29	1.00	1.84	0.16
Final Sat.:	1700	4746	168	1700	4683	231	1700	2925	495	1700	3154	266
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.05	0.34	0.34	0.13	0.31	0.31	0.11	0.10	0.10
Crit Moves:		****			****			****			****	
Green/Cycle:	0.11	0.39	0.39	0.10	0.38	0.38	0.16	0.33	0.33	0.11	0.28	0.28
Volume/Cap:	0.85	0.96	0.96	0.56	0.90	0.90	0.84	0.96	0.96	0.96	0.35	0.35
Delay/Veh:	76.1	43.4	43.4	49.8	37.6	37.6	63.5	52.0	52.0	98.7	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	43.4	43.4	49.8	37.6	37.6	63.5	52.0	52.0	98.7	30.2	30.2
LOS by Move:	E	D	D	D	D	D	E	D	D	F	C	C
HCM2kAvgQ:	8	26	26	4	23	23	10	23	23	10	5	5

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

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

Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

Cycle (sec): 90 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	28	28	28	28	28	28
Lanes:	2 0	2 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	222	954	106	9	1466	62	65	48	215	163	37	11
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	231	992	110	9	1525	64	68	50	224	170	38	11
Added Vol:	0	14	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1006	110	9	1550	64	68	50	224	170	38	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	1059	116	10	1631	68	71	53	235	178	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1059	116	10	1631	68	71	53	235	178	41	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	243	1059	116	10	1631	68	71	53	235	178	41	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.91	0.91	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.88	0.12	1.18	0.82	1.00	1.64	0.28	0.08
Final Sat.:	3200	3420	1800	1700	4718	196	2003	1479	1800	2792	496	147
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.06	0.01	0.35	0.35	0.04	0.04	0.13	0.06	0.08	0.08
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.46	0.46	0.16	0.51	0.51	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.68	0.68	0.14	0.04	0.68	0.68	0.11	0.11	0.42	0.21	0.26	0.26
Delay/Veh:	43.5	20.4	14.2	31.7	17.3	17.3	22.2	22.2	25.1	22.9	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	20.4	14.2	31.7	17.3	17.3	22.2	22.2	25.1	22.9	23.4	23.4
HCM2kAvg:	5	12	2	0	13	13	1	1	5	2	3	3

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

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Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		19		19		10		19		19		28		28		28		28		28		28	
Lanes:	2	0	2	0	1		1	0	2	1	0		1	1	0	0	1		1	0	1!	0	0	
Volume Module:																								
Base Vol:	386	1454		65			4	1334		154			159		49		351		104		64		13	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	401	1512		68			4	1387		160			165		51		365		108		67		14	
Added Vol:	0	100		0			0	102		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	401	1612		68			4	1489		160			165		51		365		108		67		14	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	423	1697		71			4	1568		169			174		54		384		114		70		14	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	423	1697		71			4	1568		169			174		54		384		114		70		14	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	423	1697		71			4	1568		169			174		54		384		114		70		14	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800		1800		1800		1800		1800		1800	
Adjustment:	0.89	0.95		1.00			0.94	0.91		0.91			0.94		1.00		1.00		0.94		1.00		1.00	
Lanes:	2.00	2.00		1.00			1.00	2.71		0.29			1.55		0.45		1.00		1.42		0.48		0.10	
Final Sat.:	3200	3420		1800			1700	4437		477			2634		812		1800		2409		872		177	
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.50		0.04			0.00	0.35		0.35			0.07		0.07		0.21		0.05		0.08		0.08	
Crit Moves:		****						****									****							
Green/Cycle:	0.18	0.58		0.58			0.10	0.49		0.49			0.27		0.27		0.27		0.27		0.27		0.27	
Volume/Cap:	0.72	0.85		0.07			0.03	0.72		0.72			0.25		0.25		0.80		0.18		0.30		0.30	
Delay/Veh:	44.5	22.1		9.6			43.2	22.0		22.0			30.4		30.4		45.2		29.7		31.0		31.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	44.5	22.1		9.6			43.2	22.0		22.0			30.4		30.4		45.2		29.7		31.0		31.0	
LOS by Move:	D	C		A			D	C		C			C		C		D		C		C		C	
HCM2kAvgQ:	9	26		1			0	17		17			3		3		14		2		4		4	

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

ONTARIO WALMART SUPERSTORE
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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 40.6
Optimal Cycle:OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	0	0	0	38	38	38
Lanes:	2 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	526	871	0	0	1154	682	0	0	0	400	7	489
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	547	906	0	0	1200	709	0	0	0	416	7	509
Added Vol:	14	14	0	0	25	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	561	920	0	0	1225	709	0	0	0	441	7	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	591	968	0	0	1290	747	0	0	0	464	8	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	968	0	0	1290	747	0	0	0	464	8	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	591	968	0	0	1290	747	0	0	0	464	8	535
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.97	0.03	2.00
Final Sat.:	3200	3420	0	0	3420	1800	0	0	0	3348	55	3168
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.00	0.38	0.41	0.00	0.00	0.00	0.14	0.14	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.23	0.63	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.82	0.45	0.00	0.00	0.92	1.02	0.00	0.00	0.00	0.44	0.44	0.53
Delay/Veh:	51.6	11.4	0.0	0.0	44.2	72.7	0.0	0.0	0.0	32.8	32.8	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	11.4	0.0	0.0	44.2	72.7	0.0	0.0	0.0	32.8	32.8	34.3
HCM2kAvg:	13	9	0	0	27	35	0	0	0	7	7	8

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ONTARIO WALMART SUPERSTORE
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ONTARIO, CALIFORNIA

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

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Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 50.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	27	27	27				27	27	27				0	0	0				38	38	38			
Lanes:	2	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	1	0	0	2	
Volume Module:																								
Base Vol:	355	1356	0				0	1343	422				0	0	0				583	1	605			
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	369	1410	0				0	1397	439				0	0	0				606	1	629			
Added Vol:	100	100	0				0	102	0				0	0	0				102	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	469	1510	0				0	1499	439				0	0	0				708	1	629			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	494	1590	0				0	1578	462				0	0	0				746	1	662			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	494	1590	0				0	1578	462				0	0	0				746	1	662			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	494	1590	0				0	1578	462				0	0	0				746	1	662			
Saturation Flow Module:																								
Sat/Lane:	1800	1800	1800				1800	1800	1800				1800	1800	1800				1800	1800	1800			
Adjustment:	0.89	0.95	1.00				0.94	0.95	1.00				0.94	1.00	1.00				0.94	1.00	0.88			
Lanes:	2.00	2.00	0.00				0.00	2.00	1.00				0.00	0.00	0.00				1.99	0.01	2.00			
Final Sat.:	3200	3420	0				0	3420	1800				0	0	0				3395	5	3168			
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.46	0.00				0.00	0.46	0.26				0.00	0.00	0.00				0.22	0.22	0.21			
Crit Moves:	****							****											****					
Green/Cycle:	0.23	0.63	0.00				0.00	0.41	0.41				0.00	0.00	0.00				0.32	0.32	0.32			
Volume/Cap:	0.69	0.73	0.00				0.00	1.13	0.63				0.00	0.00	0.00				0.69	0.69	0.66			
Delay/Veh:	45.4	16.4	0.0				0.0	103	30.0				0.0	0.0	0.0				37.9	37.9	37.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	45.4	16.4	0.0				0.0	103	30.0				0.0	0.0	0.0				37.9	37.9	37.1			
LOS by Move:	D	B	A				A	F	C				A	A	A				D	D	D			
HCM2kAvgQ:	10	22	0				0	45	14				0	0	0				14	14	13			

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

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

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 33.0
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	39	39	39	0	0	0
Lanes:	0 0	4 0	1	1 0	2 0	0	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1073	212	466	948	0	479	3	157	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1116	220	485	986	0	498	3	163	0	0	0
Added Vol:	0	28	14	0	50	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1144	234	485	1036	0	498	3	188	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1204	247	510	1090	0	524	3	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1204	247	510	1090	0	524	3	198	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1204	247	510	1090	0	524	3	198	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6552	1800	1700	3420	0	1700	1800	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.14	0.30	0.32	0.00	0.31	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.25	0.25	0.32	0.57	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.74	0.55	0.93	0.56	0.00	0.83	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	0.0	38.3	36.0	56.2	14.5	0.0	39.1	20.8	23.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.3	36.0	56.2	14.5	0.0	39.1	20.8	23.6	0.0	0.0	0.0
HCM2kAvg:	0	11	7	20	11	0	18	0	5	0	0	0

ONTARIO WALMART SUPERSTORE
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ONTARIO, CALIFORNIA

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

****

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	39	39	39	0	0	0
Lanes:	0 0 4	0 1		1 0 2	0 0		1 0 1	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	1190	475	389	1445	0	477	1	483	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1238	494	405	1503	0	496	1	502	0	0	0
Added Vol:	0	200	100	0	204	0	0	0	102	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1438	594	405	1707	0	496	1	604	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1513	625	426	1797	0	522	1	636	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1513	625	426	1797	0	522	1	636	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1513	625	426	1797	0	522	1	636	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6552	1800	1700	3420	0	1700	1800	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.35	0.25	0.53	0.00	0.31	0.00	0.35	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.34	0.34	0.25	0.59	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	1.01	1.01	0.89	0.00	0.87	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.7	75.3	88.2	24.7	0.0	45.7	22.9	70.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.7	75.3	88.2	24.7	0.0	45.7	22.9	70.2	0.0	0.0	0.0
LOS by Move:	A	C	E	F	C	A	D	C	E	A	A	A
HCM2kAvgQ:	0	13	28	22	31	0	20	0	28	0	0	0

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.987
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 82.0
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Ovl			Include				Include			
Min. Green:	10	18	18	10	18	18	10	25	25		10	25	25	
Lanes:	2 0	1 0	1	2 0	2 0	1	2 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	44	1149	70	130	1027	92	77	62	174		64	76	77	
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	46	1195	73	135	1068	96	80	64	181		67	79	80	
Added Vol:	0	43	0	0	76	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	46	1238	73	135	1144	96	80	64	181		67	79	80	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	48	1303	77	142	1204	101	84	68	190		70	83	84	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	48	1303	77	142	1204	101	84	68	190		70	83	84	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	48	1303	77	142	1204	101	84	68	190		70	83	84	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	1.00	1.00	0.89	0.95	1.00	0.89	0.95	0.95		0.94	0.95	0.95	
Lanes:	2.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	3200	1800	1800	3200	3420	1800	3200	1710	1710		1700	1710	1710	
Capacity Analysis Module:														
Vol/Sat:	0.02	0.72	0.04	0.04	0.35	0.06	0.03	0.04	0.11		0.04	0.05	0.05	
Crit Moves:		****		****					****		****			
Green/Cycle:	0.12	0.56	0.56	0.08	0.52	0.60	0.08	0.21	0.21		0.08	0.21	0.21	
Volume/Cap:	0.12	1.30	0.08	0.53	0.68	0.09	0.32	0.19	0.53		0.49	0.23	0.24	
Delay/Veh:	47.0	167	12.3	54.9	22.5	10.1	52.5	39.2	43.5		55.3	39.7	39.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.0	167	12.3	54.9	22.5	10.1	52.5	39.2	43.5		55.3	39.7	39.7	
HCM2kAvg:	1	85	1	3	17	2	2	2	7		3	3	3	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.275
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 200.6
Optimal Cycle: OPTIMIZED Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	18	18	10	18	18	10	25	25	10	25	25
Lanes:	2 0	1 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	71	1416	90	82	1694	159	215	95	69	92	86	75
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	74	1473	94	85	1762	165	224	99	72	96	89	78
Added Vol:	0	301	0	0	305	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	1774	94	85	2067	165	224	99	72	96	89	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	1867	99	90	2176	174	235	104	76	101	94	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1867	99	90	2176	174	235	104	76	101	94	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1867	99	90	2176	174	235	104	76	101	94	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	0.95	1.00	0.89	0.95	0.95	0.94	0.95	0.95
Lanes:	2.00	1.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84	1.00	1.07	0.93
Final Sat.:	3200	1800	1800	3200	3420	1800	3200	1981	1439	1700	1827	1593
Capacity Analysis Module:												
Vol/Sat:	0.02	1.04	0.05	0.03	0.64	0.10	0.07	0.05	0.05	0.06	0.05	0.05
Crit Moves:		****			****			****			****	
Green/Cycle:	0.08	0.56	0.56	0.08	0.56	0.64	0.08	0.21	0.21	0.08	0.21	0.21
Volume/Cap:	0.29	1.86	0.10	0.34	1.14	0.15	0.88	0.25	0.25	0.71	0.25	0.25
Delay/Veh:	52.3	416	12.4	52.6	96.1	8.6	81.6	39.9	39.9	69.1	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	416	12.4	52.6	96.1	8.6	81.6	39.9	39.9	69.1	39.8	39.8
LOS by Move:	D	F	B	D	F	A	F	D	D	E	D	D
HCM2kAvgQ:	2	172	2	2	62	2	7	3	3	5	3	3

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 26.3
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	18	18	10	18	18	10	25	25	10	25	25
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	44	1149	70	130	1027	92	77	62	174	64	76	77
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	1195	73	135	1068	96	80	64	181	67	79	80
Added Vol:	0	43	0	0	76	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1238	73	135	1144	96	80	64	181	67	79	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	1303	77	142	1204	101	84	68	190	70	83	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1303	77	142	1204	101	84	68	190	70	83	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	1303	77	142	1204	101	84	68	190	70	83	84
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95	0.94	0.95	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3200	3420	1800	3200	3420	1800	3200	1710	1710	1700	1710	1710
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.04	0.04	0.35	0.06	0.03	0.04	0.11	0.04	0.05	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.56	0.56	0.08	0.52	0.60	0.08	0.21	0.21	0.08	0.21	0.21
Volume/Cap:	0.12	0.68	0.08	0.53	0.68	0.09	0.32	0.19	0.53	0.49	0.23	0.24
Delay/Veh:	47.0	19.9	12.3	54.9	22.5	10.1	52.5	39.2	43.5	55.3	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	19.9	12.3	54.9	22.5	10.1	52.5	39.2	43.5	55.3	39.7	39.7
HCM2kAvg:	1	18	1	3	17	2	2	2	7	3	3	3

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 65.7
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	10		18		18		10		18		18		10		25		25		10		25		25	
Lanes:	2	0	2	0	1		2	0	2	0	1		2	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	71	1416		90			82	1694		159			215		95		69		92		86		75	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	74	1473		94			85	1762		165			224		99		72		96		89		78	
Added Vol:	0	301		0			0	305		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	74	1774		94			85	2067		165			224		99		72		96		89		78	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	78	1867		99			90	2176		174			235		104		76		101		94		82	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	78	1867		99			90	2176		174			235		104		76		101		94		82	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	78	1867		99			90	2176		174			235		104		76		101		94		82	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800		1800		1800		1800		1800		1800	
Adjustment:	0.89	0.95		1.00			0.89	0.95		1.00			0.89		0.95		0.95		0.94		0.95		0.95	
Lanes:	2.00	2.00		1.00			2.00	2.00		1.00			2.00		1.16		0.84		1.00		1.07		0.93	
Final Sat.:	3200	3420		1800			3200	3420		1800			3200		1981		1439		1700		1827		1593	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.55		0.05			0.03	0.64		0.10			0.07		0.05		0.05		0.06		0.05		0.05	
Crit Moves:	****							****					****								****			
Green/Cycle:	0.08	0.56		0.56			0.08	0.56		0.64			0.08		0.21		0.21		0.08		0.21		0.21	
Volume/Cap:	0.29	0.98		0.10			0.33	1.14		0.15			0.88		0.25		0.25		0.71		0.25		0.25	
Delay/Veh:	52.3	42.2		12.5			52.4	96.1		8.6			81.6		39.9		39.9		69.1		39.8		39.8	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	52.3	42.2		12.5			52.4	96.1		8.6			81.6		39.9		39.9		69.1		39.8		39.8	
LOS by Move:	D		D		B		D		F		A		F		D		D		E		D		D	
HCM2kAvgQ:	2		42		2		2		62		2		7		3		3		5		3		3	

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	21	21	21	21	21	21
Lanes:	1 0	1	1 0	1	1 0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	67	1377	40	32	1058	36	77	67	107	65	80	49
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	70	1432	42	33	1100	37	80	70	111	68	83	51
Added Vol:	28	5	0	1	3	0	0	2	16	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1437	42	34	1103	37	80	72	127	68	87	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	1513	44	36	1161	39	84	75	134	71	92	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1513	44	36	1161	39	84	75	134	71	92	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	1513	44	36	1161	39	84	75	134	71	92	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.90	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.93	0.07	1.00	0.36	0.64	1.00	0.63	0.37
Final Sat.:	1700	3324	96	1615	3308	112	1700	648	1152	1700	1128	672
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.35	0.35	0.05	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****				****				
Green/Cycle:	0.16	0.65	0.65	0.10	0.58	0.58	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.38	0.70	0.70	0.23	0.60	0.60	0.25	0.58	0.58	0.21	0.41	0.41
Delay/Veh:	40.5	13.0	13.0	44.0	14.5	14.5	35.7	40.4	40.4	35.4	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	13.0	13.0	44.0	14.5	14.5	35.7	40.4	40.4	35.4	37.3	37.3
HCM2kAvg:	3	17	17	1	13	13	2	7	7	2	4	4

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

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	13	13	10	13	13	21	21	21	21	21	21
Lanes:	1 0	1 1	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	176	1452	33	49	1610	30	61	97	70	25	64	51
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	183	1510	34	51	1674	31	63	101	73	26	67	53
Added Vol:	112	20	0	5	20	0	0	15	111	0	15	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	1530	34	56	1694	31	63	116	184	26	82	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	311	1611	36	59	1784	33	67	122	193	27	86	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1611	36	59	1784	33	67	122	193	27	86	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	311	1611	36	59	1784	33	67	122	193	27	86	61
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.90	0.95	0.95	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.39	0.61	1.00	0.58	0.42
Final Sat.:	1700	3345	75	1615	3358	62	1700	696	1104	1700	1052	748
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.00	0.53	0.53	0.04	0.18	0.18	0.02	0.08	0.08
Crit Moves:	****				****			****				
Green/Cycle:	0.19	0.63	0.63	0.12	0.56	0.56	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.95	0.76	0.76	0.30	0.95	0.95	0.21	0.92	0.92	0.08	0.43	0.43
Delay/Veh:	79.4	15.8	15.8	44.2	32.8	32.8	37.8	72.3	72.3	36.7	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.4	15.8	15.8	44.2	32.8	32.8	37.8	72.3	72.3	36.7	40.1	40.1
LOS by Move:	E	B	B	D	C	C	D	E	E	D	D	D
HCM2kAvgQ:	15	22	22	2	35	35	2	14	14	1	5	5

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

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

Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

Cycle (sec): 80 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Prot+Permit						Prot+Permit						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		18		18		10		18		18		21		21		21		21		21		21	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	77	1081		35			77	1038		84			135	123		53			74	141		114		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	80	1124		36			80	1080		87			140	128		55			77	147		119		
Added Vol:	0	25		0			2	14		2			4	0		0			0	0		4		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	80	1149		36			82	1094		89			144	128		55			77	147		123		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	84	1210		38			86	1151		94			152	135		58			81	154		129		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	84	1210		38			86	1151		94			152	135		58			81	154		129		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	84	1210		38			86	1151		94			152	135		58			81	154		129		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.94	0.95		1.00			0.94	0.95		1.00			0.94	0.95		0.95			0.94	0.95		0.95		
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			1.00	1.40		0.60			1.00	1.09		0.91		
Final Sat.:	1700	3420		1800			1700	3420		1800			1700	2390		1030			1700	1863		1557		
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.35		0.02			0.00	0.34		0.05			0.09	0.06		0.06			0.05	0.08		0.08		
Crit Moves:		****						****						****										
Green/Cycle:	0.18	0.54		0.54			0.13	0.48		0.48			0.26	0.26		0.26			0.26	0.26		0.26		
Volume/Cap:	0.28	0.66		0.04			0.41	0.70		0.11			0.34	0.21		0.21			0.18	0.32		0.32		
Delay/Veh:	28.8	14.1		8.8			33.5	17.4		11.3			24.4	23.2		23.2			23.0	23.9		23.9		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	28.8	14.1		8.8			33.5	17.4		11.3			24.4	23.2		23.2			23.0	23.9		23.9		
HCM2kAvg:	2	11		0			2	12		1			3	2		2			2	3		3		

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

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Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	18	18	10	18	18	21	21	21	21	21	21
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	110	1309	69	217	1239	96	99	223	85	98	210	151
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	114	1361	72	226	1289	100	103	232	88	102	218	157
Added Vol:	0	102	0	15	100	15	15	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1463	72	241	1389	115	118	232	88	102	218	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	1540	76	253	1462	121	124	244	93	107	230	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1540	76	253	1462	121	124	244	93	107	230	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	1540	76	253	1462	121	124	244	93	107	230	181
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.12	0.88
Final Sat.:	1700	3420	1800	1700	3420	1800	1700	2476	944	1700	1913	1507
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.04	0.00	0.43	0.07	0.07	0.10	0.10	0.06	0.12	0.12
Crit Moves:		****			****						****	
Green/Cycle:	0.14	0.53	0.53	0.17	0.56	0.56	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.49	0.86	0.08	0.86	0.77	0.12	0.31	0.42	0.42	0.27	0.52	0.52
Delay/Veh:	37.0	22.7	10.6	57.1	17.5	9.6	29.0	29.7	29.7	28.6	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	22.7	10.6	57.1	17.5	9.6	29.0	29.7	29.7	28.6	30.6	30.6
LOS by Move:	D	C	B	E	B	A	C	C	C	C	C	C
HCM2kAvgQ:	4	22	1	10	18	2	3	4	4	3	6	6

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

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 90 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 31.5
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	161	1018	139	94	913	111	41	270	115	152	455	112
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	167	1059	145	98	950	115	43	281	120	158	473	116
Added Vol:	0	13	0	4	7	4	6	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1072	145	102	957	119	49	281	120	158	473	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1128	152	107	1007	126	51	296	126	166	498	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1128	152	107	1007	126	51	296	126	166	498	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	1128	152	107	1007	126	51	296	126	166	498	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.40	0.60	1.00	2.00	1.00
Final Sat.:	1700	3420	1800	1700	3040	380	1700	2398	1022	1700	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.08	0.06	0.33	0.33	0.03	0.12	0.12	0.10	0.15	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.39	0.39	0.13	0.40	0.40	0.11	0.27	0.27	0.12	0.27	0.27
Volume/Cap:	0.83	0.84	0.21	0.48	0.83	0.83	0.27	0.46	0.46	0.83	0.54	0.26
Delay/Veh:	61.0	29.5	18.2	37.7	28.5	28.5	37.2	28.0	28.0	62.4	28.5	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	29.5	18.2	37.7	28.5	28.5	37.2	28.0	28.0	62.4	28.5	26.0
HCM2kAvg:	7	17	3	3	16	16	2	5	5	7	6	3

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 1.395
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 176.1
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	315	1112	293	249	1122	202	278	1118	280	312	1153	241
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	328	1156	305	259	1167	210	289	1163	291	324	1199	251
Added Vol:	0	51	0	25	50	25	25	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1207	305	284	1217	235	314	1163	291	324	1199	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	1271	321	299	1281	247	331	1224	307	342	1262	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1271	321	299	1281	247	331	1224	307	342	1262	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	345	1271	321	299	1281	247	331	1224	307	342	1262	290
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	1.00	0.94	0.95	0.95	0.94	0.95	0.95	0.94	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1700	3420	1800	1700	2866	554	1700	2735	685	1700	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.18	0.18	0.45	0.45	0.19	0.45	0.45	0.20	0.37	0.16
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.32	0.32	0.15	0.32	0.32	0.16	0.32	0.32	0.14	0.30	0.30
Volume/Cap:	1.40	1.18	0.56	1.18	1.40	1.40	1.21	1.40	1.40	1.40	1.21	0.53
Delay/Veh:	249.8	128	34.0	161.3	223	222.6	172.9	223	222.5	250.1	145	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	249.8	128	34.0	161.3	223	222.6	172.9	223	222.5	250.1	145	34.2
LOS by Move:	F	F	C	F	F	F	F	F	F	F	F	C
HCM2kAvgQ:	27	39	10	20	57	57	23	57	57	27	40	9

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	161	1018	139	94	913	111	41	270	115	152	455	112
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	167	1059	145	98	950	115	43	281	120	158	473	116
Added Vol:	0	13	0	4	7	4	6	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1072	145	102	957	119	49	281	120	158	473	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1128	152	107	1007	126	51	296	126	166	498	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1128	152	107	1007	126	51	296	126	166	498	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	1128	152	107	1007	126	51	296	126	166	498	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.91	1.00	0.89	0.91	1.00	0.89	0.95	0.95	0.89	0.95	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.40	0.60	2.00	2.00	1.00
Final Sat.:	3200	4914	1800	3200	4914	1800	3200	2398	1022	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.08	0.03	0.20	0.07	0.02	0.12	0.12	0.05	0.15	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.30	0.30	0.14	0.31	0.31	0.13	0.32	0.32	0.13	0.32	0.32
Volume/Cap:	0.41	0.76	0.28	0.24	0.67	0.23	0.12	0.39	0.39	0.39	0.46	0.22
Delay/Veh:	30.5	26.0	20.2	29.2	23.8	19.6	28.8	20.0	20.0	30.3	20.6	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	26.0	20.2	29.2	23.8	19.6	28.8	20.0	20.0	30.3	20.6	18.9
HCM2kAvg:	2	10	3	1	8	2	1	4	4	2	5	2

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

****

Cycle (sec): 95 Critical Vol./Cap.(X): 1.008
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	315	1112	293	249	1122	202	278	1118	280	312	1153	241
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	328	1156	305	259	1167	210	289	1163	291	324	1199	251
Added Vol:	0	51	0	25	50	25	25	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1207	305	284	1217	235	314	1163	291	324	1199	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	1271	321	299	1281	247	331	1224	307	342	1262	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1271	321	299	1281	247	331	1224	307	342	1262	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	345	1271	321	299	1281	247	331	1224	307	342	1262	290
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.91	1.00	0.89	0.91	1.00	0.89	0.95	0.95	0.89	0.95	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.60	0.40	2.00	2.00	1.00
Final Sat.:	3200	4914	1800	3200	4914	1800	3200	2735	685	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.18	0.09	0.26	0.14	0.10	0.45	0.45	0.11	0.37	0.16
Crit Moves:	****				****			****			****	
Green/Cycle:	0.11	0.26	0.26	0.11	0.26	0.26	0.12	0.44	0.44	0.11	0.43	0.43
Volume/Cap:	1.01	1.00	0.69	0.88	1.01	0.53	0.85	1.01	1.01	1.01	0.86	0.38
Delay/Veh:	93.0	59.1	35.9	64.7	62.3	31.4	56.5	51.3	51.3	93.3	30.1	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.0	59.1	35.9	64.7	62.3	31.4	56.5	51.3	51.3	93.3	30.1	18.8
LOS by Move:	F	E	D	E	E	C	E	D	D	F	C	B
HCM2kAvgQ:	10	20	10	8	20	7	8	32	32	10	21	6

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	52	276	61	30	311	61	46	59	21	67	93	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	54	287	63	31	323	63	48	61	22	70	97	32
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	288	63	31	324	63	48	61	22	70	97	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	303	67	33	342	67	50	65	23	73	102	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	303	67	33	342	67	50	65	23	73	102	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	303	67	33	342	67	50	65	23	73	102	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.42	0.31	0.15	1.55	0.30	0.44	0.56	1.00	0.42	0.58	1.00
Final Sat.:	145	794	180	82	871	174	202	259	521	200	278	540
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.37	0.40	0.39	0.38	0.25	0.25	0.04	0.37	0.37	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	13.0	12.6	12.1	13.0	12.7	12.3	12.2	12.2	9.3	13.6	13.6	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	12.6	12.1	13.0	12.7	12.3	12.2	12.2	9.3	13.6	13.6	9.3
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		12.5			12.6			11.7			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			12.6			11.7			12.9	
LOS by Appr:		B			B			B			B	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	41	391	42	51	439	27	43	82	46	46	76	42
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	43	407	44	53	457	28	45	85	48	48	79	44
Added Vol:	0	5	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	412	44	53	462	28	45	85	48	48	79	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	433	46	56	486	30	47	90	50	50	83	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	433	46	56	486	30	47	90	50	50	83	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	433	46	56	486	30	47	90	50	50	83	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.65	0.18	0.20	1.70	0.10	0.34	0.66	1.00	0.38	0.62	1.00
Final Sat.:	90	880	95	104	913	56	151	289	490	165	273	489
Capacity Analysis Module:												
Vol/Sat:	0.50	0.49	0.48	0.54	0.53	0.53	0.31	0.31	0.10	0.30	0.30	0.09
Crit Moves:	****			****				****			****	
Delay/Veh:	15.6	15.3	14.9	16.6	16.2	15.9	13.6	13.6	10.3	13.5	13.5	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.3	14.9	16.6	16.2	15.9	13.6	13.6	10.3	13.5	13.5	10.2
LOS by Move:	C	C	B	C	C	C	B	B	B	B	B	B
ApproachDel:		15.3			16.2			12.7			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.3			16.2			12.7			12.7	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	0.9	0.9	0.9	1.1	1.0	1.0	0.4	0.4	0.1	0.4	0.4	0.1

****

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	75	374	79	35	377	38	26	91	49	46	105	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	389	82	36	392	40	27	95	51	48	109	27
Added Vol:	1	0	0	0	0	1	1	1	1	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	389	82	36	392	41	28	96	52	48	112	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	409	86	38	413	43	30	101	55	50	118	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	409	86	38	413	43	30	101	55	50	118	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	409	86	38	413	43	30	101	55	50	118	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.41	0.30	0.16	1.67	0.17	0.23	0.77	1.00	0.26	0.60	0.14
Final Sat.:	150	759	164	80	877	92	100	340	487	118	277	67
Capacity Analysis Module:												
Vol/Sat:	0.55	0.54	0.53	0.48	0.47	0.46	0.30	0.30	0.11	0.43	0.43	0.43
Crit Moves:	****			****				****			****	
Delay/Veh:	17.2	16.4	15.7	15.3	14.9	14.6	13.3	13.3	10.4	15.4	15.4	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	16.4	15.7	15.3	14.9	14.6	13.3	13.3	10.4	15.4	15.4	15.4
LOS by Move:	C	C	C	C	B	B	B	B	B	C	C	C
ApproachDel:		16.4			14.9			12.4			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.4			14.9			12.4			15.4	
LOS by Appr:		C			B			B			C	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 1	0 1	0		0 1	0 1	0		0 1	0 0	1		0 0	1! 0	0	
Volume Module:																
Base Vol:	33	391	45		21	418	37		19	90	33		38	67	14	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	34	407	47		22	435	38		20	94	34		40	70	15	
Added Vol:	5	0	0		0	0	5		5	10	5		0	10	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	39	407	47		22	435	43		25	104	39		40	80	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	41	428	49		23	458	46		26	109	41		42	84	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	428	49		23	458	46		26	109	41		42	84	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	41	428	49		23	458	46		26	109	41		42	84	15	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.16	1.65	0.19		0.09	1.74	0.17		0.19	0.81	1.00		0.29	0.60	0.11	
Final Sat.:	87	919	107		48	971	98		88	369	507		137	277	51	
Capacity Analysis Module:																
Vol/Sat:	0.47	0.47	0.46		0.48	0.47	0.47		0.30	0.30	0.08		0.30	0.30	0.30	
Crit Moves:	****				****					****			****			
Delay/Veh:	14.5	14.2	13.8		14.5	14.2	14.0		12.9	12.9	9.8		13.1	13.1	13.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.5	14.2	13.8		14.5	14.2	14.0		12.9	12.9	9.8		13.1	13.1	13.1	
LOS by Move:	B	B	B		B	B	B		B	B	A		B	B	B	
ApproachDel:		14.2				14.2				12.2				13.1		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		14.2				14.2				12.2				13.1		
LOS by Appr:		B				B				B				B		
AllWayAvgQ:	0.8	0.8	0.8		0.8	0.8	0.8		0.4	0.4	0.1		0.4	0.4	0.4	

****

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

Appendix F

Project Buildout (Year 2008) With Project
Level of Service Analysis Worksheets

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.352
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	20	303	52	41	233	34	47	41	18	51	43	80
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	315	54	43	242	35	49	43	19	53	45	83
Added Vol:	0	4	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	319	54	43	247	35	49	43	19	53	45	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	336	57	45	260	37	51	45	20	56	47	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	336	57	45	260	37	51	45	20	56	47	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	336	57	45	260	37	51	45	20	56	47	88
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.62	0.27	0.26	1.52	0.22	0.53	0.47	1.00	0.54	0.46	1.00
Final Sat.:	62	971	168	150	889	130	259	226	555	269	227	573
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.34	0.30	0.29	0.29	0.20	0.20	0.04	0.21	0.21	0.15
Crit Moves:	****			****				****			****	
Delay/Veh:	11.7	11.4	11.1	11.3	11.0	10.7	11.2	11.2	8.9	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.4	11.1	11.3	11.0	10.7	11.2	11.2	8.9	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		11.4			11.0			10.8			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			11.0			10.8			10.4	
LOS by Appr:		B			B			B			B	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #1 BENSON AVENUE (NS) AT 6TH STREET (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	9	411	54	75	541	77	33	30	6	40	39	54
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	9	427	56	78	563	80	34	31	6	42	41	56
Added Vol:	0	10	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	437	56	78	572	80	34	31	6	42	41	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	460	59	82	602	84	36	33	7	44	43	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	460	59	82	602	84	36	33	7	44	43	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	460	59	82	602	84	36	33	7	44	43	59
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.74	0.22	0.21	1.57	0.22	0.52	0.48	1.00	0.51	0.49	1.00
Final Sat.:	21	986	128	125	935	134	223	203	479	222	217	495
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.46	0.66	0.64	0.63	0.16	0.16	0.01	0.20	0.20	0.12
Crit Moves:	****			****				****			****	
Delay/Veh:	14.3	14.0	13.7	19.4	18.5	17.6	11.9	11.9	9.7	12.1	12.1	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.0	13.7	19.4	18.5	17.6	11.9	11.9	9.7	12.1	12.1	10.3
LOS by Move:	B	B	B	C	C	C	B	B	A	B	B	B
ApproachDel:		14.0			18.5			11.7			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			18.5			11.7			11.4	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.8	0.8	0.8	1.7	1.5	1.5	0.2	0.2	0.0	0.2	0.2	0.1

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	59	298	77	47	239	42	23	106	13	35	141	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	61	310	80	49	249	44	24	110	14	36	147	40
Added Vol:	0	0	3	5	0	0	0	0	0	3	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	310	83	54	249	44	24	110	14	39	147	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	65	326	87	57	262	46	25	116	14	41	154	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	326	87	57	262	46	25	116	14	41	154	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	326	87	57	262	46	25	116	14	41	154	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.36	0.37	0.31	1.44	0.25	0.18	0.82	1.00	0.21	0.79	1.00
Final Sat.:	146	756	209	162	768	138	83	385	519	103	382	539
Capacity Analysis Module:												
Vol/Sat:	0.44	0.43	0.42	0.35	0.34	0.33	0.30	0.30	0.03	0.40	0.40	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	14.0	13.5	12.9	12.7	12.3	12.0	12.7	12.7	9.3	14.1	14.1	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	13.5	12.9	12.7	12.3	12.0	12.7	12.7	9.3	14.1	14.1	9.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		13.5			12.3			12.4			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			12.3			12.4			13.2	
LOS by Appr:		B			B			B			B	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #2 BENSON AVENUE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	1	0		0	1	0	1	0		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	25	308		60			47	443		59			95	87		36			37	125		73		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	26	320		62			49	461		61			99	90		37			38	130		76		
Added Vol:	0	0		6			9	0		0			0	0		0			6	0		10		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	26	320		68			58	461		61			99	90		37			44	130		86		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	27	337		72			61	485		65			104	95		39			47	137		90		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	27	337		72			61	485		65			104	95		39			47	137		90		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	27	337		72			61	485		65			104	95		39			47	137		90		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.13	1.54		0.33			0.20	1.59		0.21			0.52	0.48		1.00			0.25	0.75		1.00		
Final Sat.:	60	748		163			99	800		108			223	204		477			111	325		482		
Capacity Analysis Module:																								
Vol/Sat:	0.46	0.45		0.44			0.62	0.61		0.60			0.47	0.47		0.08			0.42	0.42		0.19		
Crit Moves:	****						****						****							****				
Delay/Veh:	15.8	15.4		14.9			20.2	19.5		18.8			17.1	17.1		10.4			15.8	15.8		11.3		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	15.8	15.4		14.9			20.2	19.5		18.8			17.1	17.1		10.4			15.8	15.8		11.3		
LOS by Move:	C	C		B			C	C		C			C	C		B			C	C		B		
ApproachDel:		15.4						19.5						16.0						14.3				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		15.4						19.5						16.0						14.3				
LOS by Appr:		C						C						C						B				
AllWayAvgQ:	0.8	0.7		0.7			1.4	1.3		1.3			0.8	0.8		0.1			0.6	0.6		0.2		

****

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	0	0	8	0	25	19	250	2	3	190	20
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	8	0	26	20	260	2	3	198	21
Added Vol:	0	0	0	0	0	0	0	8	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	26	20	268	2	3	205	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	9	0	27	21	282	2	3	215	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	9	0	27	21	282	2	3	215	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	558	xxxx	226	237	xxxx	xxxxx	284	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	494	xxxx	818	1342	xxxx	xxxxx	1290	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	488	xxxx	818	1342	xxxx	xxxxx	1290	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.03	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	703	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #3 JASMINE AVENUE (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module: peak afternoon volume												
Base Vol:	0	0	0	23	0	13	11	179	0	0	184	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	24	0	14	11	186	0	0	191	18
Added Vol:	0	0	0	0	0	0	0	15	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	14	11	201	0	0	207	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	25	0	14	12	212	0	0	218	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	25	0	14	12	212	0	0	218	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	463	xxxx	228	237	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	561	xxxx	817	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	557	xxxx	817	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	629	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

ONTARIO WALMART SUPERSTORE
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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1! 0	0	0 1	0	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	13	0	27	50	187	0	0	168	11
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	14	0	28	52	194	0	0	175	11
Added Vol:	0	0	0	0	0	0	0	8	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	28	52	202	0	0	182	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	0	30	55	213	0	0	191	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	0	30	55	213	0	0	191	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	520	xxxx	197	203	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	520	xxxx	849	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	504	xxxx	849	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.03	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	694	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #4 HELEN AVENUE (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.0]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 1 0	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module: peak afternoon volume												
Base Vol:	0	0	0	13	5	0	11	194	0	0	179	15
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	14	5	0	11	202	0	0	186	16
Added Vol:	0	0	0	0	0	0	0	15	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	5	0	11	217	0	0	202	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	14	5	0	12	228	0	0	213	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	14	5	0	12	228	0	0	213	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	473	473	xxxxx	229	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	553	492	xxxxx	1351	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	549	488	xxxxx	1351	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.01	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	531	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1	0 0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	43	0	24	14	188	0	0	170	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	45	0	25	15	196	0	0	177	8
Added Vol:	0	0	0	0	0	0	0	8	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	25	15	204	0	0	184	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	47	0	26	15	214	0	0	193	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	47	0	26	15	214	0	0	193	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	443	xxxx	198	202	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	576	xxxx	848	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	571	xxxx	848	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	647	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #5 ALDERBERRY (NS) AT 5TH STREET (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.8]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	28	0	29	36	196	0	0	203	39
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	29	0	30	37	204	0	0	211	41
Added Vol:	0	0	0	0	0	0	0	15	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	30	37	219	0	0	227	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	31	0	32	39	230	0	0	239	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	31	0	32	39	230	0	0	239	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	570	xxxx	260	282	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	487	xxxx	783	1292	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	475	xxxx	783	1292	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	594	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 43.1
Optimal Cycle:OPTIMIZED Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	25	25	10	25	25
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	55	1095	74	86	1029	27	53	310	90	163	302	79
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	57	1139	77	89	1070	28	55	322	94	170	314	82
Added Vol:	7	15	7	0	16	0	0	0	8	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1154	84	89	1086	28	55	322	102	178	314	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	1215	88	94	1143	30	58	339	107	187	331	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1215	88	94	1143	30	58	339	107	187	331	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	1215	88	94	1143	30	58	339	107	187	331	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.94	0.91	0.91	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.80	0.20	1.00	2.92	0.08	1.00	1.52	0.48	1.00	1.59	0.41
Final Sat.:	1700	4581	333	1700	4790	124	1700	2600	820	1700	2711	709
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.06	0.24	0.24	0.00	0.13	0.13	0.00	0.12	0.12
Crit Moves:			****			****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.27	0.27	0.27	0.10	0.24	0.24	0.12	0.26	0.26
Volume/Cap:	0.13	0.90	0.90	0.21	0.90	0.90	0.33	0.55	0.55	0.90	0.47	0.47
Delay/Veh:	27.2	42.9	42.9	30.1	45.4	45.4	44.8	35.8	35.8	80.5	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	42.9	42.9	30.1	45.4	45.4	44.8	35.8	35.8	80.5	33.3	33.3
HCM2kAvg:	2	17	17	2	16	16	2	7	7	9	6	6

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

Cycle (sec): 120 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 128.3
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	10	25	25	10	25	25
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	115	1559	33	83	1410	72	207	839	118	144	284	24
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	120	1621	34	86	1466	75	215	873	123	150	295	25
Added Vol:	16	32	16	0	31	0	0	0	15	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1653	50	86	1497	75	215	873	138	165	295	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	1740	53	91	1576	79	227	918	145	173	311	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1740	53	91	1576	79	227	918	145	173	311	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	1740	53	91	1576	79	227	918	145	173	311	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.94	0.91	0.91	0.94	0.95	0.95	0.94	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	2.86	0.14	1.00	1.73	0.27	1.00	1.84	0.16
Final Sat.:	1700	4769	145	1700	4680	234	1700	2954	466	1700	3154	266
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.05	0.34	0.34	0.00	0.31	0.31	0.00	0.10	0.10
Crit Moves:			****		****			****			****	
Green/Cycle:	0.31	0.31	0.31	0.28	0.28	0.28	0.13	0.26	0.26	0.09	0.21	0.21
Volume/Cap:	0.27	1.19	1.19	0.19	1.19	1.19	0.99	1.19	1.19	1.19	0.47	0.47
Delay/Veh:	31.9	136	136.0	32.9	138	137.9	107.7	143	142.9	191.2	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	136	136.0	32.9	138	137.9	107.7	143	142.9	191.2	41.9	41.9
LOS by Move:	C	F	F	C	F	F	F	F	F	F	D	D
HCM2kAvgQ:	4	40	40	3	37	37	13	34	34	13	6	6

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 27.5
Optimal Cycle:OPTIMIZED Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	24	24		10	24	24		10	25	25		10	25	25	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	55	1095	74		86	1029	27		53	310	90		163	302	79	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	57	1139	77		89	1070	28		55	322	94		170	314	82	
Added Vol:	7	15	7		0	16	0		0	0	8		8	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	1154	84		89	1086	28		55	322	102		178	314	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	68	1215	88		94	1143	30		58	339	107		187	331	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	1215	88		94	1143	30		58	339	107		187	331	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	68	1215	88		94	1143	30		58	339	107		187	331	86	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.91	0.91		0.94	0.91	0.91		0.94	0.95	0.95		0.94	0.95	0.95	
Lanes:	1.00	2.80	0.20		1.00	2.92	0.08		1.00	1.52	0.48		1.00	1.59	0.41	
Final Sat.:	1700	4581	333		1700	4790	124		1700	2600	820		1700	2711	709	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.27	0.27		0.06	0.24	0.24		0.03	0.13	0.13		0.11	0.12	0.12	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.13	0.33	0.33		0.13	0.32	0.32		0.13	0.31	0.31		0.14	0.32	0.32	
Volume/Cap:	0.30	0.81	0.81		0.44	0.75	0.75		0.27	0.42	0.42		0.81	0.38	0.38	
Delay/Veh:	32.1	27.9	27.9		33.9	26.4	26.4		32.1	22.0	22.0		52.7	21.3	21.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.1	27.9	27.9		33.9	26.4	26.4		32.1	22.0	22.0		52.7	21.3	21.3	
HCM2kAvg:	2	12	12		3	10	10		2	5	5		7	4	4	

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ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #6 MOUNTAIN AVENUE (NS) AT 8TH STREET

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 43.8
Optimal Cycle: OPTIMIZED Level Of Service: D

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Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10		24		24		10		24		24		10		25		25		10		25		25	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	115		1559		33		83		1410		72		207		839		118		144		284		24	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	120		1621		34		86		1466		75		215		873		123		150		295		25	
Added Vol:	16		32		16		0		31		0		0		0		15		15		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	136		1653		50		86		1497		75		215		873		138		165		295		25	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	143		1740		53		91		1576		79		227		918		145		173		311		26	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	143		1740		53		91		1576		79		227		918		145		173		311		26	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	143		1740		53		91		1576		79		227		918		145		173		311		26	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.94		0.91		0.91		0.94		0.91		0.91		0.94		0.95		0.95		0.94		0.95		0.95	
Lanes:	1.00		2.91		0.09		1.00		2.86		0.14		1.00		1.73		0.27		1.00		1.84		0.16	
Final Sat.:	1700		4769		145		1700		4680		234		1700		2954		466		1700		3154		266	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.36		0.36		0.05		0.34		0.34		0.13		0.31		0.31		0.10		0.10		0.10	
Crit Moves:			****				****								****				****					
Green/Cycle:	0.11		0.39		0.39		0.10		0.38		0.38		0.16		0.33		0.33		0.11		0.28		0.28	
Volume/Cap:	0.79		0.94		0.94		0.56		0.89		0.89		0.84		0.94		0.94		0.94		0.35		0.35	
Delay/Veh:	65.8		40.6		40.6		49.8		36.7		36.7		64.0		48.5		48.5		95.2		30.2		30.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	65.8		40.6		40.6		49.8		36.7		36.7		64.0		48.5		48.5		95.2		30.2		30.2	
LOS by Move:	E		D		D		D		D		D		E		D		D		F		C		C	
HCM2kAvgQ:	7		25		25		4		22		22		10		22		22		9		5		5	

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

Cycle (sec): 85 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	10	19	19	28	28	28	28	28	28
Lanes:	2 0	2 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1! 0	0
Volume Module:												
Base Vol:	222	954	106	9	1466	62	65	48	215	163	37	11
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	231	992	110	9	1525	64	68	50	224	170	38	11
Added Vol:	0	29	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1021	110	9	1556	64	68	50	224	170	38	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	1075	116	10	1638	68	71	53	235	178	41	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1075	116	10	1638	68	71	53	235	178	41	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	243	1075	116	10	1638	68	71	53	235	178	41	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	1.00	0.94	0.91	0.91	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.88	0.12	1.18	0.82	1.00	1.64	0.28	0.08
Final Sat.:	3200	3420	1800	1700	4718	196	2003	1479	1800	2792	496	147
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.06	0.01	0.35	0.35	0.04	0.04	0.13	0.06	0.08	0.08
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.44	0.44	0.16	0.48	0.48	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.65	0.72	0.15	0.04	0.72	0.72	0.11	0.11	0.40	0.19	0.25	0.25
Delay/Veh:	39.7	21.4	14.5	30.0	18.5	18.5	19.9	19.9	22.4	20.5	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	21.4	14.5	30.0	18.5	18.5	19.9	19.9	22.4	20.5	21.0	21.0
HCM2kAvg:	4	13	2	0	13	13	1	1	5	2	3	3

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #7 MOUNTAIN AVENUE (NS) AT 7TH STREET (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		19		19		10		19		19		28		28		28		28		28		28	
Lanes:	2	0	2	0	1		1	0	2	1	0		1	1	0	0	1		1	0	1!	0	0	
Volume Module:																								
Base Vol:	386		1454		65		4		1334		154		159		49		351		104		64		13	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	401		1512		68		4		1387		160		165		51		365		108		67		14	
Added Vol:	0		64		0		0		62		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	401		1576		68		4		1449		160		165		51		365		108		67		14	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	423		1659		71		4		1526		169		174		54		384		114		70		14	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	423		1659		71		4		1526		169		174		54		384		114		70		14	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	423		1659		71		4		1526		169		174		54		384		114		70		14	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.89		0.95		1.00		0.94		0.91		0.91		0.94		1.00		1.00		0.94		1.00		1.00	
Lanes:	2.00		2.00		1.00		1.00		2.70		0.30		1.55		0.45		1.00		1.42		0.48		0.10	
Final Sat.:	3200		3420		1800		1700		4425		489		2634		812		1800		2409		872		177	
Capacity Analysis Module:																								
Vol/Sat:	0.13		0.49		0.04		0.00		0.34		0.34		0.07		0.07		0.21		0.05		0.08		0.08	
Crit Moves:			****				****										****							
Green/Cycle:	0.19		0.58		0.58		0.10		0.49		0.49		0.27		0.27		0.27		0.27		0.27		0.27	
Volume/Cap:	0.71		0.84		0.07		0.03		0.71		0.71		0.25		0.25		0.80		0.18		0.30		0.30	
Delay/Veh:	43.8		21.1		9.6		43.2		21.9		21.9		30.4		30.4		45.2		29.7		31.0		31.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	43.8		21.1		9.6		43.2		21.9		21.9		30.4		30.4		45.2		29.7		31.0		31.0	
LOS by Move:	D		C		A		D		C		C		C		C		D		C		C		C	
HCM2kAvgQ:	9		25		1		0		16		16		3		3		14		2		4		4	

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

Cycle (sec): 120 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 40.9
Optimal Cycle:OPTIMIZED Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	27	27	27		27	27	27		0	0	0		38	38	38	
Lanes:	2	0 2	0	0	0	0 2	0	1	0	0 0	0	0 0	1	1 0	0	2
Volume Module:																
Base Vol:	526	871	0		0	1154	682		0	0	0		400	7	489	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	547	906	0		0	1200	709		0	0	0		416	7	509	
Added Vol:	29	29	0		0	31	0		0	0	0		31	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	576	935	0		0	1231	709		0	0	0		447	7	509	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	606	984	0		0	1296	747		0	0	0		471	8	535	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	606	984	0		0	1296	747		0	0	0		471	8	535	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	606	984	0		0	1296	747		0	0	0		471	8	535	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	0.95	1.00		0.94	0.95	1.00		0.94	1.00	1.00		0.94	1.00	0.88	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.97	0.03	2.00	
Final Sat.:	3200	3420	0		0	3420	1800		0	0	0		3348	55	3168	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.29	0.00		0.00	0.38	0.41		0.00	0.00	0.00		0.14	0.14	0.17	
Crit Moves:	****						****						****			
Green/Cycle:	0.23	0.63	0.00		0.00	0.41	0.41		0.00	0.00	0.00		0.32	0.32	0.32	
Volume/Cap:	0.84	0.45	0.00		0.00	0.93	1.02		0.00	0.00	0.00		0.44	0.44	0.53	
Delay/Veh:	53.3	11.5	0.0		0.0	44.8	72.7		0.0	0.0	0.0		32.9	32.9	34.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.3	11.5	0.0		0.0	44.8	72.7		0.0	0.0	0.0		32.9	32.9	34.3	
HCM2kAvg:	13	9	0		0	27	35		0	0	0		7	7	8	

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

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Intersection #8 MOUNTAIN AVENUE (NS) AT WESTBOUND I-10 RAMPS

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	27		27		27		27		27		27		0		0		0		38		38		38	
Lanes:	2	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	1	0	0	2	
Volume Module:																								
Base Vol:	355		1356		0		0		1343		422		0		0		0		583		1		605	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	369		1410		0		0		1397		439		0		0		0		606		1		629	
Added Vol:	64		64		0		0		62		0		0		0		0		62		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	433		1474		0		0		1459		439		0		0		0		668		1		629	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	456		1552		0		0		1535		462		0		0		0		703		1		662	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	456		1552		0		0		1535		462		0		0		0		703		1		662	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	456		1552		0		0		1535		462		0		0		0		703		1		662	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.89		0.95		1.00		0.94		0.95		1.00		0.94		1.00		1.00		0.94		1.00		0.88	
Lanes:	2.00		2.00		0.00		0.00		2.00		1.00		0.00		0.00		0.00		1.99		0.01		2.00	
Final Sat.:	3200		3420		0		0		3420		1800		0		0		0		3395		5		3168	
Capacity Analysis Module:																								
Vol/Sat:	0.14		0.45		0.00		0.00		0.45		0.26		0.00		0.00		0.00		0.21		0.21		0.21	
Crit Moves:	****								****										****					
Green/Cycle:	0.23		0.63		0.00		0.00		0.41		0.41		0.00		0.00		0.00		0.32		0.32		0.32	
Volume/Cap:	0.63		0.72		0.00		0.00		1.10		0.63		0.00		0.00		0.00		0.65		0.65		0.66	
Delay/Veh:	43.9		15.9		0.0		0.0		91.6		30.0		0.0		0.0		0.0		36.8		36.8		37.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	43.9		15.9		0.0		0.0		91.6		30.0		0.0		0.0		0.0		36.8		36.8		37.1	
LOS by Move:	D		B		A		A		F		C		A		A		A		D		D		D	
HCM2kAvgQ:	9		21		0		0		43		14		0		0		0		12		12		13	

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

ONTARIO WALMART SUPERSTORE
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.845
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 33.3
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	39	39	39	0	0	0
Lanes:	0 0	4 0	1	1 0	2 0	0	1 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1073	212	466	948	0	479	3	157	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1116	220	485	986	0	498	3	163	0	0	0
Added Vol:	0	58	29	0	62	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1174	249	485	1048	0	498	3	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1236	263	510	1103	0	524	3	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1236	263	510	1103	0	524	3	205	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1236	263	510	1103	0	524	3	205	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6552	1800	1700	3420	0	1700	1800	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.15	0.30	0.32	0.00	0.31	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.25	0.25	0.32	0.57	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.59	0.93	0.56	0.00	0.83	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	0.0	38.8	36.9	56.2	14.6	0.0	39.1	20.8	23.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.8	36.9	56.2	14.6	0.0	39.1	20.8	23.7	0.0	0.0	0.0
HCM2kAvg:	0	11	8	20	11	0	18	0	5	0	0	0

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

Intersection #9 MOUNTAIN AVENUE (NS) AT EASTBOUND I-10 RAMPS (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 40.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		39		39		39		0		0		0	
Lanes:	0	0	4	0	1		1	0	2	0	0		1	0	1	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	1190		475			389	1445		0			477		1	483			0		0		0	
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04		1.04	1.04			1.04		1.04		1.04	
Initial Bse:	0	1238		494			405	1503		0			496		1	502			0		0		0	
Added Vol:	0	128		64			0	124		0			0		0	62			0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0	0			0		0		0	
Initial Fut:	0	1366		558			405	1627		0			496		1	564			0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95		0.95	0.95			0.95		0.95		0.95	
PHF Volume:	0	1437		587			426	1712		0			522		1	594			0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0	0			0		0		0	
Reduced Vol:	0	1437		587			426	1712		0			522		1	594			0		0		0	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
Final Vol.:	0	1437		587			426	1712		0			522		1	594			0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800		1800	1800			1800		1800		1800	
Adjustment:	0.94	0.91		1.00			0.94	0.95		1.00			0.94		1.00	1.00			0.94		1.00		1.00	
Lanes:	0.00	4.00		1.00			1.00	2.00		0.00			1.00		1.00	1.00			0.00		0.00		0.00	
Final Sat.:	0	6552		1800			1700	3420		0			1700		1800	1800			0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.22		0.33			0.25	0.50		0.00			0.31		0.00	0.33			0.00		0.00		0.00	
Crit Moves:				****			****									****								
Green/Cycle:	0.00	0.33		0.33			0.26	0.59		0.00			0.35		0.35	0.35			0.00		0.00		0.00	
Volume/Cap:	0.00	0.66		0.98			0.98	0.85		0.00			0.87		0.00	0.93			0.00		0.00		0.00	
Delay/Veh:	0.0	32.0		66.8			77.3	22.0		0.0			45.7		22.9	54.6			0.0		0.0		0.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
AdjDel/Veh:	0.0	32.0		66.8			77.3	22.0		0.0			45.7		22.9	54.6			0.0		0.0		0.0	
LOS by Move:	A		C		E		E		C		A		D		C	D			A		A		A	
HCM2kAvgQ:	0		12		25		21		27		0		20		0	24			0		0		0	

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

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

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.015
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 90.7
Optimal Cycle:OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	18	18	10	18	18	10	25	25	10	25	25
Lanes:	2 0	1 0	1	2 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	44	1149	70	130	1027	92	77	62	174	64	76	77
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	1195	73	135	1068	96	80	64	181	67	79	80
Added Vol:	0	88	0	0	93	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1283	73	135	1161	96	80	64	181	67	79	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	1350	77	142	1222	101	84	68	190	70	83	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1350	77	142	1222	101	84	68	190	70	83	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	1350	77	142	1222	101	84	68	190	70	83	84
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	0.95	1.00	0.89	0.95	0.95	0.94	0.95	0.95
Lanes:	2.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3200	1800	1800	3200	3420	1800	3200	1710	1710	1700	1710	1710
Capacity Analysis Module:												
Vol/Sat:	0.02	0.75	0.04	0.04	0.36	0.06	0.03	0.04	0.11	0.04	0.05	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.56	0.56	0.08	0.52	0.60	0.08	0.21	0.21	0.08	0.21	0.21
Volume/Cap:	0.12	1.34	0.08	0.53	0.69	0.09	0.32	0.19	0.53	0.49	0.23	0.24
Delay/Veh:	47.2	188	12.3	54.9	22.6	10.0	52.5	39.2	43.5	55.3	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	188	12.3	54.9	22.6	10.0	52.5	39.2	43.5	55.3	39.7	39.7
HCM2kAvg:	1	92	1	3	17	2	2	2	7	3	3	3

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.207
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 169.3
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	10		18		18		10		18		18		10		25		25		10		25		25	
Lanes:	2	0	1	0	1		2	0	2	0	1		2	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	71		1416		90		82		1694		159		215		95		69		92		86		75	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	74		1473		94		85		1762		165		224		99		72		96		89		78	
Added Vol:	0		192		0		0		185		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	74		1665		94		85		1947		165		224		99		72		96		89		78	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	78		1752		99		90		2049		174		235		104		76		101		94		82	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	78		1752		99		90		2049		174		235		104		76		101		94		82	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	78		1752		99		90		2049		174		235		104		76		101		94		82	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.89		1.00		1.00		0.89		0.95		1.00		0.89		0.95		0.95		0.94		0.95		0.95	
Lanes:	2.00		1.00		1.00		2.00		2.00		1.00		2.00		1.16		0.84		1.00		1.07		0.93	
Final Sat.:	3200		1800		1800		3200		3420		1800		3200		1981		1439		1700		1827		1593	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.97		0.05		0.03		0.60		0.10		0.07		0.05		0.05		0.06		0.05		0.05	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.08		0.56		0.56		0.08		0.56		0.64		0.08		0.21		0.21		0.08		0.21		0.21	
Volume/Cap:	0.29		1.74		0.10		0.34		1.07		0.15		0.88		0.25		0.25		0.71		0.25		0.25	
Delay/Veh:	52.3		365		12.4		52.6		69.9		8.6		81.6		39.9		39.9		69.1		39.8		39.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	52.3		365		12.4		52.6		69.9		8.6		81.6		39.9		39.9		69.1		39.8		39.8	
LOS by Move:	D		F		B		D		E		A		F		D		D		E		D		D	
HCM2kAvgQ:	2		154		2		2		53		2		7		3		3		5		3		3	

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 26.5
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	10		18		18		10		18		18		10		25		25		10		25		25	
Lanes:	2	0	2	0	1		2	0	2	0	1		2	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	44		1149		70		130		1027		92		77		62		174		64		76		77	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	46		1195		73		135		1068		96		80		64		181		67		79		80	
Added Vol:	0		88		0		0		93		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	46		1283		73		135		1161		96		80		64		181		67		79		80	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	48		1350		77		142		1222		101		84		68		190		70		83		84	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	48		1350		77		142		1222		101		84		68		190		70		83		84	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	48		1350		77		142		1222		101		84		68		190		70		83		84	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.89		0.95		1.00		0.89		0.95		1.00		0.89		0.95		0.95		0.94		0.95		0.95	
Lanes:	2.00		2.00		1.00		2.00		2.00		1.00		2.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	3200		3420		1800		3200		3420		1800		3200		1710		1710		1700		1710		1710	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.39		0.04		0.04		0.36		0.06		0.03		0.04		0.11		0.04		0.05		0.05	
Crit Moves:			****				****										****		****					
Green/Cycle:	0.12		0.56		0.56		0.08		0.52		0.60		0.08		0.21		0.21		0.08		0.21		0.21	
Volume/Cap:	0.12		0.71		0.08		0.53		0.69		0.09		0.32		0.19		0.53		0.49		0.23		0.24	
Delay/Veh:	47.2		20.6		12.3		54.9		22.6		10.0		52.5		39.2		43.5		55.3		39.7		39.7	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	47.2		20.6		12.3		54.9		22.6		10.0		52.5		39.2		43.5		55.3		39.7		39.7	
HCM2kAvg:	1		19		1		3		17		2		2		2		7		3		3		3	

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

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Intersection #10 MOUNTAIN AVENUE (NS) AT AT 6TH STREET (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.4
Optimal Cycle: OPTIMIZED Level Of Service: D

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Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Ovl			Include				Include			
Min. Green:	10	18	18	10	18	18	10	25	25		10	25	25	
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	71	1416	90	82	1694	159	215	95	69		92	86	75	
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	74	1473	94	85	1762	165	224	99	72		96	89	78	
Added Vol:	0	192	0	0	185	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	74	1665	94	85	1947	165	224	99	72		96	89	78	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	78	1752	99	90	2049	174	235	104	76		101	94	82	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	78	1752	99	90	2049	174	235	104	76		101	94	82	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	78	1752	99	90	2049	174	235	104	76		101	94	82	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	0.95	1.00	0.89	0.95	1.00	0.89	0.95	0.95		0.94	0.95	0.95	
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84		1.00	1.07	0.93	
Final Sat.:	3200	3420	1800	3200	3420	1800	3200	1981	1439		1700	1827	1593	
Capacity Analysis Module:														
Vol/Sat:	0.02	0.51	0.05	0.03	0.60	0.10	0.07	0.05	0.05		0.06	0.05	0.05	
Crit Moves:	****				****		****					****		
Green/Cycle:	0.08	0.55	0.55	0.09	0.56	0.64	0.08	0.21	0.21		0.08	0.21	0.21	
Volume/Cap:	0.29	0.93	0.10	0.31	1.07	0.15	0.88	0.25	0.25		0.71	0.25	0.25	
Delay/Veh:	52.3	33.3	12.8	51.8	69.9	8.6	81.6	39.9	39.9		69.1	39.8	39.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.3	33.3	12.8	51.8	69.9	8.6	81.6	39.9	39.9		69.1	39.8	39.8	
LOS by Move:	D	C	B	D	E	A	F	D	D		E	D	D	
HCM2kAvgQ:	2	35	2	2	53	2	7	3	3		5	3	3	

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 95 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10		13	13	10		13	13	21		21	21	21		21	21
Lanes:	1	0	1	1 0	1	1	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	67	1377		40	32	1058		36	77		67	107	65		80	49
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	70	1432		42	33	1100		37	80		70	111	68		83	51
Added Vol:	34	6		0	1	6		0	0		4	32	0		5	2
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	104	1438		42	34	1106		37	80		74	143	68		88	53
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	109	1514		44	36	1165		39	84		78	151	71		93	56
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	109	1514		44	36	1165		39	84		78	151	71		93	56
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	109	1514		44	36	1165		39	84		78	151	71		93	56
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.94	0.95		0.95	0.90	0.95		0.95	0.94		1.00	1.00	0.94		1.00	1.00
Lanes:	1.00	1.94		0.06	1.00	1.93		0.07	1.00		0.34	0.66	1.00		0.62	0.38
Final Sat.:	1700	3324		96	1615	3308		112	1700		611	1189	1700		1125	675
Capacity Analysis Module:																
Vol/Sat:	0.00	0.46		0.46	0.00	0.35		0.35	0.05		0.13	0.13	0.04		0.08	0.08
Crit Moves:		****			****						****					
Green/Cycle:	0.16	0.61		0.61	0.11	0.55		0.55	0.22		0.22	0.22	0.22		0.22	0.22
Volume/Cap:	0.39	0.75		0.75	0.21	0.64		0.64	0.22		0.57	0.57	0.19		0.37	0.37
Delay/Veh:	36.3	14.7		14.7	38.9	15.5		15.5	30.6		35.0	35.0	30.3		32.0	32.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	36.3	14.7		14.7	38.9	15.5		15.5	30.6		35.0	35.0	30.3		32.0	32.0
HCM2kAvg:	3	17		17	1	13		13	2		7	7	2		4	4

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #11 MOUNTAIN AVENUE (NS) AT 5TH STREET (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	13	13		10	13	13		21	21	21		21	21	21	
Lanes:	1 0	1	1 0		1	1 0	1 0		1 0	0	1 0		1 0	0	1 0	
Volume Module:																
Base Vol:	176	1452	33		49	1610	30		61	97	70		25	64	51	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	183	1510	34		51	1674	31		63	101	73		26	67	53	
Added Vol:	68	12	0		3	12	0		0	10	71		0	9	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	251	1522	34		54	1686	31		63	111	144		26	76	56	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	264	1602	36		57	1775	33		67	117	151		27	80	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	264	1602	36		57	1775	33		67	117	151		27	80	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	264	1602	36		57	1775	33		67	117	151		27	80	59	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.95	0.95		0.90	0.95	0.95		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	1.00	1.96	0.04		1.00	1.96	0.04		1.00	0.44	0.56		1.00	0.57	0.43	
Final Sat.:	1700	3345	75		1615	3358	62		1700	784	1016		1700	1033	767	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.48		0.00	0.53	0.53		0.04	0.15	0.15		0.02	0.08	0.08	
Crit Moves:	****					****				****						
Green/Cycle:	0.17	0.65	0.65		0.12	0.59	0.59		0.18	0.18	0.18		0.18	0.18	0.18	
Volume/Cap:	0.89	0.74	0.74		0.30	0.89	0.89		0.22	0.82	0.82		0.09	0.42	0.42	
Delay/Veh:	73.6	15.1	15.1		46.4	25.8	25.8		40.3	59.7	59.7		39.2	42.5	42.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	73.6	15.1	15.1		46.4	25.8	25.8		40.3	59.7	59.7		39.2	42.5	42.5	
LOS by Move:	E	B	B		D	C	C		D	E	E		D	D	D	
HCM2kAvgQ:	13	21	21		2	32	32		2	11	11		1	5	5	

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Prot+Permit						Prot+Permit						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		18		18		10		18		18		21		21		21		21		21		21	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	77	1081		35			77	1038		84			135	123		53			74	141		114		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	80	1124		36			80	1080		87			140	128		55			77	147		119		
Added Vol:	0	31		0			4	29		4			5	0		0			0	0		5		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	80	1155		36			84	1109		91			145	128		55			77	147		124		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	84	1216		38			89	1167		96			153	135		58			81	154		130		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	84	1216		38			89	1167		96			153	135		58			81	154		130		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	84	1216		38			89	1167		96			153	135		58			81	154		130		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.94	0.95		1.00			0.94	0.95		1.00			0.94	0.95		0.95			0.94	0.95		0.95		
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			1.00	1.40		0.60			1.00	1.09		0.91		
Final Sat.:	1700	3420		1800			1700	3420		1800			1700	2390		1030			1700	1856		1564		
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.36		0.02			0.00	0.34		0.05			0.09	0.06		0.06			0.05	0.08		0.08		
Crit Moves:		****						****						****										
Green/Cycle:	0.18	0.51		0.51			0.13	0.46		0.46			0.28	0.28		0.28			0.28	0.28		0.28		
Volume/Cap:	0.28	0.70		0.04			0.39	0.74		0.12			0.32	0.20		0.20			0.17	0.30		0.30		
Delay/Veh:	27.0	15.5		9.3			30.8	18.5		11.6			21.8	20.7		20.7			20.6	21.4		21.4		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	27.0	15.5		9.3			30.8	18.5		11.6			21.8	20.7		20.7			20.6	21.4		21.4		
HCM2kAvg:	2	12		0			2	13		1			3	2		2			1	3		3		

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #12 MOUNTAIN AVENUE (NS) AT 4TH STREET (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: OPTIMIZED Level Of Service: C

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Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Prot+Permit						Prot+Permit						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		18		18		10		18		18		21		21		21		21		21		21	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	110		1309		69		217		1239		96		99		223		85		98		210		151	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	114		1361		72		226		1289		100		103		232		88		102		218		157	
Added Vol:	0		62		0		10		64		10		9		0		0		0		0		9	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	114		1423		72		236		1353		110		112		232		88		102		218		166	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	120		1498		76		248		1424		116		118		244		93		107		230		175	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	120		1498		76		248		1424		116		118		244		93		107		230		175	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	120		1498		76		248		1424		116		118		244		93		107		230		175	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.94		0.95		1.00		0.94		0.95		1.00		0.94		0.95		0.95		0.94		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		1.45		0.55		1.00		1.14		0.86	
Final Sat.:	1700		3420		1800		1700		3420		1800		1700		2476		944		1700		1943		1477	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.44		0.04		0.00		0.42		0.06		0.07		0.10		0.10		0.06		0.12		0.12	
Crit Moves:			****				****														****			
Green/Cycle:	0.15		0.53		0.53		0.17		0.55		0.55		0.23		0.23		0.23		0.23		0.23		0.23	
Volume/Cap:	0.48		0.83		0.08		0.83		0.75		0.12		0.30		0.42		0.42		0.27		0.51		0.51	
Delay/Veh:	36.7		21.6		10.6		53.9		17.2		9.7		28.8		29.7		29.7		28.6		30.5		30.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	36.7		21.6		10.6		53.9		17.2		9.7		28.8		29.7		29.7		28.6		30.5		30.5	
LOS by Move:	D		C		B		D		B		A		C		C		C		C		C		C	
HCM2kAvgQ:	4		21		1		10		17		2		3		4		4		3		6		6	

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 85 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 32.4
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10		22		22		10		22		22		10		24		24		10		24		24	
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	161	1018		139			94	913		111			41	270		115			152	455		112		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	167	1059		145			98	950		115			43	281		120			158	473		116		
Added Vol:	0	16		0			7	15		7			8	0		0			0	0		8		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	167	1075		145			105	965		122			51	281		120			158	473		124		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	176	1131		152			110	1015		129			53	296		126			166	498		131		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	176	1131		152			110	1015		129			53	296		126			166	498		131		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	176	1131		152			110	1015		129			53	296		126			166	498		131		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.94	0.95		1.00			0.94	0.95		0.95			0.94	0.95		0.95			0.94	0.95		1.00		
Lanes:	1.00	2.00		1.00			1.00	1.77		0.23			1.00	1.40		0.60			1.00	2.00		1.00		
Final Sat.:	1700	3420		1800			1700	3035		385			1700	2398		1022			1700	3420		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.33		0.08			0.06	0.33		0.33			0.03	0.12		0.12			0.10	0.15		0.07		
Crit Moves:	****							****						****					****					
Green/Cycle:	0.12	0.37		0.37			0.13	0.39		0.39			0.12	0.28		0.28			0.12	0.28		0.28		
Volume/Cap:	0.87	0.89		0.23			0.49	0.87		0.87			0.27	0.44		0.44			0.83	0.52		0.26		
Delay/Veh:	66.8	32.8		18.4			35.9	30.3		30.3			34.9	25.3		25.3			61.3	26.1		23.9		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	66.8	32.8		18.4			35.9	30.3		30.3			34.9	25.3		25.3			61.3	26.1		23.9		
HCM2kAvg:	7		18		3		3		17		17		2		5		5		7		6		3	

ONTARIO WALMART SUPERSTORE
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ONTARIO, CALIFORNIA

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 1.386
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 171.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10		22		22		10		22		22		10		24		24		10		24		24	
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	315	1112		293			249	1122		202			278	1118		280			312	1153		241		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	328	1156		305			259	1167		210			289	1163		291			324	1199		251		
Added Vol:	0	31		0			16	32		16			15	0		0			0	0		15		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	328	1187		305			275	1199		226			304	1163		291			324	1199		266		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	345	1250		321			289	1262		238			320	1224		307			342	1262		280		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	345	1250		321			289	1262		238			320	1224		307			342	1262		280		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	345	1250		321			289	1262		238			320	1224		307			342	1262		280		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.94	0.95		1.00			0.94	0.95		0.95			0.94	0.95		0.95			0.94	0.95		1.00		
Lanes:	1.00	2.00		1.00			1.00	1.68		0.32			1.00	1.60		0.40			1.00	2.00		1.00		
Final Sat.:	1700	3420		1800			1700	2877		543			1700	2735		685			1700	3420		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.20	0.37		0.18			0.17	0.44		0.44			0.19	0.45		0.45			0.20	0.37		0.16		
Crit Moves:	****							****						****						****				
Green/Cycle:	0.15	0.32		0.32			0.15	0.32		0.32			0.16	0.32		0.32			0.14	0.31		0.31		
Volume/Cap:	1.39	1.16		0.56			1.16	1.39		1.39			1.19	1.39		1.39			1.39	1.19		0.50		
Delay/Veh:	245.9	121		34.1			155.4	219		218.9			165.4	218		218.4			246.1	135		33.2		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	245.9	121		34.1			155.4	219		218.9			165.4	218		218.4			246.1	135		33.2		
LOS by Move:	F	F		C			F	F		F			F	F		F			F	F		C		
HCM2kAvgQ:	27	37		10			19	56		56			22	57		57			27	39		8		

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

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle:OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	10		22		22		10		22		22		10		24		24		10		24		24	
Lanes:	2	0	3	0	1		2	0	3	0	1		2	0	1	1	0		2	0	2	0	1	
Volume Module:																								
Base Vol:	161	1018		139			94	913		111			41	270		115			152	455		112		
Growth Adj:	1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04		
Initial Bse:	167	1059		145			98	950		115			43	281		120			158	473		116		
Added Vol:	0	16		0			7	15		7			8	0		0			0	0		8		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	167	1075		145			105	965		122			51	281		120			158	473		124		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	176	1131		152			110	1015		129			53	296		126			166	498		131		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	176	1131		152			110	1015		129			53	296		126			166	498		131		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	176	1131		152			110	1015		129			53	296		126			166	498		131		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.89	0.91		1.00			0.89	0.91		1.00			0.89	0.95		0.95			0.89	0.95		1.00		
Lanes:	2.00	3.00		1.00			2.00	3.00		1.00			2.00	1.40		0.60			2.00	2.00		1.00		
Final Sat.:	3200	4914		1800			3200	4914		1800			3200	2398		1022			3200	3420		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.23		0.08			0.03	0.21		0.07			0.02	0.12		0.12			0.05	0.15		0.07		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.13	0.30		0.30			0.14	0.31		0.31			0.13	0.32		0.32			0.13	0.32		0.32		
Volume/Cap:	0.41	0.76		0.28			0.25	0.67		0.23			0.12	0.39		0.39			0.39	0.46		0.23		
Delay/Veh:	30.5	26.1		20.2			29.2	23.9		19.6			28.8	20.0		20.0			30.3	20.6		18.9		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	30.5	26.1		20.2			29.2	23.9		19.6			28.8	20.0		20.0			30.3	20.6		18.9		
HCM2kAvg:	2	10		3			1	8		2			1	4		4			2	5		2		

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #13 MOUNTAIN AVENUE (NS) AT HOLT BOULEVARD (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	24	24	10	24	24
Lanes:	2 0 3	0 1		2 0 3	0 1		2 0 1	1 0		2 0 2	0 1	
Volume Module:												
Base Vol:	315	1112	293	249	1122	202	278	1118	280	312	1153	241
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	328	1156	305	259	1167	210	289	1163	291	324	1199	251
Added Vol:	0	31	0	16	32	16	15	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1187	305	275	1199	226	304	1163	291	324	1199	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	1250	321	289	1262	238	320	1224	307	342	1262	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1250	321	289	1262	238	320	1224	307	342	1262	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	345	1250	321	289	1262	238	320	1224	307	342	1262	280
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.91	1.00	0.89	0.91	1.00	0.89	0.95	0.95	0.89	0.95	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.60	0.40	2.00	2.00	1.00
Final Sat.:	3200	4914	1800	3200	4914	1800	3200	2735	685	3200	3420	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.18	0.09	0.26	0.13	0.10	0.45	0.45	0.11	0.37	0.16
Crit Moves:	****				****			****			****	
Green/Cycle:	0.11	0.26	0.26	0.11	0.26	0.26	0.12	0.45	0.45	0.11	0.43	0.43
Volume/Cap:	1.00	0.99	0.69	0.85	1.00	0.52	0.82	1.00	1.00	1.00	0.86	0.36
Delay/Veh:	91.8	57.9	36.4	59.7	61.5	31.3	53.1	50.1	50.1	92.1	29.8	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.8	57.9	36.4	59.7	61.5	31.3	53.1	50.1	50.1	92.1	29.8	18.6
LOS by Move:	F	E	D	E	E	C	D	D	D	F	C	B
HCM2kAvgQ:	10	19	10	7	20	6	7	31	31	10	20	6

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	52	276	61	30	311	61	46	59	21	67	93	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	54	287	63	31	323	63	48	61	22	70	97	32
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	288	63	31	325	63	48	61	22	70	97	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	303	67	33	343	67	50	65	23	73	102	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	303	67	33	343	67	50	65	23	73	102	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	303	67	33	343	67	50	65	23	73	102	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.42	0.31	0.15	1.55	0.30	0.44	0.56	1.00	0.42	0.58	1.00
Final Sat.:	145	794	180	82	871	174	202	259	521	200	278	540
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.37	0.40	0.39	0.38	0.25	0.25	0.04	0.37	0.37	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	13.0	12.6	12.1	13.0	12.7	12.3	12.2	12.2	9.3	13.6	13.6	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	12.6	12.1	13.0	12.7	12.3	12.2	12.2	9.3	13.6	13.6	9.3
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.5			12.6			11.7			12.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			12.6			11.7			12.9		
LOS by Appr:	B			B			B			B		

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

Intersection #14 SAN ANTONIO AVE (NS) AT 6TH STREET (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	41	391	42	51	439	27	43	82	46	46	76	42
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	43	407	44	53	457	28	45	85	48	48	79	44
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	410	44	53	460	28	45	85	48	48	79	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	431	46	56	484	30	47	90	50	50	83	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	431	46	56	484	30	47	90	50	50	83	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	431	46	56	484	30	47	90	50	50	83	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.65	0.18	0.20	1.70	0.10	0.34	0.66	1.00	0.38	0.62	1.00
Final Sat.:	90	880	95	104	913	56	152	289	491	165	273	489
Capacity Analysis Module:												
Vol/Sat:	0.50	0.49	0.48	0.54	0.53	0.52	0.31	0.31	0.10	0.30	0.30	0.09
Crit Moves:	****			****				****			****	
Delay/Veh:	15.6	15.2	14.8	16.5	16.1	15.8	13.6	13.6	10.3	13.5	13.5	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.2	14.8	16.5	16.1	15.8	13.6	13.6	10.3	13.5	13.5	10.2
LOS by Move:	C	C	B	C	C	C	B	B	B	B	B	B
ApproachDel:		15.2			16.1			12.7			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			16.1			12.7			12.7	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	0.9	0.8	0.8	1.1	1.0	1.0	0.4	0.4	0.1	0.4	0.4	0.1

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

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	75	374	79	35	377	38	26	91	49	46	105	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	78	389	82	36	392	40	27	95	51	48	109	27
Added Vol:	2	0	0	0	0	2	1	3	1	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	389	82	36	392	42	28	98	52	48	112	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	409	86	38	413	44	30	103	55	50	118	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	409	86	38	413	44	30	103	55	50	118	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	409	86	38	413	44	30	103	55	50	118	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.41	0.30	0.15	1.67	0.18	0.22	0.78	1.00	0.26	0.60	0.14
Final Sat.:	152	756	164	80	873	94	98	341	486	118	277	67
Capacity Analysis Module:												
Vol/Sat:	0.56	0.54	0.53	0.48	0.47	0.47	0.30	0.30	0.11	0.43	0.43	0.43
Crit Moves:	****			****				****			****	
Delay/Veh:	17.3	16.5	15.7	15.3	15.0	14.7	13.4	13.4	10.4	15.4	15.4	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	16.5	15.7	15.3	15.0	14.7	13.4	13.4	10.4	15.4	15.4	15.4
LOS by Move:	C	C	C	C	B	B	B	B	B	C	C	C
ApproachDel:		16.5			15.0			12.5			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.5			15.0			12.5			15.4	
LOS by Appr:		C			B			B			C	

****

ONTARIO WALMART SUPERSTORE
TRAFFIC IMPACT STUDY
ONTARIO, CALIFORNIA

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

****

Intersection #15 SAN ANTONIO AVE (NS) AT 5TH STREET (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	33	391	45	21	418	37	19	90	33	38	67	14
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	34	407	47	22	435	38	20	94	34	40	70	15
Added Vol:	3	0	0	0	0	3	3	6	3	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	407	47	22	435	41	23	100	37	40	76	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	428	49	23	458	44	24	105	39	42	80	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	428	49	23	458	44	24	105	39	42	80	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	428	49	23	458	44	24	105	39	42	80	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.66	0.19	0.09	1.74	0.17	0.19	0.81	1.00	0.30	0.59	0.11
Final Sat.:	84	933	109	49	985	95	85	374	509	142	273	52
Capacity Analysis Module:												
Vol/Sat:	0.47	0.46	0.45	0.47	0.46	0.46	0.28	0.28	0.08	0.29	0.29	0.29
Crit Moves:	****			****				****			****	
Delay/Veh:	14.2	13.9	13.6	14.3	14.0	13.7	12.6	12.6	9.7	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	13.9	13.6	14.3	14.0	13.7	12.6	12.6	9.7	12.9	12.9	12.9
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	B
ApproachDel:		13.9			14.0			12.0			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.9			14.0			12.0			12.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.8	0.8	0.8	0.8	0.8	0.8	0.3	0.3	0.1	0.4	0.4	0.4

****

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

Appendix G

Traffic Signal Warrant Worksheets

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **BENSON**

Total of Both Approaches (VPH) = **1234**

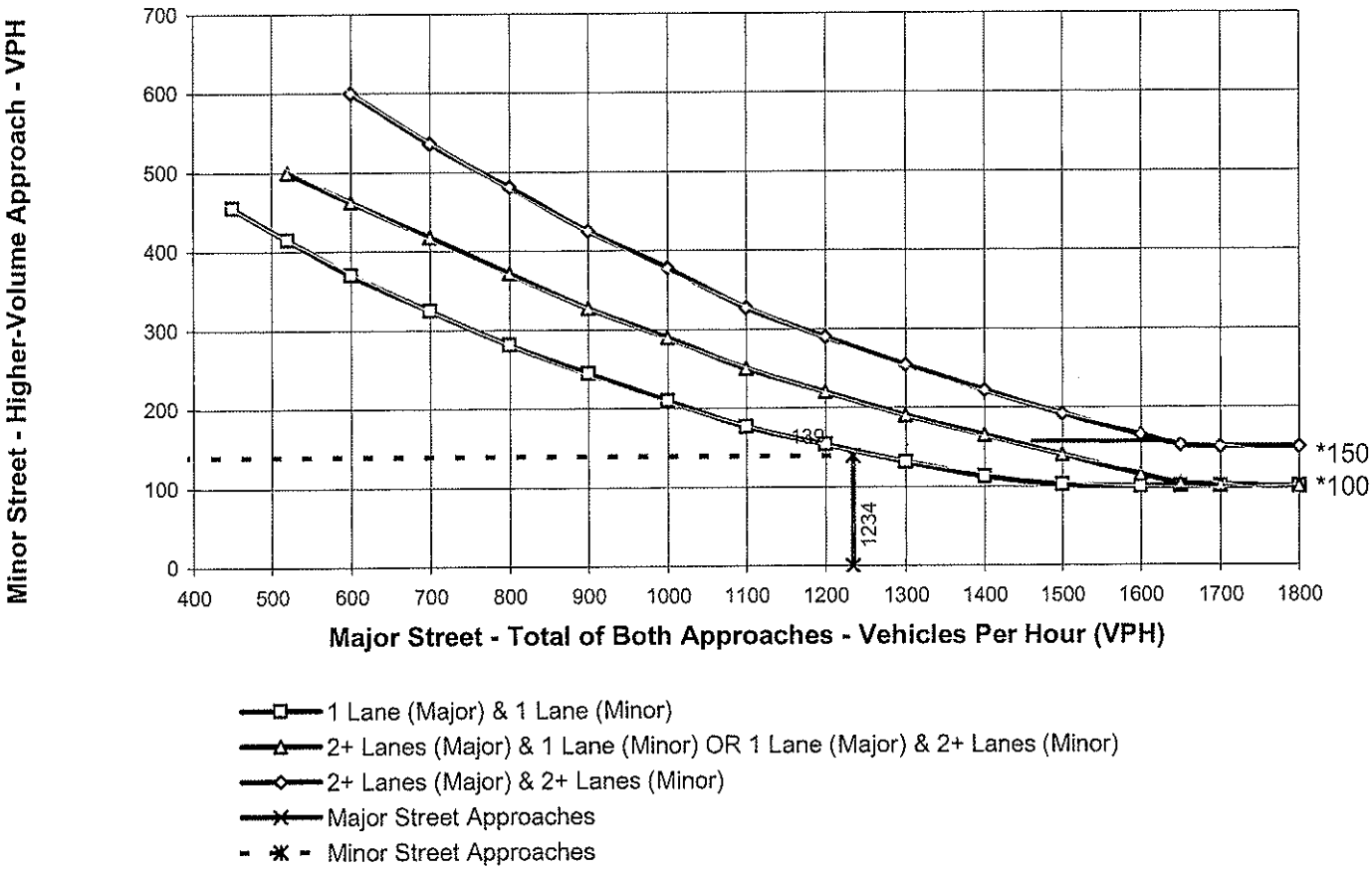
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **6TH STREET**

High Volume Approach (VPH) = **139**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **BENSON**

Total of Both Approaches (VPH) = **996**

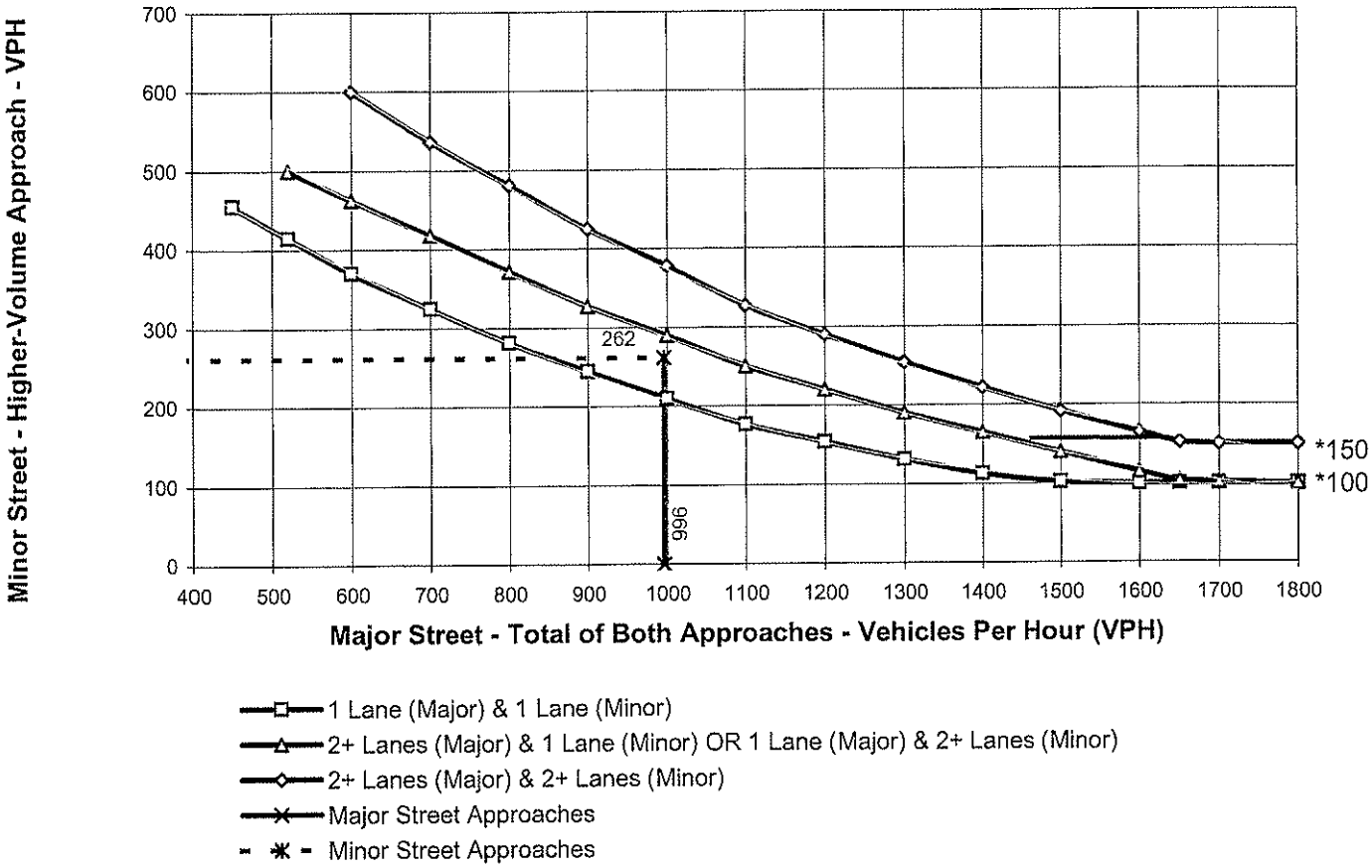
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **5TH STREET**

High Volume Approach (VPH) = **262**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **JASMINE**

Total of Both Approaches (VPH) = **441**

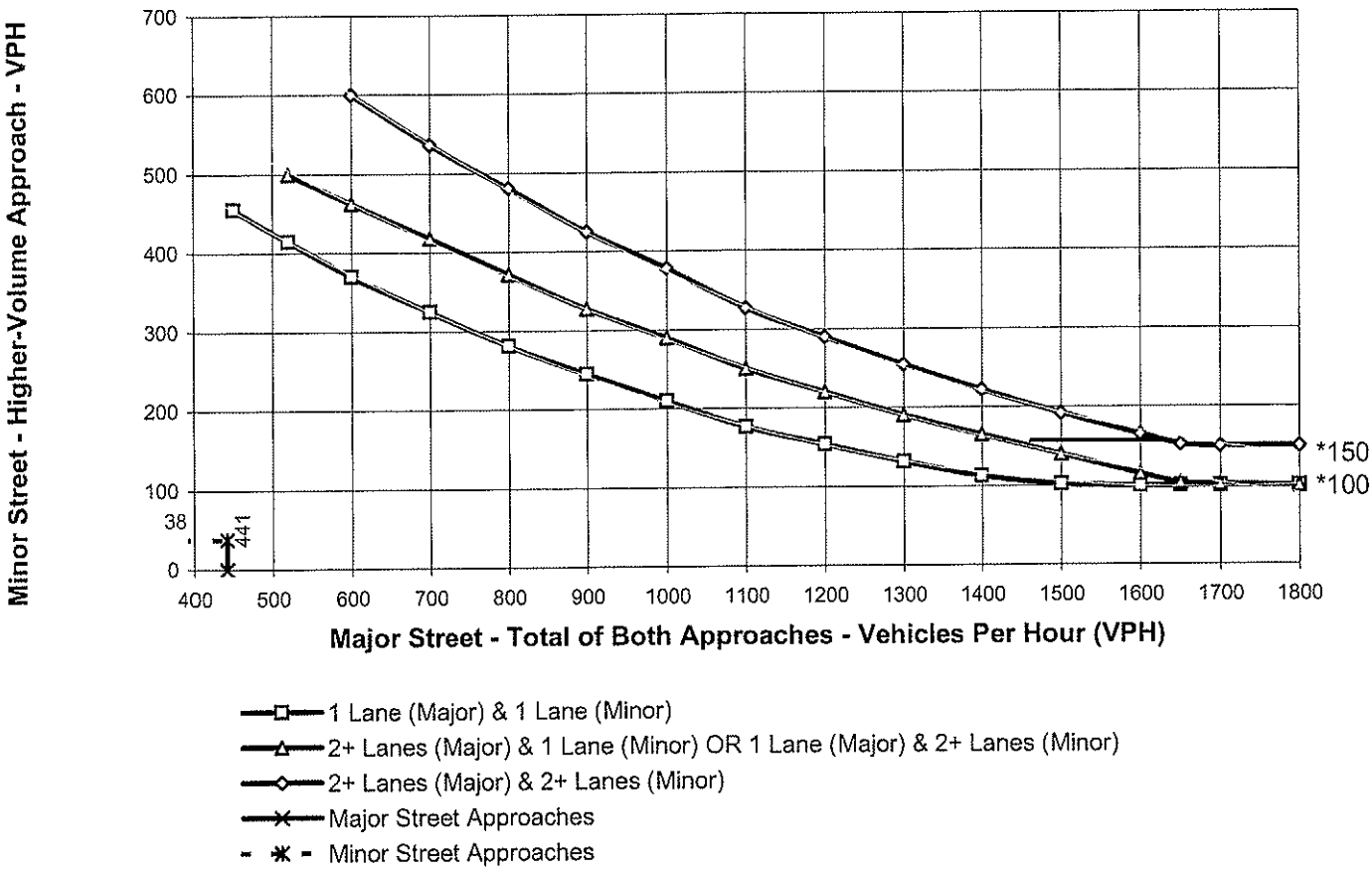
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **5TH STREET**

High Volume Approach (VPH) = **38**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **HELEN**

Total of Both Approaches (VPH) = **399**

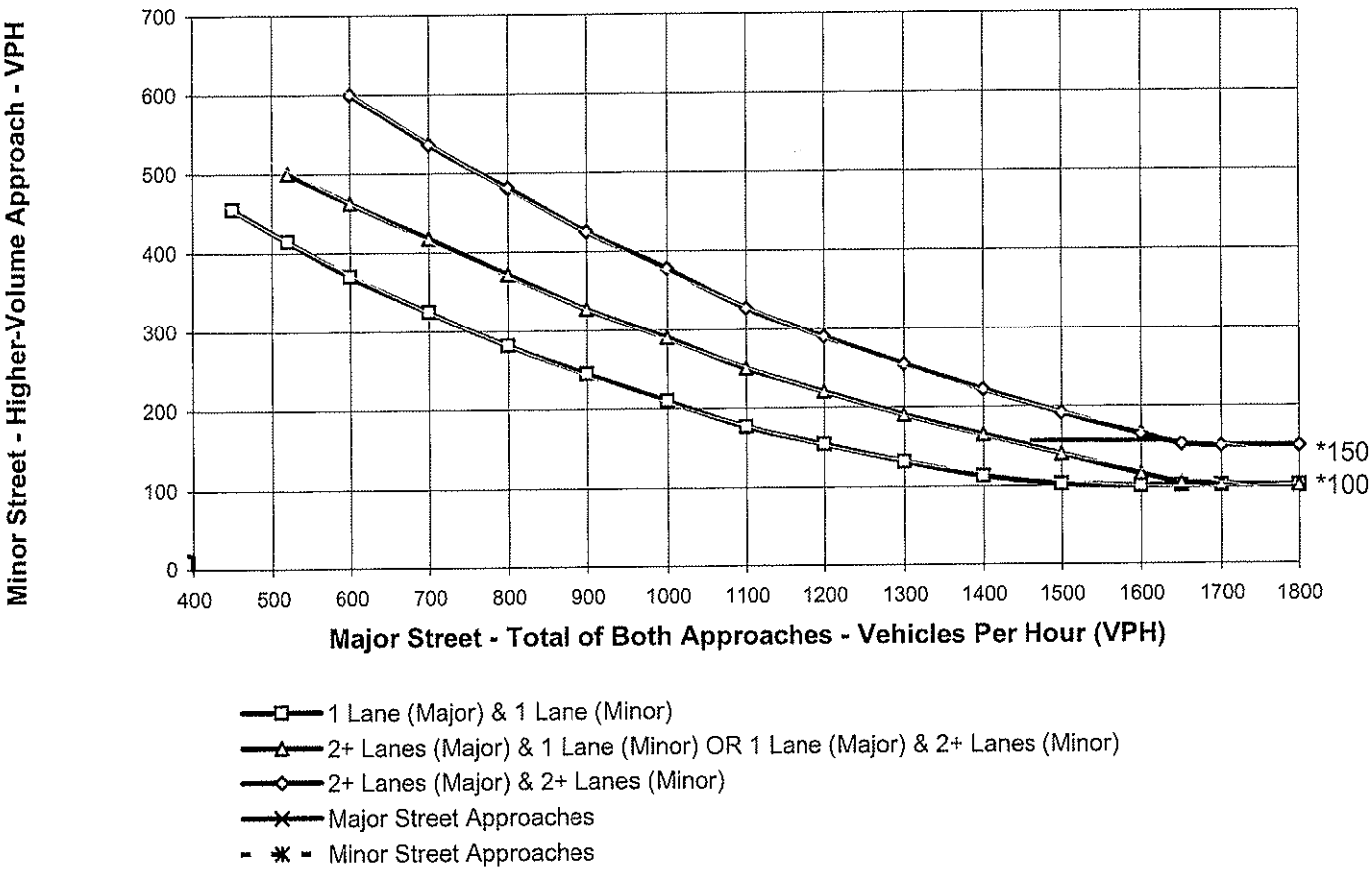
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **5TH STREET**

High Volume Approach (VPH) = **18**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **ALDERBERRY**

Total of Both Approaches (VPH) = **474**

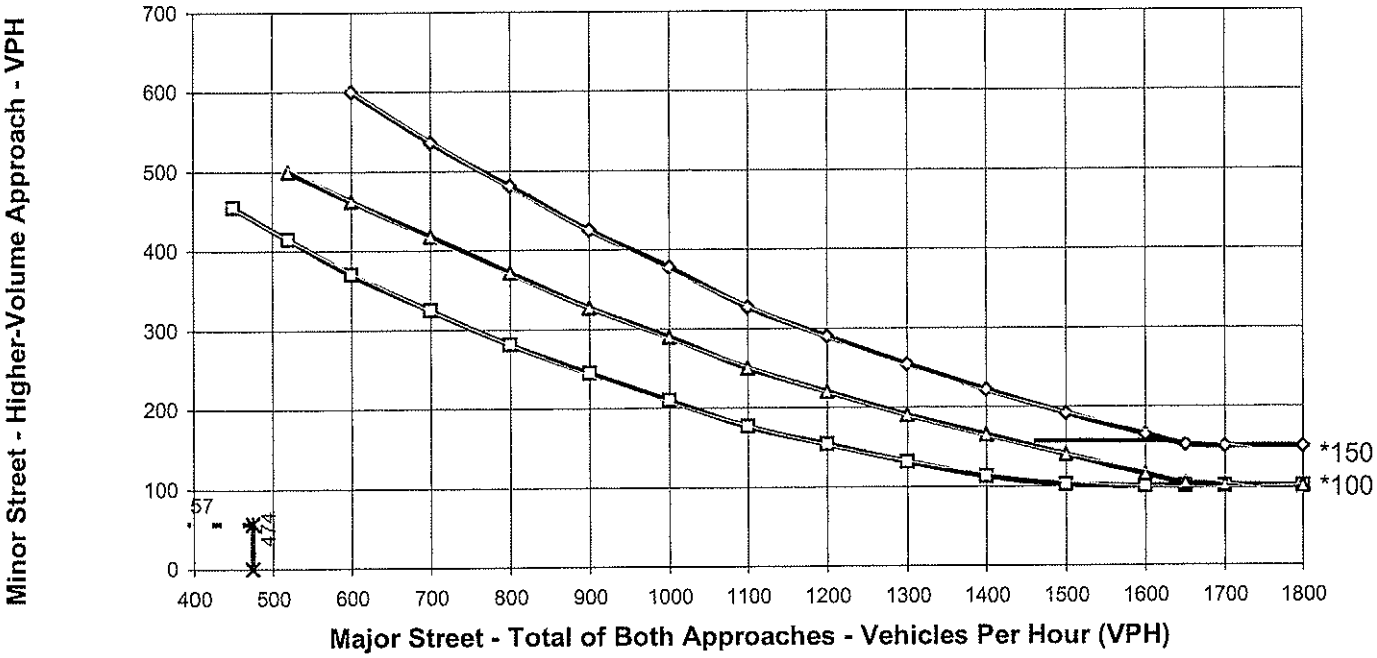
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **5TH STREET**

High Volume Approach (VPH) = **57**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

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

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **SAN ANTONIO**

Total of Both Approaches (VPH) = **1039**

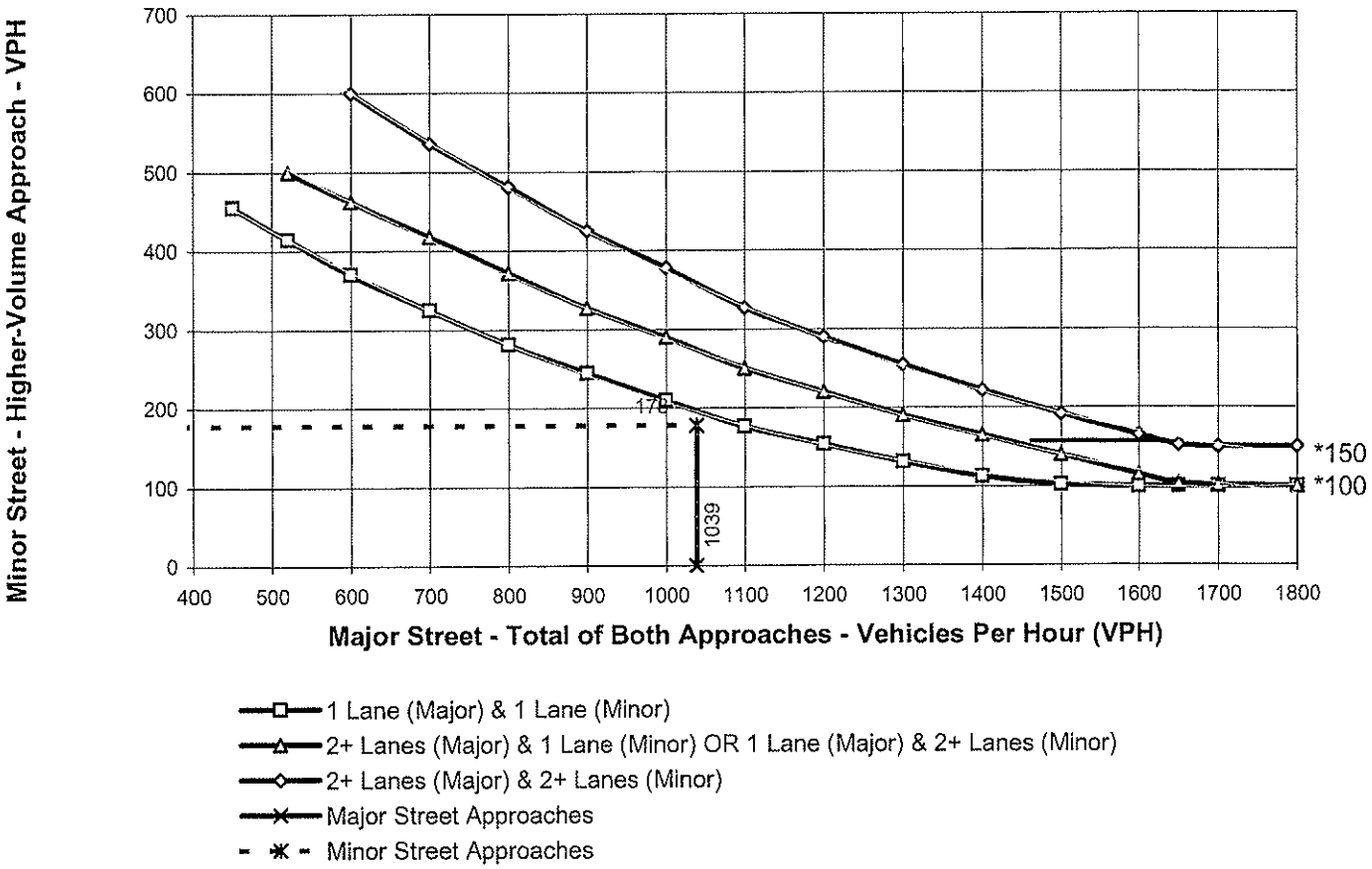
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **6TH STREET**

High Volume Approach (VPH) = **178**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **SAN ANTONIO**

Total of Both Approaches (VPH) = **989**

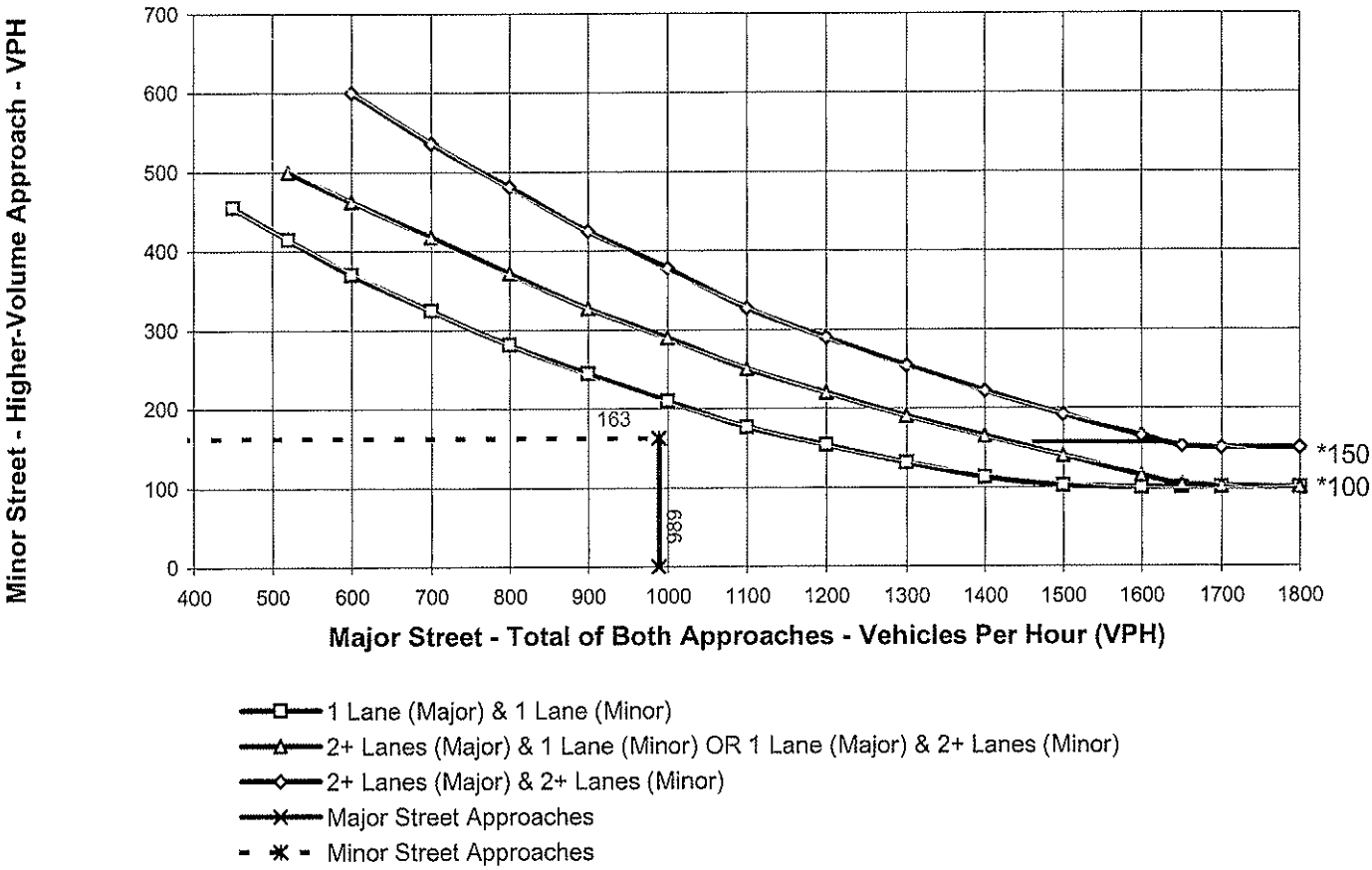
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **5TH STREET**

High Volume Approach (VPH) = **163**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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

(msg. Tom Ivanna re: speed limits rural/urban) 4/21/06 909-395-2387 Bruce Smith

RK engineering group, inc.
tel 949.474.0809 fax 949.474.0902

RK No. 0141-05-01
Sheet No. _____ of _____

Prepared by: _____ Date: _____ Subject: Ontario Walmart
Checked by: AG Date: 4/21/06

TRAFFIC SIGNAL WARRANTS

	RURAL	URBAN (Rural okay?)
(1) Benson/6th →	yes (EXPM)	no
(2) Benson/5th →	yes (EXPM)	no
(3) Jasmine/5th →	no	no
(4) Helen/5th →	no	no
(5) Alderberry/5th →	no	
(6) San Antonio/6th →	yes (EXPM)	no
(7) San Antonio/5th →	yes (EXPM)	no

use urban warrants

2003 Edition

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING PM**

Major Street Name = **BENSON AVENUE**

Total of Both Approaches (VPH) = **1167**

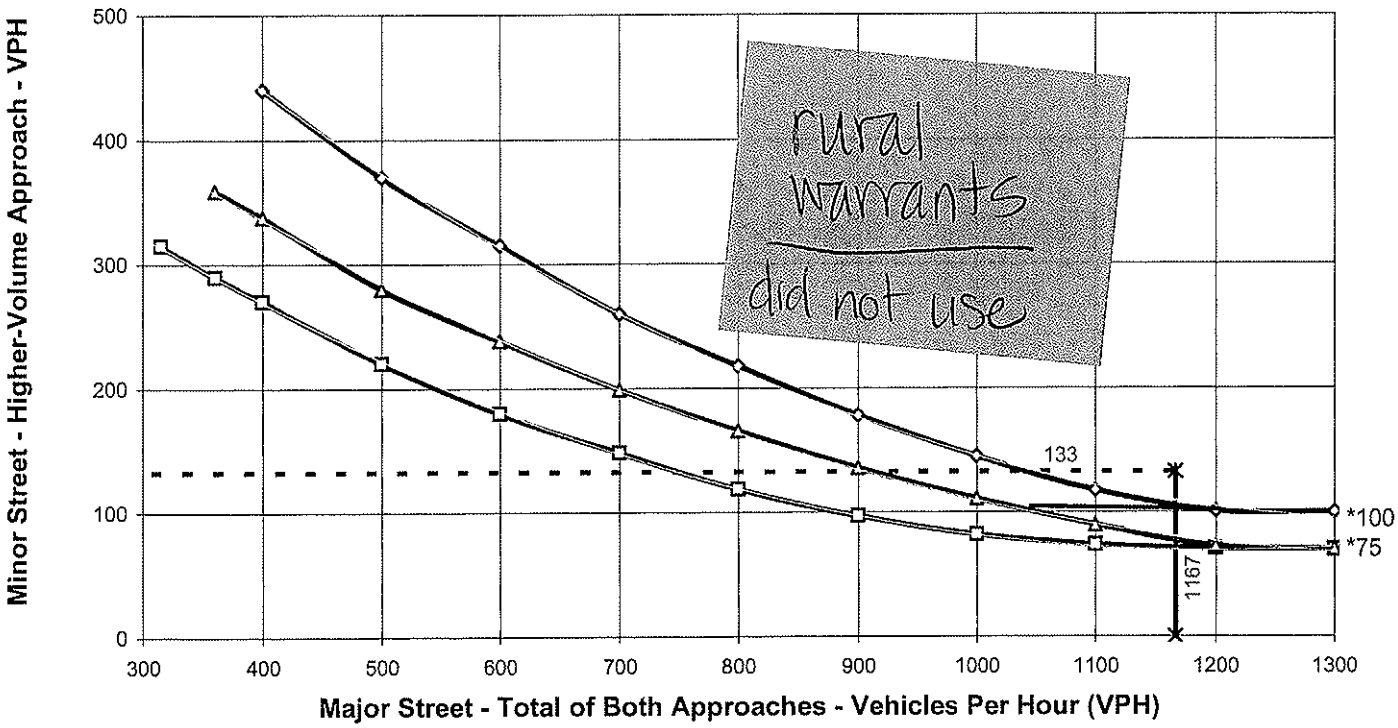
Number of Approach Lanes Major Street = **2**

Minor Street Name = **6TH STREET**

High Volume Approach (VPH) = **133**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING PM**

Major Street Name = **BENSON AVENUE**

Total of Both Approaches (VPH) = **942**

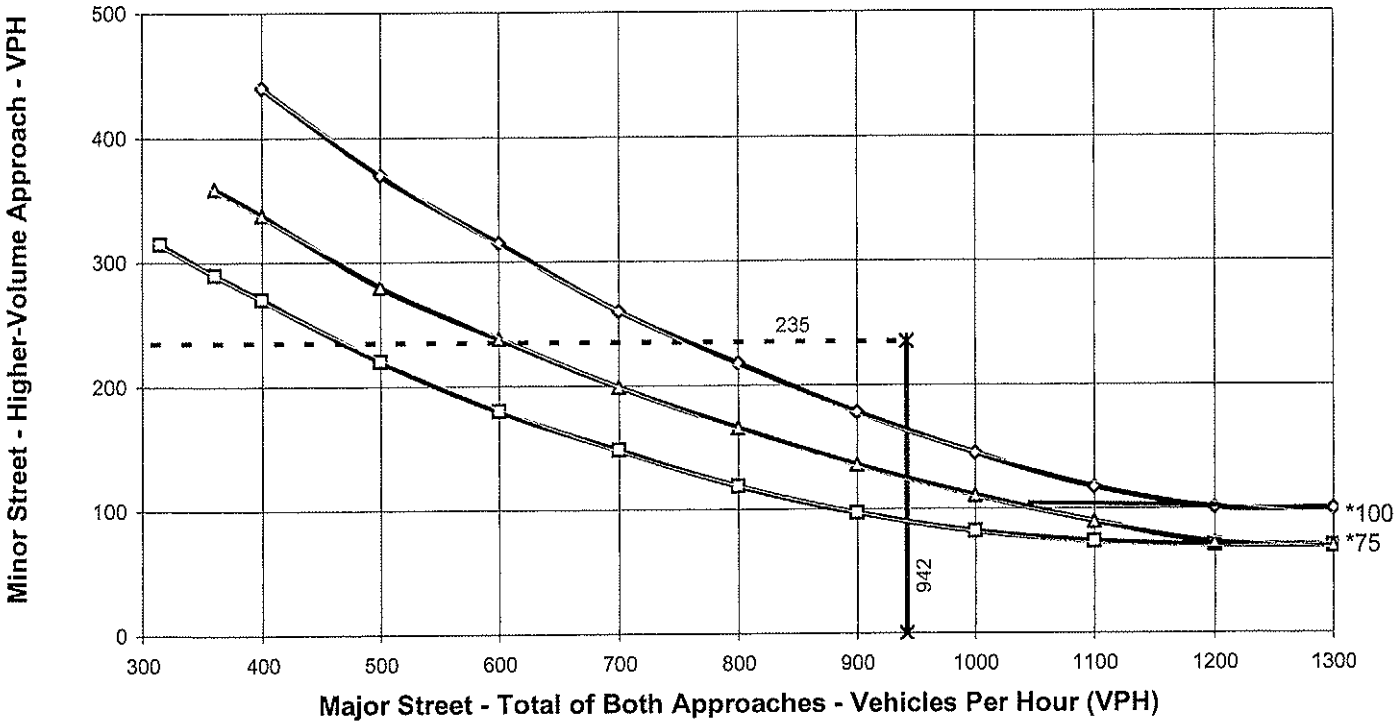
Number of Approach Lanes Major Street = **2**

Minor Street Name = **5TH STREET**

High Volume Approach (VPH) = **235**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



1 Lane (Major) & 1 Lane (Minor)

2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)

2+ Lanes (Major) & 2+ Lanes (Minor)

Major Street Approaches

Minor Street Approaches

* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

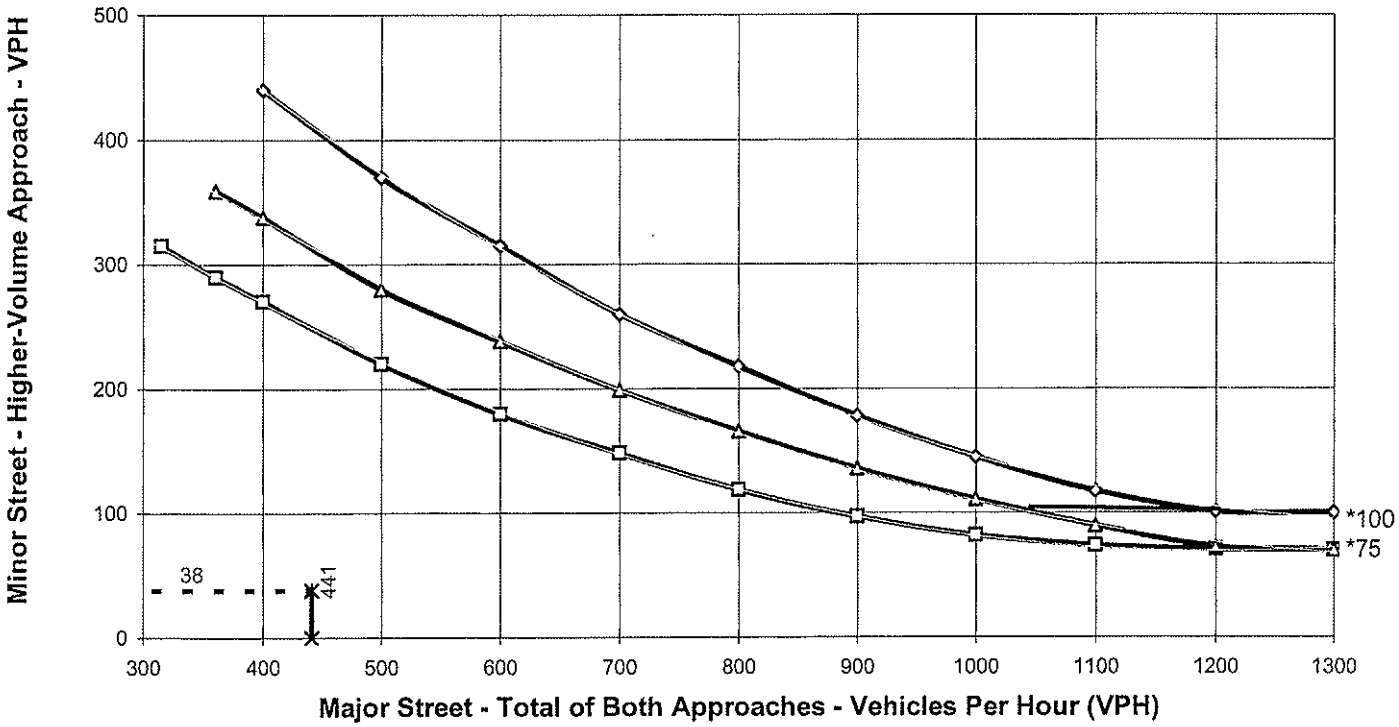
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **JASMINE AVENUE**
Total of Both Approaches (VPH) = **441**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **5TH STREET**
High Volume Approach (VPH) = **38**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

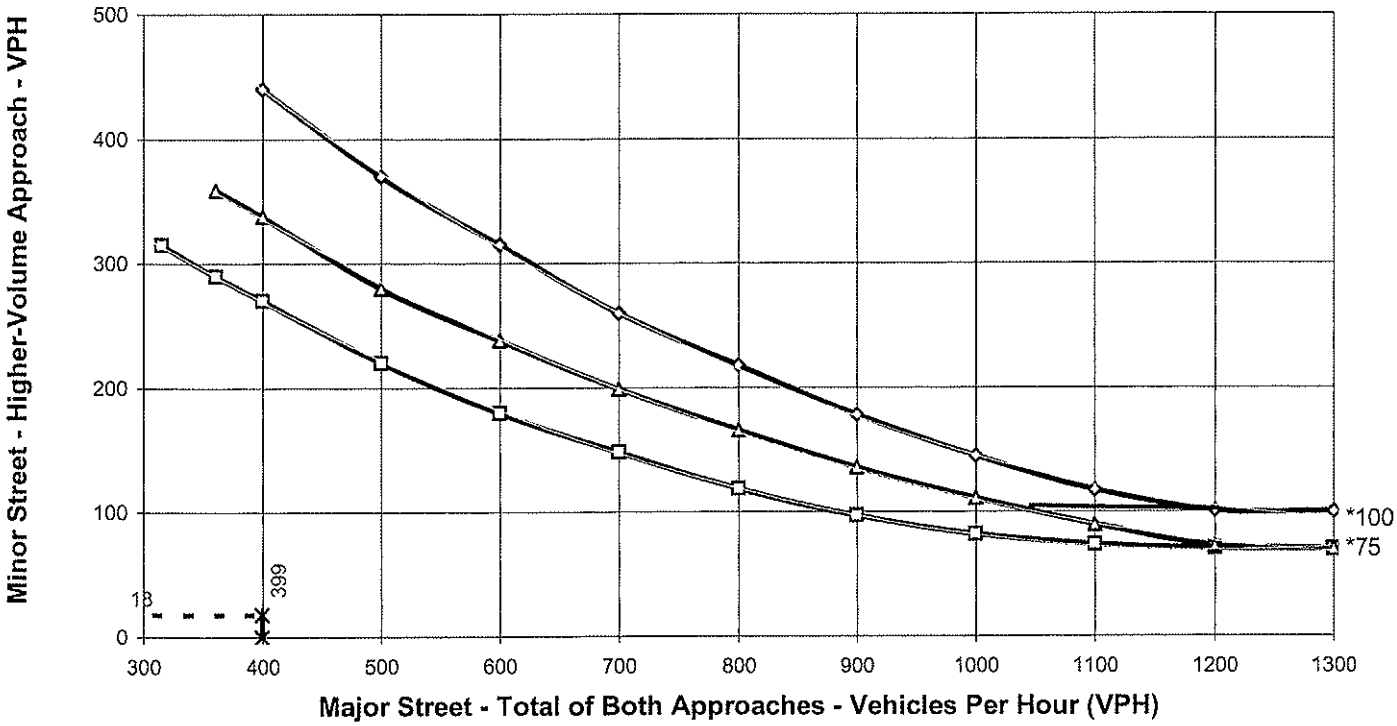
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **HELEN AVENUE**
Total of Both Approaches (VPH) = **399**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **5TH STREET**
High Volume Approach (VPH) = **18**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **PROJECT BUILDOUT PLUS PROJECT**

Major Street Name = **ALDERBERRY**

Total of Both Approaches (VPH) = **474**

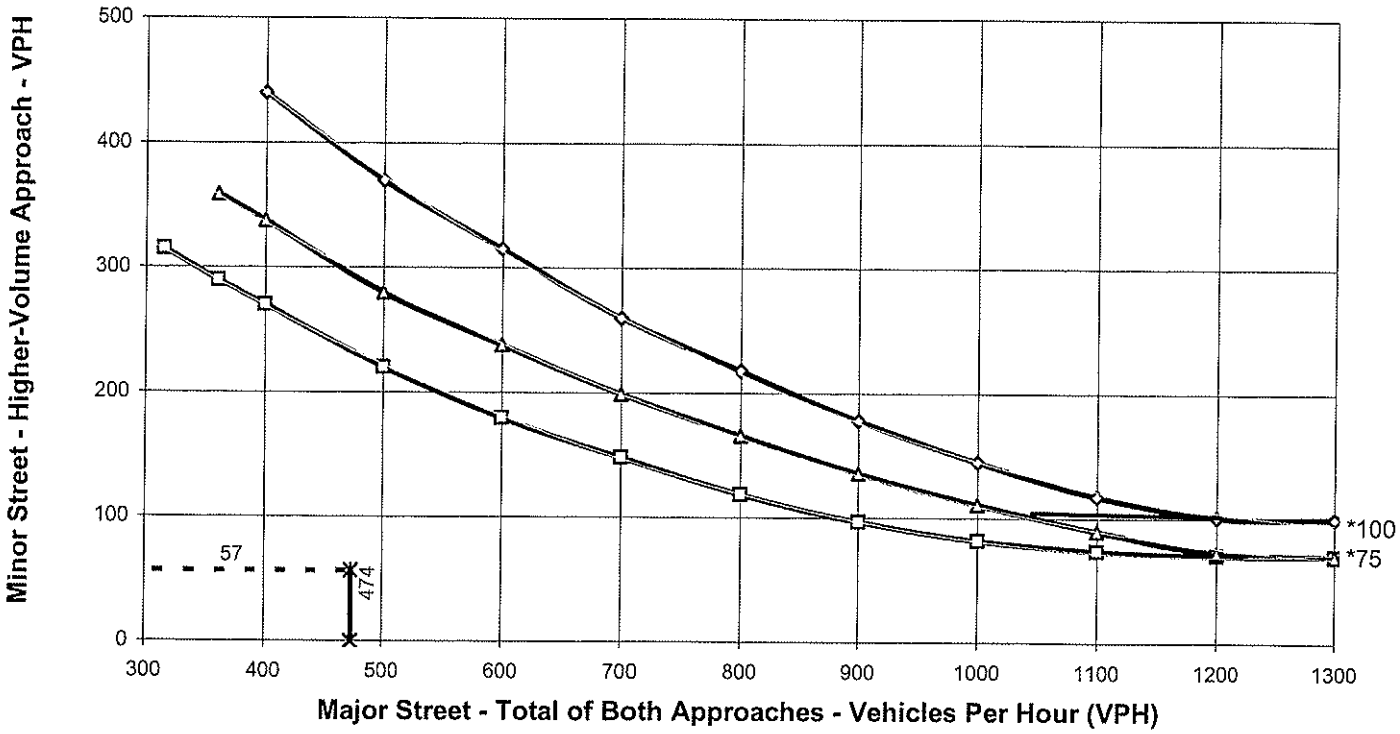
Number of Approach Lanes Major Street = **1**

Minor Street Name = **5TH STREET**

High Volume Approach (VPH) = **57**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING PM**

Major Street Name = **SAN ANTONIO**

Total of Both Approaches (VPH) = **991**

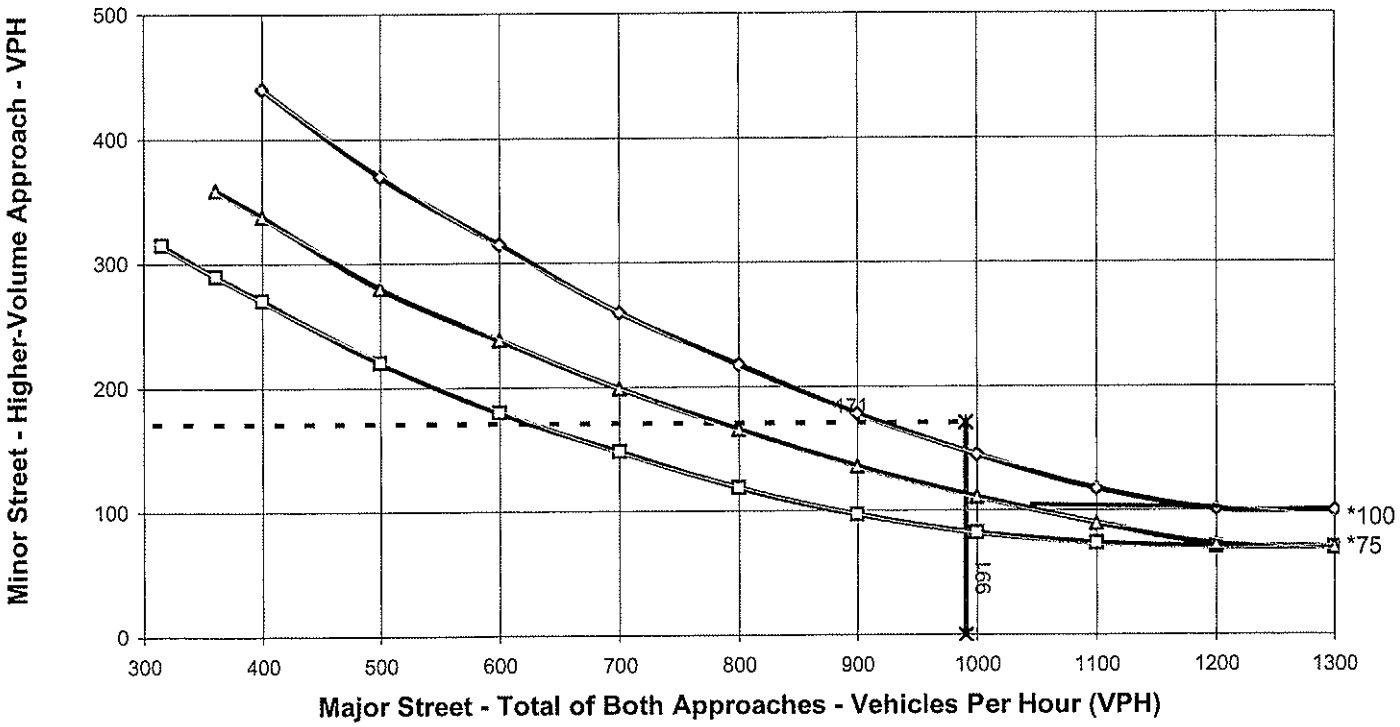
Number of Approach Lanes Major Street = **2**

Minor Street Name = **6TH STREET**

High Volume Approach (VPH) = **171**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



1 Lane (Major) & 1 Lane (Minor)

2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)

2+ Lanes (Major) & 2+ Lanes (Minor)

Major Street Approaches

Minor Street Approaches

* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING PM**

Major Street Name = **SAN ANTONIO**

Total of Both Approaches (VPH) = **945**

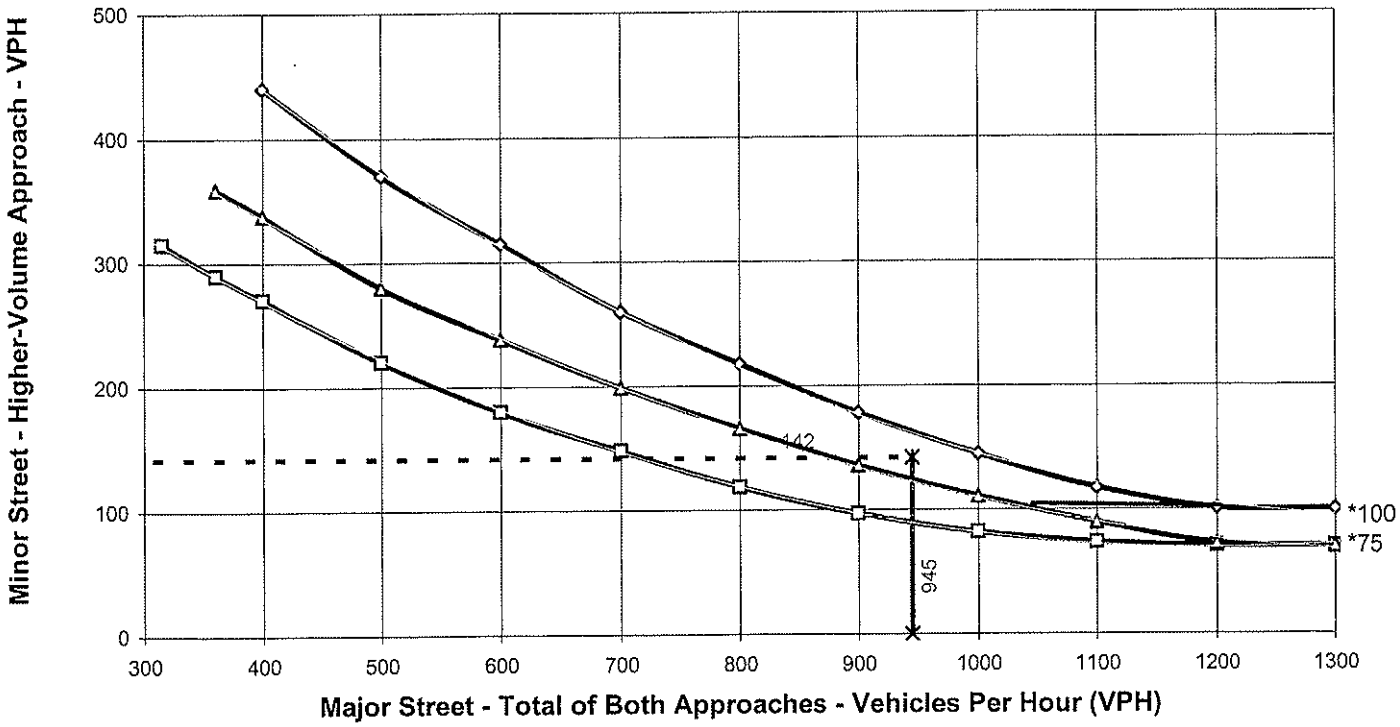
Number of Approach Lanes Major Street = **2**

Minor Street Name = **5TH STREET**

High Volume Approach (VPH) = **142**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



1 Lane (Major) & 1 Lane (Minor)

2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)

2+ Lanes (Major) & 2+ Lanes (Minor)

Major Street Approaches

Minor Street Approaches

* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.